

**Dallas to Houston High-Speed Rail
Final Environmental Impact Statement**

**Appendix H:
Response to Draft EIS Comments
Set 2 of 3**



Federal Railroad
Administration

5. INDIVIDUAL COMMENTS AND RESPONSES

This section provides all comments that FRA received during the public comment period (December 22, 2017 to March 9, 2018) and FRA's responses. Both standard and unique responses are provided. For standard responses, refer to **Table H-4 in Appendix H, Section 1.3.2, Standard Responses to Comments**. Comments are presented as submitted, including spelling. Personal information (email, physical address, phone numbers, etc.) has been removed from public comments and replaced with [...].

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

Submitted By	Date Submitted	Submission Type	Comment	Response
A				
All Aboard Arizona	2/10/2018	Website	This project will benefit the economy and residents of Texas while minimizing adverse impacts to the environment. Moving automobile trips to high speed rail will reduce air pollution, accidents and road congestion while improving connectivity between Dallas and Houston for business, cultural and entertainment purposes. Future connections to DFW airport and the Amtrak system by passenger rail will increase mobility and accessibility for residents and visitors alike. The design of "fully sealed corridors" utilizing Shinkansen technology will provide safety, comfort and efficiency for travelers.	Comment noted.
All Care Veterinary Hospital	2/21/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
All Care Veterinary Hospital	2/22/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared. Our office staff has had over 100 employees and family members visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property....all at no cost. I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable and historic on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
All Care Veterinary Hospital	2/28/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
All Care Veterinary Hospital	2/28/2018	Website	The Morgan Creek Ranch (listed on tax roles as Morgan Legacy Farms) is an invaluable and beautiful place to decompress, relax and spend time with my family and friends. The Morgan Creek Ranch was created to serve as an oasis to family and friends of Brenda and Bob Morgan, as well as contribute to the local community, economy, and environment through development and improvement of the land and of multiple free standing buildings on the property, each with its unique purpose. A move north towards the existing power lines would preserve this beautiful location.	Refer to LU-5.
All Care Veterinary Hospital	2/28/2018	Website	Morgan Legacy Farms is an invaluable and beautiful place to decompress, relax and spend time with my family and friends. The farm was created to serve as an oasis to family and friends of Brenda and Bob Morgan, as well as contribute to the local community, economy, and environment through development and improvement of the land and of multiple free standing buildings on the property, each with its unique purpose. It's location close to the DFW metroplex allows easy and frequent visits; I fear that if the high speed rail goes through the property there will not be a comparable location. I am a veterinarian in the DFW metroplex, a job that has makes for high stress levels daily. Morgan Legacy Farms provides a safe location, free of charge to me, that can give me a chance to clear my head, relax and forget about the stress of the every day job. It is key to maintaining a healthy mentality. After educating myself in the current potential location through the Morgan Creek Ranch I firmly believe the other proposed option, north of the ranch near the power lines, would have less detrimental effects on the environment but also help my family and friends maintain healthy, reduced stress life styles.	Refer to LU-5.
All Care Veterinary Hospital	2/28/2018	Website	The Morgan Legacy Farms is an irreplaceable oasis for so many people. Over 900 people have visited this ranch which include church groups, Girl and Boy Scouts, Military Personnel, Police and Fire, students, and various political and professional persons, each has gotten to reap the benefits of the ranch. There is no comparable property near DFW that provides so many positive aspects, while remaining free to so many people. I strongly encourage you to consider changing the proposed route of the high speed rail to that location north of the ranch, near the power lines, as the benefit strongly outweighs the cost to those associated with Morgan Legacy Farms.	Refer to LU-5.
All Care Veterinary Hospital	2/27/2018	Website	I am opposed to the current planned route of the train that would destroy a culturally, economically, and historically significant ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique irreplaceable property. As a veterinarian, I am acutely aware of the continuing loss of ranch and farm lifestyles that are a huge part of our country's history as well as economic well being. There is a massive economic significance to the loss of this lifestyle, as our country fails to produce its own resources and has to seek fulfillment of them elsewhere. The Morgan Legacy Farm is economically significant itself, but also significant in that it is helping educate future generations of potential ranchers and farmers. The large number of guests that have visited this ranch are exposed to a lifestyle that is fading in our city culture, and by moving the train route north and keeping this ranch alive, more children and potentially future farmers will be inspired to choose the farm or ranch lifestyle for themselves.	Refer to LU-5.

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All Care Veterinary Hospital	3/8/2018	Website	I am opposed to the current proposed route of the train that would destroy a culturally, economically, and historically significant ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique irreplaceable property. As a veterinarian, I am very concerned about the negative impact on native wildlife species as I understand the massive impacts that environmental destruction can have on a population of animals. The preferred route travels in one of the highest elevations which will create significant watershed issues, causing a loss of migratory waters, which will significantly and negatively impact the native wild life in the area, including a number of species of migratory birds. Furthermore, it is my understanding that according to both Texas state and federal law it is illegal to harm native birds or to disturb, relocate, or destroy nests or eggs. The preferred route will cause substantially more disruption to migratory water fowl as it will interfere with multiple bodies of water. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Thank you for your time in reading this.	Refer to LU-5.
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All Care Veterinary Hospital	3/8/2018	Website	The Morgan Family Legacy Farm is an invaluable asset to the State of Texas and Navarro county. It is used for charities, children's groups, medical personnel and first responders, never at any charge to them. Running a high speed rail thru the heart of the property will destroy its use and this is not necessary. Move the route to the 3Z plan, north of the power lines, to preserve the ranch.	Refer to LU-5.
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Naomi A.	2/5/2018	Website	REFERENCE: IMPACT ON PUBLIC SAFETY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY To me public safety is a big issue, a factor in our day to day operations, as we move from location to location within our community as it is, day to day!!! HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!! No one has considered the lives of the residents that live in our community, or our safety of an explosion, from the speed of the train. Again, FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to NR-5, NR-6, RF-2, WW-1 and WW-2.
Naomi A.	2/5/2018	Website	REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor. As our community grows, with progress, why tear each mile stone down, with an un-needed, un-wanted high speed rail. How can Waller County grow with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Flandrey Abshire	2/6/2018	Handwritten	No build option. The Hewlett- Packard Data Center facility houses 1500 servers within 1000 feet of the HC-4 route. Hewlett- Packard has stated that it could have very serious negative impacts on their property and data center operations. This has failed to be addressed by the FRA. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to SC-11 and VA-4.
Flandrey Abshire	2/6/2018	Handwritten	Anyone who lived in Houston during Harvey knows the devastation of flooding. The elevated tracks for this train will create dams in the event of a rain event. The route will cross five creeks. The Spring Creek watershed will be deeply affected and cause massive flooding of homes. There will be no place for the water to go but on the property near the tracks. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to FP-1, SS-17, WW-2 and WW-8.
Flandrey Abshire	2/6/2018	Handwritten	The Katy Prairie Conservatory is an area that has been set aside for 300 species of birds, 110 species of mammals, reptiles and amphibians, and hundreds of species of grasses, trees, wildflowers, and shrubs. The train will be traveling 200 miles per hours within one mile of the migratory bird sanctuary. The birds will be chased from their habitat. The wetlands here will either be directly or indirectly affected. The train route also cuts through a major wetland where duck hunting is vital to the economy of the region. The hunting of water fowl will be destroyed by a high speed train. The geese and ducks will not stay in an area with the noise that a high speed train would make. It would also cause bad accidents with the train. The no build option should be chosen as the only viable option in the final Environmental Statement.	Refer to NR-1, NR-2, RF-2 and WW-1.
Flandrey Abshire	2/6/2018	Handwritten	No Build Option. The Katy Prairie Conservatory is an area that has been set aside for 300 species of birds, 110 species of mammals, reptiles and amphibians, and hundreds of species of grasses, trees, wild flowers, and shrubs. The train will be traveling 200 miles per hour within one mile of the migratory bird sanctuary. The birds will be chased from their habitat. The wetlands here will either be directly or indirectly affected. The train route also cuts through a major wetland where duck hunting is vital to the economy of the region. The hunting of water fowl will be destroyed by a high speed train. The geese and ducks will not stay in an area with the noise that a high speed train would make. It could also cause bird accidents with the train. The no build option should be chosen as the only viable option in the final Environmental Statement.	Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Flandrey Abshire	2/6/2018	Handwritten	No Build Option The quality of life in Waller County now is peaceful, quiet, and the sound of birds is everywhere. The quality of life in Waller County after the train will be horribly loud with vibrations every 15 minutes all day well into the night. At a HSR meeting a representative for the train said that the train would be about as loud as a hair dryer as it passed. Who was he kidding? Our homes will get cracked foundations, the brick and stone will fall off our homes, and our wells will collapse. The landscape of this beautiful part of Texas will be destroyed forever with the sight of this proposed monstrosity. Many of us will be forced to leave our homes and move to homes we did not want. The no build option should be chosen as the only option in the final Environmental Impact Statement.	Refer to NV-1. Vibration levels will be well below the threshold for damage to structures.
Flandrey Abshire	2/6/2018	Handwritten	No build option. The proposed train will run through a large portion of the Waller I.S.D. district. Since the county has a large rural area, many of its students are picked up by bus. These bus routes could be negatively impacted by this route. It may cause the school district to purchase additional buses to transport the students. Delays may occur due to county and private roads being closed or impacted by this train. We cannot even be sure that our students will be safe with this construction going on. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to SC-5, SC-8 and TR-6.
Flandrey Abshire	2/6/2018	Handwritten	No Build Option. What makes the FRA think that they do not have to follow the law? They have failed to coordinate with the local county government on this HSR project. After Tx-Dot met twice with county officials, Tx-Dot was told by the FRA not to meet with the county	Refer to PI-1.

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			anymore. The FRA said that they did not have to coordinate with Waller County officials. Numerous issues were brought to the attention of the FRA by Tx-Dot as a result of these issues in the draft EIS. These people are suppose to be looking out for the interest of the citizens and the environment. What would make them think that they are above the law. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	
Flandrey Abshire	2/6/2018	Handwritten	No Build Option The proposed route will run right through the planned Waller Lawn Center. It will deter industry moving to Waller and Waller County because they are also passing through th Delta Troy Interest. This 990 acre tract, where housing and commercial development, will not be developed because of this train. This HC-4 route also passes within 4000 feet of the huge Daiken/Goodman. Hundreds of people could be affected with lack of homes and closed roads causing traffic on our roads. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to BA-6 and LU-4.
Flandrey Abshire	2/6/2018	Handwritten	No Build Option The proposed train route will destroy the economic development of Waller County. It will affect future roads and thorough fares through the northern portions of the county. Dozens of roads have been planned but none will be completed if this train cuts through this county. This will stop all future development in this area. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to TR-8.
Flandrey Abshire	2/6/2018	Handwritten	No Build Option. The reason Foundation has stated that the HSR project would cause Texas taxpayers over \$500 million dollars a year. The report says that the project would never continue without significant public subsidies when the loan would default. The trip from Dallas to Houston is well served with great road, planes, and buses. The no build option should be chosen as the only viable option in the Environmental Impact Statement.	Refer to BA-12, GN-3, GN-4, NE-1 and PN-3.
Flandrey Abshire	2/6/2018	Handwritten	No Build Option. What will the train route do to the insurance policies in this area? The insurance companies will take in consideration the dangers of train derailments. Going 200 miles an hour it is not a matter of if, it's a matter of when it will go off the track. The insurance companies will not want to insure homes too near the tracks or the premiums will be outrageous. This will cause a real hardship to the citizens in the pathway of the train. The no build option should be chosen as the viable option in the fianl Environmental Impact Statement.	Refer to SS-1, SS-12 and SS-13.
Flandrey Abshire	2/6/2018	Handwritten	No Build Option. The HC-4 train route through Waller County is about three miles west of the original route. This route was changed without any public input from the affected areas. Why was the map changed? Was it because of wealthy landowners who did not want the train to negatively impact their land? That leaves the land owners on the westside of them to shoulder this burden. Using the energy corridor right of way easement would have affected a few peoples, but this plan will affect hundreds of people. The no build option should be chosen as the only viable option in the Final Impact Environmental Statement.	Refer to BA-8.
Flandrey Abshire	2/6/2018	Handwritten	No Build Option. Our home is at a deadend of a quiet road. The train is slated to run through our barn and a few feet from our house. The train will be very detrimental to the wildlife that live and travel in this area. The deer, bobcats, birds, hogs, owls, wood ducks, and coyotes would be driven from their habitats. We are an elderly couple who would be forced to relocate. This would be extremely difficult because I am handicapped-excessible home would be destroyed. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to ED-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures . Land acquisitions and/or relocations will be conducted by the Texas Central Railroad (TCRR). For more information regarding specific landowner needs or information requests, contact TCRR at email: info@texascentral.com or Phone: 1-844-TX-TRAIN. Each acquisition or relocation is specific to each landowner. If TCRR receives federal funding from US Department of Transportation for the Project, TCRR must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act for all real property acquired as discussed in Section 3.13, Land Use of the Final EIS.
Flandrey Abshire	2/6/2018	Handwritten	No Build Option. A need for this train has never been shown. It will not alleviate any traffic conjestion. Just getting to the station in Houston or Dallas will be a traffic conjestion. Just getting to the station in Houston or Dallas will be a traffic conjestion itself. People will not pay \$199.00 for a single one way ticket when they can travel to Dallas for \$50. of gas and not requiring renting a car once you arrive. This train will never cash flow. Every Texan will pay for this train in the end. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to BA-6, GN-4, PN-3 and SC-3.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

Submitted By	Date Submitted	Submission Type	Comment	Response
Flandrey Abshire	2/6/2018	Handwritten	No Build Option. Emergency services will be negatively impacted by the HSR line. It will impact our county and private roads. These roads are used for emergency vehicles that provide help and services to the citizens of Waller County. The response time is now approximately eight minutes but when some roads are closed, no one knows what the response time will be. We cannot allow one person to die because of lack of help due to this train. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to SS-23.
Flandrey Abshire	2/6/2018	Handwritten	No Build Option. The proposed HC-4 route travels right through many new developments and homes of citizens of Waller County. In my own neighborhood, which is a road about 1/3 of a mile long, it will affect 10 homes and a trailer park with about 32 trailers in it. All the people on my street will be displaced and have to relocate. It destroys the economic viability of this area, lowering the value of all property around here. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to BA-8 and VA-1.
Flandrey Abshire	2/6/2018	Website	No Build Option The proposed route will run right through the planned Waller Lawn [sic] Center. It will deter industry moving to Waller and Waller County because they are also passing through th Delta Troy Interest. This 990 acre tract, where housing and commercial development, will not be developed because of this train. This HC-4 route also passes within 4000 feet of the huge Daiken/Goodman . Hundreds of people could be affected with lack of homes and closed roads causing traffic on our roads. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to BA-6 and LU-4.
Rodney Abshire	1/30/2018	Email	A need for this train has never been shown. It will not alleviate any traffic congestion. Just getting to the station in Houston or Dallas will be a congestion itself. People will not pay \$199.00 for a single one way ticket when they can travel to Dallas for \$50.00 of gas and not requiring renting a car once you arrive. This train will never cash flow. Every Texan will pay for this train in the end.	Refer to GN-2, NE-1, PN-3, SC-3.
Rodney Abshire	1/30/2018	Email	Our home is at a dead end of a quiet road. The train is slated to run through our barn and a few feet from our house. The train will be. very detrimental to the wildlife that live and travel in this area. The deer, bobcats, birds, hogs, owls, wood ducks, and coyotes would be driven from their habitats. We are an elderly couple who would be forced to relocate. This would be extremely difficult bcause I am handicapped. Our handicapped accessible home would be destroyed. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to NR-2 and NR-6. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Rodney Abshire	1/30/2018	Email	A need for this train has never been shown. It will not alleviate any traffic congestion. Just getting to the station in Houston or Dallas will be a congestion itself. People will not pay \$199.00 for a single one way ticket when they can travel to Dallas for \$50.00 of gas and not requiring renting a car once you arrive. This train will never cash flow. Every Texan will pay for this train in the end.	Refer to GN-2, NE-1, PN-3 and SC-3.
Rodney Abshire	1/30/2018	Email	Our home is at a dead end of a quiet road. The train is slated to run through our barn and a few feet from our house. The train will be. very detrimental to the wildlife that live and travel in this area. The deer, bobcats, birds, hogs, owls, wood ducks, and coyotes would be driven from their habitats. We are an elderly couple who would be forced to relocate. This would be extremely difficult because I am handicapped. Our handicapped accessible home would be destroyed. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to NR-2 and NR-6. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Rodney Abshire	1/31/2018	Email	What will the train route do to the insurance policies in this area? The insurance companies will take in consideration the dangers of train derailment. Going 200 miles an hour it is not a matter of if, it is a matter of when it will go off the tracks. The insurance companies will not want to insure homes too near the tracks or the premiums will be outrageous. This will cause a real hardship to the citizens in the pathway of the train. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to SS-1, SS-12 and SS-21.
Rodney Abshire	1/31/2018	Email	What will the train route do to the insurance policies in this area? The insurance companies will take in consideration the dangers of train derailment. Going 200 miles an hour it is not a matter of if, it is a matter of when it will go off the tracks. The insurance companies will not want to insure homes too near the tracks or the premiums will be outrageous. This will cause a real hardship to the citizens in the pathway of the train. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to SS-1, SS-12 and SS-21.
Rodney Abshire	2/1/2018	Email	The HC4 train route through Waller County is about three miles west of the original route. This route was changed without any public input from the affected areas. Why was the route changed? Was it because of wealthy landowners who did not want this train to negatively impact their land? That leaves the landowners on the west side of them to shoulder this burden. Using the energy corridor right of way easement	Refer to BA-3, BA-6, BA-8, PI-1.

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Submitted By	Date Submitted	Submission Type	Comment	Response
			would have affected a few people, but this plan would affect hundreds of people. The no build option should be chosen as the only viable option in the final Impact Environmental Impact Statement.	
Rodney Abshire	2/2/2018	Email	The Reason Foundation has stated that the HSR project would cause Texas taxpayers over \$500 million dollars a year. The report says that the project would never continue without signs public subsidies when the loan would default. The trip from Dallas to Houston is well served with great roads, planes, and buses. The no build option should be the only viable option in the final Environmental Impact Statement.	Refer to GN-3, PN-3, BA-4, BA-12, BA-6, GN-4 and NE-1.
Rodney Abshire	2/2/2018	Email	The Reason Foundation has stated that the HSR project would cause Texas taxpayers over \$500 million dollars a year. The report says that the project would never continue without signs public subsidies when the loan would default. The trip from Dallas to Houston is well served with great roads, planes, and buses. The no build option should be the only viable option in the final Environmental Impact Statement.	Refer to GN-3, PN-3, BA-4, BA-12, BA-6, GN-4 and NE-1.
Rodney Abshire	2/4/2018	Email	The proposed train route will negatively impact the property values in Waller county. The decreased valuation of property will cause lower tax revenues to be collected. The school districts, emergency services, cities, and other public entities will lose income. This will reduce the services that are provided to the citizens who pay these taxes. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to VA-1.
Rodney Abshire	2/4/2018	Website	The proposed train route will destroy the economic development of Waller county. It will affect future roads and thoroughfares through the northern portions of the county. Dozens of roads have been planned but none will be completed if this train cuts through the county. This will stop all future development in this area.	Refer to TR-1 and TR-8. No public roads in Waller County would be closed as a result of the Project.
Rodney Abshire	2/5/2018	Website	The Hewlett-Packard Data Center facility houses 1500 servers within 1000 feet of the HC-4 route. Hewlett-Packard has stated that it could have very serious negative impacts on their property and data center operations. This has failed to be addressed by the FRA. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to SC-11.
Rodney Abshire	2/5/2018	Website	The proposed route will run right through the planned Waller Town Center. It will deter industry moving to Waller and Waller county because the route passes through the Delta Troy Interests. This 990 acre tract, where housing and commercial development has been appropriated, will not be developed because of this train. This HC-4 route also passes within 4000 feet of the huge Daiken/Goodman facility. Hundreds of people could be affected with lack of homes and closed roads causing traffic on our roads. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to LU-4.
Rodney Abshire	2/6/2018	Website	What makes the FRA think that they do not have to follow the law? They have failed to coordinate with the local county government in this HSR project. After TX-Dot met twice with county officials, TX-Dot was told by the FRA not to meet with the county anymore. The FRA said that they did not have to coordinate with Waller county officials. Numerous issues were brought to the attention of the FRA by TX-Dot as a result of these coordination meetings but the FRA has failed to address any of these issues in the draft EIS. The job of the FRA is go look out for the citizens and the environment. What would make you think you are above the law? The no build option should be the only viable option in the final Environmental Impact Statement.	Refer to PI-1.
Rodney Abshire	2/6/2018	Handwritten	No Build Option. Emergency services will be negatively impacted by the HSR line. It will impact our county and private roads. These roads are used for emergency vehicles that provide help and services to the citizens of Waller County. The response time is now approximately eight minutes but when some roads are closed, no one knows what the response time will be. We cannot allow one person to die because of lack of help due to this train. The no build option should be chosen as the only viable option in the Environmental Impact Statement.	Refer to SS-23.
Rodney Abshire	2/6/2018	Handwritten	No Build Option. A need for this train has never been shown. It will not alleviate any traffic congestion. Just getting to the station in Houston or Dallas will be a traffic congestion itself. People will not pay \$199.00 for a single one way ticket when they can travel to Dallas for \$50.00 of gas and not requiring renting a car once you arrive. This train will never cash flow. Every Texan will pay for this train in the end. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to BA-4, BA-6, GN-3, GN-4 and PN-3.
Rodney Abshire	2/6/2018	Handwritten	No Build Option. Our home is at a deadend of a quiet road. The train is slated to run through our barn and a few feet from out house. The train will be very detrimental to the wildlife that live and travel in this area. The deer, bobcats, birds, hogs, owls, wood ducks, and coyotes would be driven from their habitats. We are an elderly couple who would be forced to relocate. This would be extremely difficult because I am handicapped. Our handicapped- excessive home would be destroyed. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to NR-2, NR-1, NR-5 and NR-6. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures . Land acquisitions and/or relocations will be conducted by the Texas Central Railroad (TCRR). For more information regarding specific landowner needs or information requests, contact TCRR at email:

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Submitted By	Date Submitted	Submission Type	Comment	Response
				info@texascentral.com or Phone: 1-844-TX-TRAIN. Each acquisition or relocation is specific to each landowner. If TCRR receives federal funding from US Department of Transportation for the Project, TCRR must comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act for all real property acquired as discussed in Section 3.13 Land Use of the Final EIS.
Rodney Abshire	2/6/2018	Handwritten	The HC-4 train route through Waller County is about three miles west of the original route. This route was changed without any public input from the affected areas. Why was the map changed? Was it because of wealthy landowners who did not want the train to negatively impact their land? That leaves the land owners on the west side of them to shoulder this burden. Using the energy corridor right of way easement would have affected a few people, but this plan will affect hundreds of people. The no build option should be chosen as the only viable option in the final Impact Environmental Statement.	Refer to BA-3, BA-8 and PI-1.
Rodney Abshire	2/6/2018	Handwritten	No Build Option. What will the train route do to the insurance policies in this area? The insurance companies will take in consideration the dangers of train derailments. Going 200 miles an hour it is not a matter of if, it's a matter of when it will go off the track. The insurance companies will not want to insure homes too near the tracks or the premiums will be outrageous. This will cause a real hardship to the citizens in the pathway of the train. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to SS-1, SS-12 and SS-13.
Rodney Abshire	2/6/2018	Handwritten	No Build Option. The Reason Foundation has stated that the HSR project would cause Texas taxpayers over \$500 million dollars a year. The report says that the project would never continue without significant public subsidies when the loan would default the trip from Dallas to Houston is well served with great road, planes, and buses. The no build option should be chosen as the only viable option in the final environmental impact statement.	Refer to BA-6, GN-4, GN-6, NE-1, PN-3, SC-3, TR-3 and TR-4.
Rodney Abshire	2/6/2018	Handwritten	No Build Option. The proposed train route will negatively impact the property values in Waller County. The Decreased valuation of property will cause lower tax revenues to be collected. The school districts, emergency services, cities, and other public entities will lose income. This will reduce the services that are provided to the citizens who pay these taxes. The no build option should be chosen as the only viable option in the final Environmental Statement.	Refer to VA-1.
Rodney Abshire	2/6/2018	Handwritten	No Build Option. The proposed train route will destroy the economic development of Waller County. It will affect future roads and thoroughfares through the northern portions of the county. Dozens of roads have been planned but none will be completed if this train cuts through this county. This will stop all future development in this area. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to BA-6, LU-4 and TR-8.
Rodney Abshire	2/6/2018	Handwritten	No Build Option. The proposed route will run right through the planned Waller Lawn [sic] Center. It will deter industry moving to Waller and Waller County because they are also passing through the Delta-Troy Interest. This 990 acre tract, where housing and commercial development, will not be developed because of this train. This HC-4 route also passes within 4000 feet of the huge Daiken/Goodman facility. Hundreds of people could be affected with lack of homes and closed roads causing traffic on our roads. The no Build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to LU-4.
Rodney Abshire	2/6/2018	Handwritten	No Build Option. What makes the FRA think that they do not have to follow the law? They have failed to coordinate with the local county government on this HSR project. After TX-Dot met twice with county officials, TX-Dot was told by the FRA not to meet with the county anymore. The FRA said that they did not have to coordinate with Waller County officials. Numerous issues were brought to the attention of the FRA by Tx-Dot as a result of these coordination meetings but the FRA has failed to address any of these issues in the draft EIS. These people are suppose to be looking out for the interest of the citizens and the environment. What would make then think that they are above the law. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to BA-6, NE-1 and PI-1.
Rodney Abshire	2/6/2018	Handwritten	No build option. The proposed train will run through a large portion of the I.S.D. district. Since the county has a large rural area, many of its students are picked up by bus. These bus routes could be negatively impacted by this route. It may cause the school district to purchase additional buses to transport the students. Delays may occur due to county and private roads being closed or impacted by this train. We cannot even be sure that our students will be safe with this construction goin on. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to SC-5.
Rodney Abshire	2/6/2018	Handwritten	No build option. The quality of life in Waller County now is peaceful, quiet, and the sound of birds is everywhere. The quality of life in Waller County after the train will be horribly loud with vibrations every 15 minutes all day well into the night. At a HSR meeting a representative for the train said that the train would be about as loud as a hair dryer as it passes. Who was he kidding? Our homes will get cracked foundations, the brick and stone will fall off our homes, and our wells will collaps. The landscape of this beautiful part of Texas will be destroyed forever	Refer to AS-1, BA-6, ED-2, NV-1 and NV-5.

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			with the sight of this proposed monstrosity. Many of us will be forced to leave our homes and move to homes we did not want. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	
Rodney Abshire	2/6/2018	Handwritten	No Build Option. The Katy Praire Conservatory is an area that has been set aside for 300 species of birds, 110 species of mammals, reptiles and amphibians, and hundreds of species of grasses, trees, wild flowers and shrubs. The train will be traveling 200 miles per hour within one mile of the migratory bird sanctuary. The birds will be chased from Their habitat. The wetlands here will either be directly or indirectly affected. The train route also cuts through a major wetland where duck hunting is vital to the economy of the region. The hunting of water [sic] will be destroyed by a high speed train. The geese and ducks will not stay in an area with the noise that a high speed train would make. It could also cause bird accidents with the train. The no build option should be chosen as the only viable option in the final Environmental Statement.	Refer to NR-1, NR-2, NR-3, RF-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Rodney Abshire	2/6/2018	Handwritten	No Build Oprion Anyone who lived in Houston during Harvey knows the devastation of flooding. The elevated tracks for this train will create dams in the event of a rain event. The route will cross five creeks. The Spring Creek watershed will be deeply affected and cause massive flooding of homes. There will be no place for the water to go but on the property near the tracks. The no build option should be chosen as the only viable option in the final Envrinmental Impact Statement.	Refer to BA-6, SS-17 and WW-8.
Rodney Abshire	2/6/2018	Handwritten	No build option The Hewlett-Packard Data Center facility houses 1500 services within 1000 feet of the HC-4 route. Hewlett-Packard has stated that it could have very serious negative empacnts on their property and data center operations. This has failed to be addressed be the FRA. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to BA-6 and SC-11.
Rodney Abshire	2/6/2018	Handwritten	No Build Option The proposed HC-4 route travels right through many new developemnts and homes of citizens of Waller Count. In My own neighborhood, which is a road about 1/3 of a mile long, it will affect 10 homes and a trailer park with about 32 trailers in it. All the people on my street will be displaced and have to relocate. It destroys the economic viability of this area, lowering the value of all property around here. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to BA-6, ED-2, LU-3, LU-4, LU-7, SC-19 and VA-1.
Rodney Abshire	2/6/2018	Handwritten	No Build Option. Our home is at a deadend of a quiet road. The train is slated to run through our barn and a few feet from our house. The train will be very detrimental to the wildlife that live and travel in this area. The deer, bobcats, birds, hogs, owls, wood ducks, and coyotes would be driven from their habitats. We are an elderly couple who would be forced to relocate. This would be extremely difficult because I am handicapped. Our handicapped excessible home would be destroyed. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to ED-2.
Rodney Abshire	2/6/2018	Website	No Build Option. A need for this train has never been shown. It will not alleveate any traffic congestion. Just getting to the station is Houston or Dallas will be a traffic conjestion itself. People will not pay \$199.00 for a single one way ticket when they can travel to Dallas for \$50.00 of gas and not requiring renting a car once you arrive. This train will never cash flow. Every Texan will pay for this train in the end. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to BA-6, GN-4, PN-3 and SC-3.
Rodney Abshire	2/7/2018	Website	The proposed train will run through a large portion of the Waller I.S.D. district. Since the county has a large rural area, many of its students are picked up by buses. These bus routes could be negatively impacted by this route. It may cause the school district to purchase additional buses to transport the students. Delays may occur due to county and private roads being closed or impacted by this train. We cannot even be sure that our students will be safe with this construction going on. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to SC-5, SC-8, TR-6 and TR-8.
Rodney Abshire	2/7/2018	Website	The quality of life in Waller county is peaceful, quite, and the sound of birds is everywhere. The quality of life in Waller county after the train would be horribly loud with vibrations every 15 minutes all day way into the night. It will be like a jet engine. Our homes will get cracked foundations, the brick and stone will fall off of our homes, and our wells will collapse. The landscape of this beautiful part of Texas will be destroyed forever with the sight of this proposed monstrosity. Many of us will be forced to leave our homes we did not want to leave and move to homes we did not want to move toT. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to NV-1 and NV-5. Vibration levels will be well below the threshold for damage to structures.
Rodney Abshire	2/8/2018	Website	The Katy Prairie Conservatory is an area that has been set aside for 200 species of birds, 110 species of mammals, reptiles and amphibians, and hundreds of species of grasses, trees, wildflowers and shrubs. The train will be traveling 200 miles an hour within 1 mile of the migratory bird sanctuary. The birds will be chased from their habitat. The wetlands here will either be directly or indirectly affected. The train route also cuts through a major wetland where duck hunting is vital to the economy of the region. The hunting of waterfowl will be destroyed by a high speed train. The geese and ducks will not stay in an area with the noise that a high speed train would make. It could also cause bird accidents with the train. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to NR-1, NR-2, RF-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species,

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Submitted By	Date Submitted	Submission Type	Comment	Response
				Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.
Rodney Abshire	2/8/2018	Website	Anyone who lived in Houston during the Memorial Day floods, tax day floods, and Harvey knows the devastation of flooding. The elevated tracks for this train will create dams in the event of a rain event. The train route will cross 5 creeks. The Spring Creek watershed will be deeply affected and cause massive flooding of homes. There will be no place for the water to go but in homes and on property near the tracks. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to FP-1, SS-16, SS-17, WW-1, WW-2 and WW-8.
Rodney Abshire	NA	Handwritten	The HC4 train route through Waller County is about three miles west of the original route. This route was changed without any public input from the affected areas. Why was the route changed? Was it because of wealthy landowners who did not want this train to negatively impact their land? That leaves the landowners on the west side of them to shoulder this burden. Using the energy corridor right of way easement would have affected a few people, but this plan would affect hundreds of people. The no build option should be chosen as the only viable option in the final Impact Environmental Impact Statement.	Refer to BA-3, BA-8 and PI-1.
Ricardo Adame	2/5/2018	Website	I'm all for the bullet train but would be nice if could go to downtown and maybe Galveston island as well	Refer to GN-6, GN-7 and TR-4.
Frank Adamec	1/21/2018	Website	Transportation would be disrupted, for emergency vehicles mostly, regardless if the rail is on the ground or elevated. i propose the only route for this train is to derail it and be determined a NO BUILD.	Refer to PI-1 and SS-23.
Frank Adamec	1/25/2018	Website	I don't think public safety has been addressed as to the impact the rail would have on underground pipelines and the electric high wires that would be needed to run the train and electric transmission lines in case of an accident caused by the train. i propose the only route for this train is to derail it and be determined a NO BUILD.	Refer to EU-2 and SS-18.
Frank Adamec	1/25/2018	Website	The environmental impact would be detrimental to the red-headed woodpecker, blue heron and white cranes that thrive in and around the local ponds. i propose the only route for this train is to derail it and be determined a NO BUILD.	Refer to NR-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Frank Adamec	1/25/2018	Website	The environmental impact would be detrimental to the red-headed woodpecker, blue heron and white cranes that thrive in and around the local ponds. i propose the only route for this train is to derail it and be determined a NO BUILD.	Refer to NR-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Bob and Marjorie Adams	2/5/2018	Handwritten	Don't need it! Don't want it! A land qizab! Lots of track available put [sic] track on existing track. Add a fast train on existing track if need train travel. Who needs now have plans. To go root [sic]. Don't take people land for people that live in Houston, Dallas. Very much against-family and I.	Refer to BA-10 and PN-3.
Clint Adams	3/5/2018	Website	This rail will not only disrupt our peaceful way of life but it will cause impossible hardships for first responders. This project needs to be abolished and never mentioned again, as it will be of no benefit to those in rural areas.	Refer to SC-19 and SS-23.
Craig Adams	2/28/2018	Website	As a native Texan and Houstonian, I am HIGHLY OPPOSED to this system. This is a land grab for private use and will likely effect at least 2 of my properties I own. This is not the way we work in Texas, nor should it become the way we work. Please OPPOSE this land grab. It is immoral and unethical.	Comment noted.
Geoffrey Adams	2/17/2018	Website	Ever since I studied abroad in Italy, I have seen the impact of rail transportation, especially high speed rail transportation. I truly believe that the Dallas to Houston high speed rail is a huge benefit to commuters, tourists, and general riders. It provides an alternative choice from driving and flying. And the track record of the Japanese Shinkansen in terms of safety and reliability makes me a firm believer that this is the future of transportation in Texas and the United States.	Comment noted.
Greg Adams	3/9/2018	Website	I believe the High Speed Rail is LONG overdue. I am all for it and can't wait until the project begins. However, I hope there is talks in the coming future, where we will connect San Antonio and Austin as well.....make connections to all Texas Cities. That would be fantastic.	Refer to BA-2.

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Lonnie Adams	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to BA-6, CR-4, ED-1, LU-2, LU-11, NE-1 and NE-9.
Teena Adams	2/6/2018	Website	We do not want the high speed rail in Texas. You will destroy our beautiful state. From the flood plains of Houston to the tornados in Dallas - it will FAIL with a Capital "F".	Comment noted.
Teena Adams	3/5/2018	Website	I will never support the high speed rail from Houston to Dallas. It will destroy our community and our way of life.	Comment noted.
Patricia Adrion	2/6/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement The bottom line is, I am totally opposed to the Dallas/Houston HSR Project for many reasons, but I will be brief: The HSR will go directly through two declared Historic Sites: Union Baptist Church, over 130 years old; and the Ten Mile Cemetery. UBC is where I worship, and my husband is buried in the Cemetery! People whom I personally know will have their livelihood impacted by the intrusion of this folly -- people who cut, bale and sell hay; people who raise cattle; and people who have farmed their land for generations. Another source of concern is disruption of roadways for emergency assistance - taking extended time to arrive at fires and life threatening crisis situations. It is deplorable to think that we are even having this conversation in the great state of Texas. I SAY NO!!! Pat Adrion	Refer to CR-8 and SS-23.
Patricia Adrion	2/6/2018	Website	The bottom line is, I am totally opposed to the Dallas/Houston HSR Project for many reasons, but I will be brief: The HSR will go directly through two declared Historic Sites: Union Baptist Church, over 130 years old; and the Ten Mile Cemetery. UBC is where I worship, and my husband is buried in the Cemetery! People whom I personally know will have their livelihood impacted by the intrusion of this folly ~ people who cut, bale and sell hay; people who raise cattle; and people who have farmed their land for generations. Another source of concern is the disruption of roadways for emergency assistance - taking extended time to arrive at fires and life threatening crisis situations. It is deplorable to think that we are even having this conversation in the great state of Texas. I SAY NO!!! Pat Adrion	Refer to CR-8, LU-11, SC-9 and SS-23.
Patricia Adrion	2/14/2018	Website	NO to the Dallas to Houston HSR! I have let family and friends all over Texas know how I feel about this issue and they are on board as well with my outrage that this money pit will disrupt rural life as we know it in Central Texas. We would not be able to worship in our church or have a funeral in our cemetery with a train roaring overhead every thirty minutes, not to mention the drastic blow to our economy in this area. Wake up! It must not happen!	Refer to CR-6, NV-1 and SC-19.
Patricia Adrion	2/14/2018	Website	NO! to the Dallas to Houston HSR! I have let family and friends all over Texas know how I feel about this issue and they are on board as well with my outrage that this money pit will disrupt rural life as we know it in Central Texas. We would not be able to worship in our church or have a funeral in our cemetery with a train roaring overhead every thirty minutes, not to mention the drastic blow to our economy in this area. Wake up! It must not happen!	Refer to CR-6, NV-1 and SC-19.
Dan Agan	2/6/2018	Oral	Hello. My name is Dan Agan. I'm a landowner in Grimes County. First, could I ask a few people on each end to take out a couple of cameras? I'd like everyone who's opposed to the high-speed rail to please raise your hand. I'd like to see how many people in this audience are opposed. And keep them up for a minute so we can take a picture of this. Thank you. Thank you very much. One more time. You've got one more picture over here. Thank you. My greatest fear is that this meeting and this process is a sham. I fear that the request -- that the regulator and the regulated are in bed together. There is not -- it is not possible this project can ever be environmentally sound. I state this because of two reasons. There has been virtually no discussion on environmental impact of the construction. The environmental studies primarily focus on the train track itself. The far greater environmental damage will be done during the construction. Millions of yards of dirt, sand, clay, and gravel will have to be delivered. Millions of yards of concrete will have to be hauled in. And I'm sure many of you are not aware, but if granted the rail company can take the dirt, sand, gravel, and water they want from any landowner within two miles of the track. All of this will be hauled through hundreds of thousands of truck loads carrying materials over local and adjacent landowners, county roads, and state highways. How in the world is it possible the EPA can fine and halt the construction of a pond of a rancher in Wyoming for building a pond on his own property while a project with this level and magnitude gets approved? The damage caused by this construction, which will be hundreds of yards wide--not the hundreds of feet wide; don't think about the track; think about the construction--hundreds of yards wide,	Refer to NE-1, NE-9, LU-10, LU-14, SG-4 and PI-1.

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			hundreds of miles long, will make General Sherman's march through Georgia look like it was a Thanksgiving Day parade. My second concern is that there has been no study to the environmental impact of this project failing. The likelihood of failure is very high. The probability of TCP filing bankruptcy is very high. Using the California rail line is a good example. Everyone in the FRA knows it's massively over budget by multiples and significantly far behind schedule, and may never be finished. To assume this project in Texas can be built on time and on budget is naive, if not foolish. What provisions have been made to clean up this mess, or does it just become another environmental disaster dumped on area citizens and taxpayers? Is the FRA truly -- if the FRA's truly concerned about the environmental impact, it would require TCP to have at least twice the amount of funds for the initial construction project in the bank--not just pledged--in the bank set aside to pay for the damage if the project's not completed and if it's halted before it's finished. To be environmentally sound, to allow TCR to begin construction without the funds on hand to clean up their mess is a grossly negligent environmental decision. Thank you.	
Dan Agan	2/24/2018	Letter	My name is Dan Agan. My address is 9165 County Road 214, Anderson, TX 77830. My house and the 720 acres my family and I own in Grimes County and the 53-acre tract we own in Grimes County will be dramatically impacted by the proposed High Speed Rail between Houston and Dallas. As an example of what we can expect, I submit the following newspaper article from the Los Angeles Times on February 4, 2018. The environmental impact of the California High Speed Rail and the Texas High Speed Rail will be significant and unrecoverable. please read the attached article, so you can see what will happen to Texas. Sincerely, Dan Agan	Comment noted.
Dan Agan	2/25/2018	Letter	There has been virtually no analysis of the environmental impact of the construction itself. The environmental studies focus on the completed track. Far greater damage will be done during the construction. My second concern is that there has been no environmental impact study on the project failing The likelihood of failure is very high. The HSR company has been unable to raise adequate private funds for the project, signaling its demise. The probability this project will end up in bankruptcy is very high. The California HSR project can be a good example. What provisions have been made to clean up this mess when it fails, or does it just become another environmental disaster dumped on area citizens and taxpayers? What is the environmental impact of a partially built rail line or a completed and then abandoned rail line? Who will pay to remove it? The only way to insure the taxpayers not get stuck with an abandoned rail line is to insure the HSR has sufficient funds up front, in the bank, before construction begins.	Refer to GN-4, NE-1, NE-9 and PN-3.
Carlos F Aguilar	3/9/2018	Website	Since the beginning of the environmental review process for the Texas High-Speed Train project in 2014, Texas Central has been actively engaged with stakeholders, regulating agencies, elected officials, landowners and others. This extensive coordination is ongoing and reflects the project's commitment to design, build and operate a landmark project of which the entire country will be proud. The Texas Bullet train is a paradigm shift in train travel for the United States given its safety-based design and systems, the method of finance and many other unique characteristics of this project. Thanks are due to you personally, your team and your technical expert's attention to detail in completing and publishing the DEIS. After our thorough review, we respectfully submit the attached comments which will further: * Underscore our concurrence with the FRA's identified preferred build alternative; * Describe the factors leading to the identification of Texas Central's preferred Houston Station location; * Identify refinements proposed to further mitigate environmental impacts, including those on private and historical properties; * Reaffirm our commitment to not close public roads or burden the public with cost associated with building or maintaining any new roads; * Clarify the purpose of "Joint Access Roads" to be built and maintained at Texas Central expense for the purpose of emergency, landowner and/or train system maintenance; * Examine the size and location of proposed facilities to ensure that they are constructed in a way that creates minimal disruption to surrounding communities while ensuring the safe operation of the train; and * Outline our concurrence with the FRA's assessment of the system's minimal noise and vibration impacts and our commitment to further evaluate additional methodologies or design changes to reduce those impacts even further. Demand for this project and the safe, efficient transportation it will provide is strong. In addition to the minimal environmental impacts that will result from the construction of build alternative A, the project characteristics identified below comprise many of the project's broader public benefits and explain its strong base of support. * Investor-owned: Equity provided by private investors, majority of capital from Texan families * Safe: Deploying the safest high-speed passenger train in the world, proven by over 53 years of operation without a single operational accident or fatality * Free-market driven: Market-led response to existing and pent-up travel demand * Congestion relief: Provides additional transportation capacity to relieve congestion roadways and busy airports * Industry creation: Creates more than 10,000 jobs during each year of construction and 1,000 direct employees of the country's first investor-	Comment noted.

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			<p>owned high-speed passenger railroad</p> <ul style="list-style-type: none"> * Economic impact: Over \$36 billion of direct economic impact over the next 25 years * National connectivity: Provides direct passenger rail connection between Dallas and Houston and fills a void in the national and regional rail networks * Rural employment: As one of the largest single civil works project in US history, it will draw suppliers and labor from across rural Texas and generate local economies; Approximately 25% of suppliers and labor from across rural Texas and generate local economies; Approximately 25% of the permanent jobs will be in rural communities. * Local Revenues: The project will provide millions of dollars in new tax revenues to local counties, school districts and hospital districts * Regional efficiencies: Project will reduce travel time and increase travel efficiency and productively, further connecting and boosting the Greater Houston and Dallas/Fort Worth economies. * Draw private capital: Developing critical transportation infrastructure and increasing system capacity without federal asset ownership * Attract co-financing: Export banks and other international sources of finance, fully participating in the development of domestic assets <p>Texas Central applauds the FRA's commitment to the timely completion of the remaining phases of the environmental review. Likewise, Texas Central is committed to continuing its extensive stakeholder engagement and responding promptly to any request from the FRA for any additional information.</p> <p>Thank you again for your thorough attention to this project.</p>	
Kurt Ahkin	NA	Website	I do not support this project and believe it should be terminated. It will disrupt lives businesses and the environment. I live less than a quarter mile of the proposed track off 290.	Comment noted.
Saman Ahmadi	2/11/2018	Website	<p>I attended the Public Hearing held on 5 February 2018 at the Woodward Elementary School in Cypress, Texas. The following are my comments.</p> <ol style="list-style-type: none"> 1. I was surprised that the project was called "Dallas to Houston" for an event in Houston since the train will go back and forth. 2. The preferred route is myopic. We should look to Europe for their general strategy of bullet train routes - they connect centers of population. Therefore the plan from the early 90's - where the route went from Houston to College Station, to Waco, to I believe Waxahachie (the site of the now defunct SSC) and then Dallas - makes more sense. That plan intended to eventually have lines from Waco, to Austin, to San Antonio and from Austin to Houston. DASH was the acronym, a marketing name that made sense (see comment 1). That plan also connected most of the major academic institutions in Texas and it would have made College Station, for example, basically a suburb of Houston and vice versa. 3. I live in Houston and the main reason I went to the Public Hearing was to listen to the rural land owners. Most of their comments made sense: <ol style="list-style-type: none"> a. While connecting Houston to Dallas with basically a straight line may make sense graphically, it makes no sense given where the roads are and where people are. Why not use the existing ROWs in middle of existing highways? b. Why hasn't the private company taken a group of the folks against the train to an actual installation in Asia to prove that sound will not be an issue? Probably because it will be. 4. The proposed train is ugly. Especially when compared to Germany's ICE and France's TGV. 5. Whatever track/structure is built has to accommodate for new technologies like Hyperloop. 6. The two tracks could be stacked and need to start at IAH and run primarily in the middle/side/in the ROW of highways Sam Houston, 290, 6, and 35 to Hillsboro and then end at DFW. The cities of Houston, Dallas and Fort Worth would then have to have reasonable train lines from the airport to their respective downtowns. 7. The start to end of travel time has to be less than 4 hours - start point meaning someone's house, and endpoint being their final destination in the other city. Regardless of the current mode of travel, 4 hours is basically the time it takes. I commuted from Houston to Fort Worth every week for 8 months and decided to drive instead of fly because of the convenience of having my own car when I got to Fort Worth. 8. The cost of the round trip ticket must be less than the cost of driving a car if the intended passengers are those traveling for leisure and less than the cost of airplane uber/rental car for those traveling for business. 9. Unless item 7 and 8 happen, the notion that most of the current airplane traffic is going to switch to high speed rail is dubious. <p>The proposed plan does not make sense environmentally, technically or economically.</p> <p>Saman Ahmadi, PE, AIA</p>	Refer to BA-2, BA-7, BA-8, BA-9, BA-12, GN-7, LU-9, NE-1, NV-1, PN-3 and SC-3.
Mirza Ahmed	2/8/2018	Website	I support high speed rail and support any of the build alternatives that may be chosen for the project.	Comment noted.

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Heidi Ahrendt	2/26/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
Naomi Ahuar	2/5/2018	Letter	NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Today in our community, we are very fortunate to be able to drive by, admire, and learn the history of this community of Waller County. An Army Corps Of Engineers Section 4 Permit report has revealed four archaeological sites, and two pre-historic sites considered at this time for inclusion in the National Register Of Historical Places. deprive our County of this Historical Event. Due to the fact that FRA FAILED TO COORDINATE WITH ME LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY". NO BUILD OPTION SHOULD BE CHOSEN AS ONLY VIABLE OPTION FOR TEXAS	Refer to CR-9.
Naomi Ahuar	2/5/2018	Handwritten	REFERENCE: FARM, AND SHOW ANIMALS. AND THE MAJOR IMPACT OF HIGH SPEED RAIL PLACE ON THEIR GROWTH PERFORMANCE, PRODUCTION AND SUPPLY OF LAND TO TABLE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as well as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one of these is a big source of our daily nourishment. As all know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, even 90 minutes due to the High Speed Train. I feel our family has supplied generations to come with the lifestyle of animal life, which so many never benefit from. As we all know THE FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed could lose over \$500 Million a year. stop this madness, let today's, tomorrows, and future generations enjoy this lifestyle of Farm Of Nature, Land and Animals, which so many miss in today's world. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to GN-3, NE-1 and NR-1.
Naomi Ahuar	2/5/2018	Handwritten	Reference: ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF WALLER COUNTY (A Historical Minority Population County) - DEVALUATION OF HOMES LAND HOMESTEAD PROPERTY NO HIGH SPEED RAIL WALLER/HARRIS COUNTY This project will create an Obsolescence that will negatively impact the property values in Waller/Harris County. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. As a resident of the Waller/Harris County area, FRA, High Speed Rail, failed to coordinate with the local Waller County Government, and it is obvious it would *beneficial to our area. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and many of neighbors and friends. The train will be felt by the surrounding residents up to 2 miles (either side of the rail), which would definitely cause future foundation issues to surrounding homes in the close proximity of the proposed route. This proposed route of HSR's goal is to service from only one city central to the next city central with a possible one stop in-between. This HSR will not benefit one Waller resident in anyway. In fact it will add many safety concerns. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to EJ-1, NV-5, PI-1, PN-3, PN-5, SC-19, SS-1 and VA-1.
Naomi Ahuar	2/5/2018	Handwritten	REFERENCE: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/HARRIS County area, the proposed alignment of the High Speed Rail will run through a large portion of the Waller ISD's district. This would negatively impact bus routes, which may cause Waller ISD to purchase addition school buses to transport student, and accommodate delays to county and private roads being impacted and/or closed by the proposed High Speed Rail project. The safety of our children is the utmost concern for our Waller/Harris County residents, parents, and school factuality. Why add the risk? Why add the tax dollars, to withstand this unneeded debt to our community.	Refer to SC-5 and SC-8.

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			NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	
Naomi Ahuar	2/5/2018	Handwritten	REFERENCE: IMPACT OF QUALITY OF LIFE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY "Quality of Life", would be a huge devastating issue for the residents, and community Of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye sight of Waller/Harris County. HSR's are known for derailing, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns of safety for our Waller/Harris County residents in that existing surrounding area, as well. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to AS-1, NV-1, NV-5, SS-1 and TC-4.
Naomi Ahuar	2/5/2018	Handwritten	REFERENCE: IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I feel that the Northern Portion of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value of everyone's property, which is devastating to each individual and or piece of property of each resident. Why! Why destroy this TEXAS sole with a HSR. Our community is made up of beautiful acreage, and residents that have paid high dollar for their Texas Soil. Stop the High Speed Rail in Waller/Harris County, say: No To High Speed Rail, save our Communities, save our Texas Heritage, Save Our Land. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to LU-3, LU-4, RF-1 and VA-1.
Naomi Ahuar	2/5/2018	Handwritten	REFERENCE: IMPACT ON THE CITY OF WALLER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 —a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to AQ-7, GN-3, LU-4 and NE-1.
Naomi Ahuar	2/5/2018	Handwritten	REFERENCE: IMPACT ON THE CITY OF WALLER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 —a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to AQ-7, GN-3, LU-4 and NE-1.
Naomi Ahuar	2/5/2018	Handwritten	REFERENCE: IMPACT ON FLOODING AND DRAINAGE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community. Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR.	Refer to FP-1, WW-1, WW-2 and WW-8.

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			Stop this future flooding issues from adding to our drainage issues, stop the HSR. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS. Sincerely From a Concerned Citizen of Waller/Harris County.	
Naomi Ahuar	2/5/2018	Website	REFERENCE: IMPACT ON WATERFOWL AND HUNTING NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County I moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting. The route of the HSR cuts through and will destroy the north end of one of the major wetlands in this region, where duck hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN.	Refer to NR-1, NR-2, RF-2 and WW-2.
Naomi Ahuar	2/5/2018	Website	REFERENCE: IMPACT ON WATER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet of this Water tower. Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Harris County to this devastating loss. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to GN-3 and WW-6. The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.
Naomi Ahuar	2/5/2018	Website	REFERENCE: IMPACT ON WALLER HARRIS DISTRICT NO. 200 EMERGENCY SERVICES NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, the "Need and Purpose" of this project has not been shown to date. A High Speed Train would not be beneficial to our land, our city, our community, our schools, our roads, our emergency services, and neighboring communities. HC-4 route through Waller County, is some three miles west of the original publicity noticed route, and changed without any opportunity for public input from those affected. EMERGENCY SERVICES could be negatively impacted by the HSR line, due to its potential impact on our county and private roads. Many of which are used for emergency vehicles that now service the District and provide an 8 — minute response time. This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit Waller residents in any way. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to BA-8, LU-4, PI-1, PN-3, SC-5, SC-19 and SS-23.
Naomi Ahuar	2/5/2018	Website	REFERENCE: IMPACT ON HEWLETT PACKARD 97M CENTER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to PI-1, PN-3 and SC-11.
Naomi Ahuar	2/5/2018	Handwritten	NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I am a resident Of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more do- able, that will bring more residents to this area, as well of jobs, and businesses. But, none will be able to be completed If the High Speed Train cuts through, which will also be Stifling to All Future Economics Development in this area. HC-4 route through Waller/Harris County: This route is some three miles west Of the original publicly notice route, and changed without any public input from those affected: Waller/Harris County. FRA Failed TO Coordinate With The Local Waller County Government. No Build Option Should Be Chosen As The Only Viable Option FOR TEXAS	Refer to BA-3 and SC-13.
Naomi Ahuar	2/6/2018	Handwritten	REFERENCE: IMPACT OF PUBLIC SAFETY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY To me public safety is a big issue, a factor in our day to day operations, as wemove from location to location within OUT community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!! NO one has considered the lives of the residents that live in our community, or our safety of an explosion, from the speed of the train. Again FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT!!!!!!!!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to EU-2, EU-6, EU-7 and PI-1.
Naomi Ahuar	2/6/2018	Handwritten	REFERENCE: IMPACT ON WATERFOWL AND HUNTING NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting.	Refer to NR-1, NR-2, RF-2 and WW-1.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS				
Submitted By	Date Submitted	Submission Type	Comment	Response
			The route of the HSR cuts through and will destroy the north end of one of the major wetlands in this region, where duct hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN. Again, "The NEED AND PURPOSE" of this HSR project has not been shown, to date!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	
Naomi Ahuar	2/6/2018	Handwritten	REFERENCE: IMPACT ON G&W WATER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet of this Water Tower. Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Harris County to this devastating loss. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to GN-3 and WW-6. The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.
Naomi Ahuar	2/6/2018	Handwritten	REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This Is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor. As our community grows, with progress, why tear each mile Stone down, with an un-needed, un-wanted high speed rail. How can Waller County grown with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Naomi Ahuar	2/6/2018	Handwritten	REFERENCE: IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO. 200 NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, the "Need and purpose" of this project has not been shown to date. A High Speed Train would not be beneficial to our land, our city, our community, our schools, our roads, our emergency services, and neighboring communities. HC-4 route through Waller County, is some three miles west of the original publicity noticed route, and changed without any opportunity for public input from those affected. EMERGENCY SERVICES could be negatively impacted by the HSR line, due to its potential impact on our county and private roads. Many of which are used for emergency vehicles that now service the District and provide an 8 — minute response time. This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit Waller residents in any way. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely from a Concerned Citizen of Waller/Harris County.	Refer to BA-3, PI-1, PI-8, PN-3, SC-7, SC-19 and SS-23.
Naomi Ahuar	2/6/2018	Handwritten	REFERENCE: IMPACT ON HEWLETT PACKARD DATA CENTER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way.	Refer to PI-1 and SC-11.

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			NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	
Naomi Ahuar	2/6/2018	Handwritten	REFERENCE: IMPACT ON HISTORICAL SITES NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Today in our community we are very fortunate to be able to drive by, admire, and learn the history of this community of Waller County. An Army Corps of Engineers Section 4 Permit report has revealed four archeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of Historical Places. Why deprive our County of this Historical Event. Due to the fact that FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY". NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to CR-9.
Naomi Ahuar	2/6/2018	Handwritten	REFERENCE: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/HARRIS County area, the proposed alignment of the High Speed Rail will run through a large portion of the Waller ISD's district. This would negatively impact bus routes, which may cause Waller ISD to purchase addition school buses to transport student, and accommodate delays to county and private roads being impacted and/or closed by the proposed High Speed Rail project. The safety of our children is the utmost concern for our Waller/Harris County residents, parents, and school factuality. Why add the risk? Why add the tax dollars, to withstand this unneeded debt to our community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to SC-5 and SC-8.
Naomi Ahuar	2/6/2018	Handwritten	REFERENCE: IMPACT OF QUALITY OF LIFE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY "Quality of Life", would be a huge devastating issue for the residents, and community Of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye sight of Waller/Harris County. HSR's are known for derailing, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns of safety for our Waller/Harris County residents in that existing surrounding area, as well. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to AS-1, NV-1, NV-5, SS-1 and TC-4.
Naomi Ahuar	2/6/2018	Handwritten	REFERENCE: IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I feel that the Northern Portion of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value of everyone's property, which is devastating to each individual and or piece of property of each resident. Why! Why destroy this TEXAS sole with a HSR. Our community is made up of beautiful acreage, and residents that have paid high dollar for their Texas Soil. Stop the High Speed Rail in Waller/Harris County, say: No To High Speed Rail, save our Communities, save our Texas Heritage, Save Our Land. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to LU-3, LU-4, RF-1 and VA-1.
Naomi Ahuar	2/6/2018	Handwritten	REFERENCE: IMPACT ON THE CITY OF WALLER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 —a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to AQ-7, GN-3, LU-4 and NE-1.

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Naomi Ahuar	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON FLOODING AND DRAINAGE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community.</p> <p>Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR.</p> <p>Stop this future flooding issues from adding to our drainage issues, stop the HSR.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS.</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to FP-1, WW-1, WW-2 and WW-8.
Naomi Ahuar	2/6/2018	Handwritten	<p>REFERENCE: ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF WALLER COUNTY (A Historical Minority Population County) - DEVALUATION OF HOMES LAND HOMESTEAD PROPERTY NO HIGH SPEED RAIL WALLER/HARRIS COUNTY</p> <p>This project will create an Obsolescence that will negatively impact the property values in Waller/Harris County. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes.</p> <p>As a resident of the Waller/Harris County area, FRA, High Speed Rail, failed to coordinate with the local Waller County Government, and it is obvious it would not be beneficial to our area. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and many of neighbors and friends. The train will be felt by the surrounding residents up to 2 miles (either side of the rail), which would definitely cause future foundation issues to surrounding homes in the close proximity of the proposed route.</p> <p>This proposed route of HSR's goal is to service from only one city central to the next city central with a possible one stop in-between. This HSR will not benefit one Waller resident in anyway. In fact it will add many safety concerns. Why make our community pay the price of a future disaster to take place in our wonderful small community.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to EJ-1, NV-5, PN-3, PN-5, SC-19, SS-1 and VA-1.
Naomi Ahuar	2/6/2018	Website	<p>REFERENCE: IMPACT ON ECONOMIC DEVELOPMENT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more do-able, that will bring more residents to this area, as well of jobs, and businesses. But, none will be able to be completed If The High Speed Train Cuts through, which will also be Stifling to All Future Economics Development in this area. HC-4 route through Waller/Hamis County: This route is some three miles west Of the Original publicly notice route, and changed without any public input from those affected: Waller/Hamis County. TCR Failed toCoordinate With Local Waller Government NO Build Option Should Be Chosen As The Only Viable Option FOR TEXAS</p>	Refer to PI-1 and TR-8.
Naomi Ahuar	2/6/2018	Website	<p>REFERENCE: FARM, AND SHOW ANIMALS, AND THE MAJOR IMPACT OF HIGH SPEED RAIL PLACE ON THEIR GROWTH, PERFORMANCE, PRODUCTION AND SUPPLY OF LAND TO TABLE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as well as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one of these is a big source of our daily nourishment. As we all know, animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Train. I feel our family has supplied generations to come with the lifestyle of animal life, which so many never benefit from. As we all know THE FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail proiect cold lose over \$500 Million a year. Stop this madness, let todays, tomorrows, and future generations enjoy this lifestyle of Farm Of Nature, Land and Animals, which so many miss in today's world.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p>	Refer to GN-3, NE-1 and NR-1.
Robert Aitken	2/16/2018	Website	<p>1:after 3 consecutive years of flooding you want to build a DAM disguised as a berm from Houston to Dallas. That alone will be a disaster.The flooding upstream of that DAMN DAM will alone create lawsuits that will bankrupt the toy train company.</p> <p>The environmental bankrupting of the taxpayers that will have to pick up the tab after you people get this thing built and get your money will be staggering. We do not need this train it will not pay for itself. The losses will have to be paid for by the taxpayers. There is no money in your budget for maintenance, and operations. It will be the Texas Amtrak!! Please don't do this to the good people of Texas</p>	Refer to FP-1, GN-4, GN-5, PN-3, WW-1 and WW-2.
John Albright	2/19/2018	Website	<p>This is a project that Texas needs . With the projected population growth of both the Houston and Dallas/Ft Worth area, we need to get ahead of the curve. We cannot keep widening highways. The longer we put this project off the more difficult it will be to build as the cities become denser as well as more costly.</p>	Comment noted.
Alcuin Cub Scouts	3/3/2018	Website	<p>The Morgan Ranch has been the site for our Bear Den Cub Scout activities. The Morgan family has provided us full use of its facilities without charge. It is great place to hike, identify animal tracks, shoot, and do other Scouting activities. It is quiet at night for camping. The proposed</p>	Refer to LU-5.

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			High Speed rail route would create noise and disturbance, scare off animals, and make the ranch unsuitable for camping and other Cub Scout activities. We urge you to consider a route without these adverse impacts. Cub Scout Pack 425 Alcuin School Dallas	
madelyn alexander	2/6/2018	Website	I oppose the project. What I have read of other such projects tells me it will be a burden on taxpayers and do nothing to mitigate traffic in Houston or Dallas. I do not believe a project of this magnitude with such deleterious impact to taxpayers and businesses should be entrusted to private companies who have a clear profit motive. I request the project be put us for public vote by taxpayers. I also request additional time for comment and review.	Refer to PI-1 and PI-3.
Edward Allen	2/19/2018	Website	I am strongly in favor of the Texas High Speed Rail. We need this form of rapid transit to reduce congestion on I-45, increase commerce between the major regions of our state, and also reduce congestion in major airports. It is privately financed so will not be a burden on state budgets. It will employ 1000s of Texans in good jobs, and will create a tax basis that will help county budgets for strapped areas between here and Dallas.	Comment noted.
Gloria Allen	2/5/2018	Website	There is Red Deer herd that live in the location of the proposed train. What steps will be taken to protect them?	Red deer are not native to Texas; however, for information regarding impacts to wildlife please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.
Gloria Allen	2/5/2018	Website	I live less than 2 miles away from the proposed high speed rail. There are underground springs on our property. If the train derails, what action will be taken to keep the underground springs from being contaminated?	Refer to HZ-5, SS-12 and WW-2. Typically, contamination in the event of derailment is a result of petroleum spills or freight cargo contents; however, this passenger rail would not carry large quantities of potentially hazardous materials.
Gloria Allen	2/5/2018	Website	By implementing a high speed rail what studies have been done to ensure the safety of the environment?	Refer to NE-1 and SS-1.
Gloria Allen	2/5/2018	Website	By implementing a high speed rail what studies have been done to ensure the safety of the environment?	Refer to NE-1 and SS-1.
Kaye Allen	2/4/2018	Website	Have you done any feasibility studies regarding how this project will be paid for without Texas taxpayers paying for it? How can you predict such high ridership? Texans drive or fly Southwest.	Refer to BA-12, GN-2, GN-4, GN-5, NE-1 and PN-3.
Kaye Allen	2/5/2018	Website	The Texas Central website also mentions that there will be trains running every 30 minutes. How was this many trips decided per day and are there any studies to support that there is a demand for this amount of ridership given other forms of transportation to and from these cities?	Refer to GN-2.
Kaye Allen	2/11/2018	Website	This train will split my family cattle ranch in half, rendering the far side virtually unusable. We will have to reduce our heard because of this train. Please explain to me how you will help us and farmers/ranchers like us make up for our tremendous loss of revenue.	Refer to LU-11. The Preferred Alignment includes Segment 2A, which is approximately .81 miles west of this referenced property. The majority of the Project at this location is on viaduct, which would allow livestock and equipment to pass underneath.
Paige Allen	2/5/2018	Website	A few questions - where are investors at in terms of private funding? I know your website mentions this is the primary difference between the Texas and California project, however I see funding billions of dollars privately as close to impossible. The Texas Central website also mentions that there will be trains running every 30 minutes. How was this many trips decided per day and are there any studies to support that there is a demand for this amount of ridership given other forms of transportation to and from these cities? Are there any technology updates to the train? Your website essentially states that the technology is 53 years old. That is very concerning to me given the new world we live in compared to the mid-60's and the possible downfalls of such outdated technology, such as taking up a lot of electricity?	Refer to GN-2, GN-4, NE-1, TC-2 and TC-4.
Peyton's Allen	2/5/2018	Website	please explain how this will increase tax revenue "to all the counties along the route" when our land has been de-valued and there are no stops in those counties to generate revenue. Please explain how the train can be competitive with an airline who already makes many flights round trip daily from Dallas to Houston for a fraction of the anticipated cost of a one way train ticket. When this project can't support itself, please explain how the taxpayers won't be left holding the bag.	Refer to NE-1, NE-9, PN-3, SC-3, SS-5 and VA-1.
Ricky Allen	2/19/2018	Website	This high speed rail will be a waste of time and money. By the time its done Hyper loop will be going in other parts of the country and the world. Hyper loop is safer and 3 time faster. Even India will be light years head of us. http://in.pcmag.com/consumer-electronics/99460/news/the-hyperloop-could-be-a-reality-by-2018	Refer to BA-4 and GN-3.

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Robert Allen	2/11/2018	Website	This train will pass across a creek, which is the main water source for my cattle. Explain to me all possible effects this train will have on this creek, downstream and upstream, and the effect it will have on my herd.	Refer to WW-1, WW-2 and WW-9.
Robin Allen	1/30/2018	Oral	My concern is the disinterest, disregard, and unstudied impact on your land values. If your just from an aesthetic point of view because you can't sell your land because no person will want to look out their front door and see this monstrosity. I have been tossed around to like three different stations and been told it--is in these documents. Some said you need to go over there, um, no I don't think anything has been studied. So that's my statement. It's a low priority. A lot of misinformation because is doesn't exist. there blowing smoke up my skirt about it. That is the very last of their worries. To bad so sad.	Refer to AS-1 and VA-1.
Rodney Allen	1/30/2018	Oral	My name is Rodney Allen and we are against it. It is going to go maybe a mile and a third from us. So our property value is going to go down. Nobody is going to want to buy our property. We didn't work our whole life, you know for something that is not going to benefit Ellis County. Not one single benefit for Ellis County. By the time I drive to Dallas and ride the train I can be in Houston. They are going to take land away from these people with immanent domain if we are not careful. Which I am against. If it worked, Amtrak would of already run a line down there. And I see no positives for a \$200 ticket ride down there and rent a car, get a taxi. All it is going to do is help Dallas, Conroe, Houston and nobody in between. I mean who can afford \$200 a day. That is \$1,000 a week. Not including the cost to park. Or having only two cars, two insurance policies. I think it is a waste of money. Being retired I can't afford any more taxes. I live on Social Security and I don't need anything taken out in the way of taxes for a railroad that I am not going to use. I and I do appreciate your time.	Refer to ED-1, ED-2, SC-19, SS-1, SS-12, SS-12, SS-13 and VA-1.
Wilma Allgood	2/19/2018	Website	So excited about this project! We are way behind the rest of the world and have a lot of catching up to do!!!! Trains can run when a planes and cars can't. Thanks	Comment noted.
Jennifer Allred	3/7/2018	Website	I am completely against this project. I live very close to the projected path in a quiet suburban neighborhood. I am very concerned about the noise level, effects of vibration, and the effects of an electrical wall on my home, my pets, and my children. I do not want to look out my window and see a train zooming by at 200 mph every 30 minutes from early in the morning until late in evening. I do not want to be woken up in the night with repair work on the train. 290 is currently under construction and this will just add to the construction nightmare, not to mention the effects on future flooding and on gas pipelines, hazardous waste sites, livestock and wildlife (including federally protected wildlife). My property values will plummet as this private company tries to take land using eminent domain with a low ball offer. Alternately, I will be stuck living with a train 35 feet in the air right on top of me since no one will want to buy a 2 story home designed for raising families- no parent will want their children raised near this monstrosity. It is also guaranteed this company (which has never built nor operated a train before) will need a government bailout and WE DO NOT HAVE FUNDS for this-no federal, state or taxpayer funds should be used for this project. I feel if any money is to be spent it needs to be spent on alleviating the major flooding issues Houston currently has. This project does absolutely nothing to remedy the major traffic issues in Houston. With only one station in Houston it doesn't make sense for the majority of people to spend an hour getting to the station in Houston just to get to Dallas and have to rent a car, spending more money. I am also concerned how the government would protect hundreds of miles of this train from terrorists. I am also concerned about the projected ridership-it will not be enough to sustain this project financially. Please do not allow this project to go forward. It will destroy thousands of people's lives and livelihoods as properties are destroyed, cut in half, and devalued. Thank you.	Refer to ED-1, ED-2, GN-2, GN-4, GN-6, LU-11, NE-1, NV-1, PN-3, SS-2, SS-6, SS-7, TR-2, TR-4, TR-5, TR-8 and VA-1.
Bradley Almond	2/16/2018	Website	Please approve the Texas Bullet train. The time is now for high speed rail in the US and specifically in Texas.	Comment noted.
Ramona Alms	3/3/2018	Website	I am a supportive of the Houston/Dallas Bullet train and the progress 'this brings to not only Texas but ultimately the USA. It is literally in my backyard and I implore you to move forward with this project.	Comment noted.
Ann Altoonian	2/7/2018	Website	I have visited Texas only once, but it would have been so helpful for me to be able to take the train from Houston to Dallas when I was there. When I learned of this project I was very enthusiastic about it, and can imagine that tourists like me would make frequent use of the proposed line.	Comment noted.
Oliiva Alvarado	2/6/2018	Oral	Howdy. My name is Olivia. I'm an urban and regional planning undergraduate student at Texas A&M. I came here tonight to voice my opinion as a student. This project will have a huge impact on the economy and pattern of growth of Texas. This project will also influence college students at Blinn, Texas A&M, and Sam Houston State University. Although we are a transient population, our voices are important on implementation of this project. Students will have more access to guest lecturers, professors, job recruiters, and internships. This will also connect us to more educational opportunities. We can travel to other schools for research, seminars, and conferences. Not only will we have access to the resources in Houston and Dallas, but other schools will have access to the ninth largest public research institution in the country- Texas A&M. We will have the ability to learn and help with technology that the high-speed trains bring to Texas. Students can be a part of the innovative solution to traffic congestion and growth in urban areas. This is a huge opportunity for students. It has a chance to we problem solve in the future. As an urban regional planning student, I understand the importance of developing environmentally friendly and economically practical solutions to urban problems. The cost to the taxpayers is zero dollars. MR. GLENN MANNINA: That's fine. We've got the numbers that can prove that wrong. MS. OLIVIA ALVARADO: The train will generate \$2.25 billion in taxes over the next 25 years. This is	Comment noted.

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			income to rural counties that don't always see the economic investment like more populous areas do. This project invests in people along every mile of infrastructure, and will also create permanent jobs in every county it crosses, and is environmentally friendly. I will be honest when I thought that this project was too good to be true, but the DEIS has confirmed it. Construction operations impact will not violate our environment. I was able to listen tonight of engineers describe the disturbances can be no wider than 500 feet. I also listened to a Texas Central representative describe Texas State Bill 977 that states no government money will go to the construction, maintenance, or anything to do with the high-speed train. This will be completely privately funded. MS. Thank you. This project is exactly the solution Texas needs. We protect our environment and gain financial resources without government money. Of course, some federal agencies need to regulate any project like this. That's why we're here tonight. FRA has set up strict regulations so we know our environment and people are safe. Texas Central is building this train for the people. That's why they're taking all of our considerations seriously. And although all private railroads have eminent domain, they have not used it and are working hard not to. No one is coming and taking the dirt in your front yard. They're doing this the American way. Thank you for listening to me.	
Olivia Alvarado	3/5/2018	Oral	Howdy. My name is Olivia, and I'm an urban and regional planning undergraduate student at Texas A&M. I came here tonight to voice my opinion as a student. I believe this project will have a huge impact on the economy and pattern of growth for Texas. This project will also influence college students at Blinn, Texas A&M and Sam Houston State University. Not only our transit population, our voices are important on the implementation of this project. As an urban and regional planning student, I understand the importance of developing environmentally friendly and economically practical solutions to urban problems. This costs taxpayers zero dollars and will bust over \$2.5 billion in taxes over the next 25 years. 52 percent of Route A will follow existing right-of-way. There will be zero closures of public roads. The stations have located in places that are close to large populations of people, but also do not inhibit the city's current and future development. This shows that Texas Central is dedicated to building this train where it will have the least impact on people and land but also the largest impact on transporting people safely from one location to the next. There are three major arguments I hear against Texas Central. Taxpayers pay for the train, Texas Central is eminent domain and it's not safe. First, Texas Central is a privately funded company and no government money will go into it. Not only has the company been saying this since day one, but they supported Texas State Senate Bill 977 that states: The legislature may not appropriate money to pay for a cost of planning, facility construction or maintenance, or security for, promotion of, or operation of, high-speed rail operated by a private entity; and a state agency may not accept or use state money to pay for its cost. They supported this bill because they do not want government money. This is a completely privately funded project and no taxpayers' dollars will go into it. Second, Texas Central does have eminent domain under Texas Transportation Code. However, just because Texas Central has it does not mean they will use it. So far they have not used eminent domain and they are working hard with every individual landowner so they will not have to use it. Third, Texas Central is using the entire Shinkansen system, which has been operating in Japan for over 50 years without a single injury or fatality due to derailment or collisions. Texas Central is bringing a safe system to America. They are not taking the trains from Japan and the tracks from France, but taking the trains, tracks, coding, signaling, all of it, from the Japanese system and bringing it to Texas. This project is exactly the solution Texas needs. We protect our environment and gain financial resources without government money. This will ease traffic on I-45, as the populations in both Dallas and Houston double over the next 25 years. Texas Central is building this train for the people, and I am in strong support of it. Thank you.	Comment noted.
Ramon Alvarez	2/21/2018	Website	So many other less worthy projects are approved daily which generate a far more substantial carbon footprint. Furthermore the diligence that this project has demonstrated thus far, plus it's numerous quality of life benefits, make it a no-brainer to me as a life-long resident and taxpayer of Central Texas. Please help to make our great State even Greater!	Comment noted.
Marylou Amann	1/11/2018	Website	I think it is a mistake to have the high speed rail line end in Houston at the intersection of 290 and 610. That is one of the most congested intersections in Houston. It end of the line should be some place less congested, perhaps by the airport?	Refer to GN-6, GN-7, NE-1, TR-4 and TR-5.
Brian Andersen	2/4/2018	Website	I oppose this project! Public roads (highway and rural) are impacted. Who pays for changes? Who pays for maintenance? How does one quantify the inconvenience?	Refer to TR-7 and TR-8.
Brian Andersen	2/4/2018	Website	There is NO economic value added to the counties affected between Dallas and Houston!	Refer to SC-19.
Brian Andersen	2/4/2018	Website	Farmers will be limited in their ability to farm economically, i.e. acreage devoted to construction of this project and it's restrictive impact during and after construction.	Refer to LU-2 and LU-11.
Brian Andersen	2/4/2018	Website	Who pays for this project when it (and it WILL) fail???	Refer to NE-1, NE-9 and SS-5.
Brian Andersen	2/4/2018	Website	Safety? This has received limited response based on the proposed route(s) of this ill-advised, land-grabbing project!!	Refer to SS-1.
Brian Andersen	2/4/2018	Website	When this project fails (and it WILL), who pays for the demolition of this project and return of the land to it's original position?	Refer to NE-1, NE-9 and SS-5.
Brian Andersen	2/5/2018	Website	I am opposed to this project! The affect on wildlife cannot be based on the DEIS analysis, as there has never been a 200 MPH mode of transportation in Texas, nor in the U.S.A!	Refer to NE-1, NR-1 and NR-5. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species

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				and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.
Brian Andersen	2/10/2018	Website	No mention in the DEIS as to who pays for the multiple disconnections, reroutes and reconnections of existing electricity lines. So, who pays??	Refer to EU-2.
Brian Andersen	2/10/2018	Website	Who pays for the multiple disruptions in water delivery via rural water provider lines that will be crossed?	Refer to EU-2.
Brian Andersen	2/10/2018	Website	The DEIS assumes (will all know what ASS-U-ME does!) the HSR effect on farm animals. Where's the compensation for the unknown factors that will occur to farmer's and rancher's livestock caused by a HSR?	Refer to LU-11 and NR-1.
Brian Andersen	2/10/2018	Website	The proposed HSR route bisects ("cut") our property allowing NO access from either portion! We operate an equine rescue (503C) operation and this will NOT allow us of our property as needed. What does the DEIS/TCR plan to do about this?	Refer to LU-11, NR-6 and TR-8.
Brian Andersen	2/10/2018	Website	Per About FRA "Overview," the mission statement reads: "FRA promotes safe, environmentally sound, successful railroad transportation ..." The FRA acceptance of the DEIS and TCR's HSR is contradictory to its mission statement!! SAFE?? ENVIRONMENTALLY SOUND?? SUCCESSFUL??	Refer to NE-1.
Brian Andersen	2/10/2018	Website	After the comment period deadline date, who/who's involved to make the final decision on the DEIS and DEIS comments?	Refer to NE-1, NE-2, PI-1 and PI-7.
Brian Andersen	2/16/2018	Website	I am opposed to this HSR project proposed by Texas Central Railway!!! TCR's projections of ridership are not confirmed by the DEIS nor the Texas Department of Transportation.	Refer to GN-2.
Brian Andersen	2/18/2018	Website	After this project is built, and it FAILS, who is responsible (Pays) for the demolition and return of the land/property to it's preexisting state??	Refer to NE-1 and SS-5.
Brian Andersen	2/18/2018	Website	The DEIS does not address the impact on farm animal reproduction, habitat and access to pastures that will be divided (or eliminated) with this ill-advised project. Who is responsible for these losses? How will these losses be determined? Who will be responsible for the reimbursements of the negative impacts?	Refer to LU-11 and NR-1.
Trish Andersen	1/30/2018	Handwritten	I am opposed to the HSR because I feel our land has been sold to too many foreigners for one thing: #2 Will affect our revenue by 'd [sic] # of people who travel through our cities needing services and products. #3 It will contaminate more country once again. [sic] sound, geography, virgin land for wildlife. #4 We own a horse, rescue and save many neglected/abused horses. This land has been groomed to accommodate those needed services. #5 Serves no economic service to Ellis county. It divides our communities and counties in half. #6 Infrastructure will be messed up and very inconvenient for many residents. This will take way too much land to do this project. Do the land owners have NO rights? Can't trust what we are told because HSR has an agenda to achieve. They want to get land owners out. We live in the country for a [sic]	Refer to ED-1, LU-11, NE-1, NR-5, SC-19, TR-1 and TR-8.
Carol Anderson	2/24/2018	Website	"I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and proved less damage to the county long term."	Refer to LU-5, WW-1 and WW-2.
Carol Anderson	3/3/2018	Website	I am very against the rail running through fm 709 and 3194 known as Morgan legacy ranch. This property is a piece of heaven and refuge for not only wildlife but for so many individuals and community groups that the the Morgan extended family allows to use the property free of charge to relax, play, work or simply regroup with others. When the option of moving the rail north to existing power line area is available I can not support your existing path which would destroy the Morgan ranch.	Refer to LU-5.
Dave Anderson	2/24/2018	Website	"I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and proved less damage to the county long term."	Refer to LU-5, WW-1 and WW-2.
Eric Anderson	3/5/2018	Website	There is a tremendous value to providing reliable transportation within our State. The environmental impacts must be properly addressed through the NEPA process, and thus far have been completed in accordance with standard practices of NEPA. I would like to politely encourage FRA to review this on its technical merits while remembering that the NEPA process is not a popularity contest. The NEPA process is important to addressing technical concerns of the public but should not be swayed by the popularity (or lack thereof) of the project.	Comment noted.

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Jacly Anderson	3/3/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
Jerri Anderson	2/5/2018	Website	In favor of the high-speed rail in order to compete with other countries around the world and to make it easier to travel for business and pleasure between Houston and Dallas. Need innovative connectivity to central business district and other business centers in Houston.	Refer to GN-6 and TC-4.
Jim Anderson	2/20/2018	Website	It's high time the US invested in modern transportation. We are many many years behind countries like South Korea and Japan.	Comment noted.
Michael Anderson	2/8/2018	Website	As a transportation economist with strong Texas ties, I strongly endorse the Dallas to Houston HSR project. This privately funded project unlocks more local investment and generates tax revenue for Texas. It reduces carbon emissions by an order of magnitude - relative to flying or driving - and bypasses heavily congested freeways. It also complements long-distance air service and injects much-needed competition into the uncompetitive Houston air market, which is dominated by a single carrier at IAH. I fly from California to Houston on a regular basis, and, given that Dallas is a more competitive market with better fares and service, I would seriously consider flying to Dallas instead and taking the train if this project were completed. This project is literally all upside and no downside to Texas residents and visitors.	Comment noted.
Renee Anderson	2/27/2018	Website	Let's ignore oil and gas Lobbyist and progress to a more efficient mode of travel and ease the horrendous highways congestion of Dallas/Houston.	Comment noted.
Renee Anderson	3/1/2018	Email	Let's ignore oil and gas Lobbyist and progress to a more efficient mode of travel and ease the horrendous of Dallas/Houston.	Comment noted.
Renee Anderson	3/1/2018	Email	Let's ignore oil and gas Lobbyist and progress to a more efficient mode of travel and ease the horrendous of Dallas/Houston.	Comment noted.
Richard Anderson	2/27/2018	Website	I like the idea of high speed rail especially in Texas, I would like it extended between San Antonio and Houston too but I have serious doubts about the projected ridership. With cost being close to the same as an airline ticket why would anyone take the train when a plane is faster? Are the flights at full capacity and if so add more flights. I think there will be a huge shortfall when the ridership on the train falls way short of expectations.	Refer to BA-2, BA-12, GN-2, PN-3 and SC-3.
Larry Anfin	3/9/2018	Website	Millions of passengers safely and securely ride high-speed trains every day across Europe and Asia. The Bullet Train has proved to be the safest and most reliable mass transportation option in the world today, which is why it is the perfect system to bring to Texas. This train will connect North Texas, the Brazos Valley and Houston in less than 90 minutes. I also feel a bullet train from Fort Worth to Dallas is needed.	Comment noted.
Anonymous Anonymous	1/29/2018	Handwritten	If we wanted to live in a big city environment we would move to Dallas and Houston - we love our country town environment. People drive to Dallas ever day to Dallas to work but they don't move there [sic] want to return and be away from it. It all about the rich [sic] can't get enough money. Money isn't everything to move us. All I see is higher taxes more crime and it's all at the tax payers expense.	Refer to SS-6 and VA-1.
Anonymous Anonymous	1/29/2018	Handwritten	Not an option - skip it - You have I45 - do that.	Refer to BA-9 and PN-3.
Anonymous Anonymous	1/29/2018	Handwritten	After Listening to the Comment at the Public Comments in Corsicana and the Vehemence of the Commenters I want to know what provisions Have Been made for sabotage during construction	Refer to LU-10, LU-13 and TR-6.
Anonymous Anonymous	1/29/2018	Oral	If they try to get our property, it will go through a pipe fence, and a barn. They are not going to give us enough for our place. Probably never get any settlement enough to make it okay for them to come through our home. It is not like we can just go out and replace what we have the pipe fence and barn. But you want something else to move in. We can't really in this case. We would never be able to sell it. Because no one wants a train stopping just 200 yards from our home.	Refer to ED-2, LU-7 and VA-1
Anonymous Anonymous	2/5/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas.	Refer to BA-6.

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			<p>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</p> <p>5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.</p> <p>6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.</p>	
Anonymous Anonymous	2/5/2018	Handwritten	I can not believe that our government would let any one take people's land. I think this is not for we the people but for big business. Some of this land has been family for over a hundred.	Refer to ED-1.
Anonymous Anonymous	2/5/2018	Oral	Some of the questions that I'm concerned with is who decided that this was necessary? Also, the things -- What happens -- we go down in income every year because prices go up, but you don't get an increase. So, what happens to the elderly over 65? They're still going to pay same as somebody that is 35. And I'll never use it. So -- what's some of the other things I had. And are they saying this is going to make money? Just like they said and when it's going to be finished. Also, like the 290 that was supposed to be finished in '16, well, I'm still waiting. I don't know what '16 they're talking about, but it's not finished and they're saying it's going to be finished in two years or something like that. No, it just -- the noise of the railroad. The noise of the whistle. I think there's a lot of things going wrong here for somebody to make money. I think there's a couple of big people that's making money and that's what it's all about. Thank you.	Refer to ED-2, PN-3, SC-3 and TC-6.
Anonymous Anonymous	2/6/2018	Handwritten	During operation of the Build Alternatives, not all emission production would Occur in non-attainment areas. Power generated for the HSR System and station areas would be generated at distant power plants operating away from the Build Alternatives; therefore, emissions produced due to the consumption of electricity for operation would be indirect. Additionally, any number of regional power plants connected to the Electric Reliability Council of Texas (ERCOT) grid can satisfy operational demand for the HSR system and station areas. The Build Alternatives would provide another Option for intercity travel between Dallas and Houston that would emit air pollutants, including Mobile Source Air Toxics (MSATs), into the atmosphere. However, the Build Alternatives would decrease overall VMT from passenger vehicles compared to the No Build Alternative, thereby decreasing regional MSAT emissions generated by passenger vehicles, and consequently would have a beneficial impact on regional MSAT emissions.	Comment noted.
Anonymous Anonymous	1/29/2018	Oral	I come opposing this high-speed rail because it's good, I guess, for Dallas. It may be good for Harris county, but there's seven counties in between that it will do nothing but tear the counties up and lower the tax rates. They'll destroy the property. And one of the TCR people, I was talking them, and the lady had the audacity to tell me well that's just farm land. Well that farmland has been in my family for 125 years, we love that land. They come to me about two-and-a-half years ago wanting to survey my property and I told them well I don't think you're a railroad and they we kept arguing about that. Then in May, two years ago they sued me. You know they gave me two days to be in court. Two days to get a lawyer and all get in court. The judge wouldn't hear the case, okay. Then, they start telling me to come out with a feature story on me. Run colored pictures in their papers, and you know, I they kept coming out. When they was talking said we want about 80 feet of your land. All the way through that's 4,700 feet. When they sued me they wanted 28 acres that took 80 feet, that would be about six acres. And they were taking my farm and warehouse. After the Star Telegram deal come out, well here I go. They come up with next thing I see. They want about 40 acres and they're taking my new house that I had just built as well. They have been not genius {sic} in their dealings with the people at all. First they say 3,000 acres, now they want 8,000 acres. Telling me that -- I've got one question that nobody's answered for me yet: What gives a private for-profit company the right to come and take my private land. Thank you.	Refer to ED-1, ED-2, LU-14, PN-3 and SC-19.
Anonymous	12/26/2017	Letter	We are writing to you in reference to the Environmental Impact Statement Draft issued concerning the High-Speed Rail. Our property is right in the middle of the area for the HSR. It will Consume all our property with this project. The property that we own has been pasted down through the generations and has raised many kids. Our Grandparents told us that this place would always be our safe place to come HOME to. The way it sits right now, with the HSR and their plans, our Safe Place will no longer be. The representatives from the HSR have stated numerous times that they are working with the Land Owners. If they are, we have not seen it. We have not given them permission to go onto our property yet they have trespassed numerous times, even with the "No Trespassing" signs up all over our property. They have pushed their way into my business offices that are not for public access due to HIPPA protected information in them and tried to intimidate my employees, including my daughter. We have called the Sheriff's Department when we have caught them on our property, but it did no good as they were not on our property when they arrived. Our neighbors have caught them on our property and called us bust again by the time we got there, they are gone. We have also caught them ourselves and as soon as we head toward them, they take off and leave. When we sent them a no deal answer on their contract, they placed us on an Eminent Domain List" and we have been receiving solicitation since from people wanting to help us protect our property rights as the land owners. We were raised on this property as well as our mom and her siblings. We are currently raising our kids and grandkids on this property. We enjoy the solitude, peace and quiet, and the wildlife roaming freely around. We ride our horses thru the pastures and enjoy the country life. We have made this our home and our children and grandchildren's home. Our roots are here on this land. As kids we would leave out with a sack lunch and prowl in the woods and enjoy the freedom that the country life	Refer to ED-1, ED-2, NE-1, NE-8, NR-5 and NV-1.

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			provides. A HSR would greatly affect that solitude and peace that the Country life has given us. We ask that you say no to this current route and stop the HSR from destroying our roots. We know no other life except what we have grown up in. These woods the folks call " God's Country". I invite you to come spend a few days with us and enjoy the life we have. We do not wish to have it uprooted by politicians, hungry money men, and foreign investors. Please stand behind the people of Texas and stop this nonsense now.	
Anonymous	1/8/2018	Letter	Wildlife that lives on the land include white tail deer, Texas mountain lion, bobcats, wild boar, coyotes, red fox, water fowl, ducks, geese, owls, dove, pigeon and other birds of many species, the State animal and endangered species armadillo, skunks, rabbits, squirrels, snakes, turtles, fish, frogs, and endangered species Texas horned toads. These are just the species of animals, fowl, and reptiles we have seen, others may exist. Also, many aquatic plants, including golden gladecrest and Navasota Foxglove have been spotted in the marshy lands to the back of the property. These are endangered species. This does not include a more comprehensive search for endangered species on the Federal and Texas governmental lists. We personally have race mixed family members so Texas Central Railway, LLC really do not know who we are to report this statistic. The neighboring three hundred acres is owned by people of Asian immigration, with an active church, all composed of minority immigrant Americans. The FRA published report has a low score for minority disruption. The true facts are missing, making this a flawed report. Please forward to us all financials, including paid receivables and payables, balance sheets, and payroll summaries for the previous three years, for our review before the TRA hearings scheduled this month and February so we have time to review all Texas Central Railway, LLC's books. Also, financials including receivables, payables, and payroll from the Regulatory Branch, Galveston District, U.S. Army Corps of Engineers must be included. This request for the above records should be delivered to us at the above address.	Refer to EJ-1, NE-1, NE-10 and NR-2. Golden gladecrest is known only from San Augustine and Sabine counties in Texas. Navasota False Foxglove is not state or federally listed. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Anonymous	2/1/2018	Email	NO high speed train in Navarro County Do not run this train thru our county,it will be of no benefit to any of us in this county.	Refer to SC-19.
Anonymous	2/6/2018	Website	I attended both the Dallas county and the Grimes county FRA open houses. I am submitting these comments not as opposed to the rail project but only to make you aware of past genealogical efforts from Dallas county genealogical society. In 1993, one of our biggest projects was the Coming Home and Honey Springs cemetery. These two adjacent Cemeteries were a land grant after Juneteenth, Independence Day or Freedom Day that commemorates the abolition of Slavery in the state of Texas. The clean up and identification effort was monumental. Hundreds of unmarked graves were found along with many that had little or no identification marker. Many of those unmarked graves being on the most eastern edge of the cemetery. I bring this up because while looking at the maps from FRA and the engineering group at the Open house, the proposed rail goes almost on the eastern boundary not to mention the proposed access road that could possibly encumber the cemetery and the possibility that the only entrance would be blocked. The station number is DS-760+00 and 750.00. Secondly, just south at station number 720+m, there is another small cemetery similar to the above that is in direct path of the rail. The small cemetery is approximately 70X70 and again has old and many unrecognizable markers. It is part of a lot that used to be some sort of technical school. My concern is that this cemetery could be larger and the likelihood of finding unmarked graves would be high. Personally, I am not opposed to progress, but I am passionate about the serenity and preserving the area where lives have been laid to rest.	Refer to CR-6 and CR-10.
Anonymous	2/6/2018	Website	COMMENT ISSUE A cursory review of the Draft EIS finds that it fails to address significant risks, both to public safety and the environment, that the operation of HSR's "electric" train will pose to the integrity of buried steel pipelines (many transporting hazardous liquids and gases) that it will encroach upon. However, the review of the Draft EIS did not find any discussions concerning possible damage caused to nearby buried metallic pipelines, resulting from induced voltages OR the flow of current in the ground around them, from HSR operations OR the mitigation of such risks to the public or the environment. COMMENT RECOMMENDATION It is recommended that the USDOT Pipeline and Hazardous Materials Safety Administration (PHMSA) be contacted and requested to provide guidance as to any required mitigation of such hazards by the HSR Project - in accordance with 49 CFR 192 and 49 CFR 195. (It should be understood that other, non-USDOT jurisdictional, pipelines may also be detrimentally affected by HSR's operations.)	Refer to EU-1, EU-2, EU-8, NE-1 and TR-11.
Anonymous Anonymous	3/5/2018	Handwritten	What do you mean "undeveloped" Area for the station? There is NO Room To GROW How do you figure Less TRAFFIC on I45 when you will have people from Kinwood / Woodlands area coming down? Not a Convenient Location for Entire City!	Refer to GN-7 and TR-2.
Anonymous Anonymous	3/9/2018	Handwritten	Who/What survey was done at our set to determine # of main survey daily? At \$199 each way? What jobs Cost - who is going to pay \$199 ea way -	Refer to SC-3.
Anonymous Anonymous	2/5/2018	Website	Your organization, together with your friends at Texas Central Rail have had months, if not years to prepare the flawed, inaccurate, and extremely one-sided draft environmental impact study. Whereas we, the little people who are directly affected by this unwanted, unrealistic and unwarranted scheme, have only a matter of days to digest the report, research its findings and prepare our objections. We do not have the fat checkbooks of Texas Central Rail or, at least in my case, the experience and knowledge to prepare objections in such a tight time frame. Further, when I handed in some written objections I asked if I could have a receipt for them in order to provide a chain of evidence and was told that this was not possible. I may be cynical, but I do wonder if the objections will be consigned to the waste bin, never to see the	Refer to GN-1, PI-1, PI-3 and PI-7.

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			light of day. In closing, I ask that in all fairness an extension to the deadline of at least a further ninety days be made in order that we may submit considered and justifiable comments. If this is not forthcoming the only acceptable outcome will be the no build alternative.	
Anonymous	2/5/2018	Oral	did they take into account displacement of people? Never mind the cost of the railroad. I'm talking about displacement of people and environment. Also, the elderly people and I'm one of them.	Refer to ED-2.
Anonymous Anonymous	2/6/2018	Handwritten	You will be hearing numerous objections as to how the proposed high speed rail will effect the citizens of Texas by stealing land by means of eminent domain, lowering property values, increasing property taxes and a host of equally important and relevant objections. If you take any notice of these objections remains to be seen. I would like to make the following observation. Your organization, together with your friends at Texas Central Rail have had months, if not years to prepare the flawed, inaccurate, and extremely one sided draft environmental impact study. Where as we, the little people who are directly effected by this unwanted, unrealistic and unwarranted scheme, have only a matter of days to digest the report, research it's findings and prepare our objections. We do not have the fat cheque books of Texas Central Rail or, at least in my case, the experience and knowledge to prepare objections in such a tight time frame. Further, when I handed in some written objections I asked if I could have a receipt for them in order to provide a chain of evidence and was told that this was not possible. I may be cynical, but I do wonder if the objections will be consigned to the waste bin, never to see the light of day. In closing, I ask that in all fairness an extension to the deadline of at least a further ninety days be made in order that we may submit considered and justifiable comments. If this is not forthcoming the only acceptable outcome will be the no build alternative.	Refer to ED-1, GN-1, PI-1, PI-3, PI-7 and VA-1.
Anonymous Anonymous	2/6/2018	Handwritten	We Do Not Want High-Speed Rail Project NO BILL	Comment noted.
Anonymous Anonymous	2/6/2018	Handwritten	I realize they want it so bad because its a dream of theirs... but at the end of the day when the smoke clears; what turmoil & destruction will lay in their wake?? Please wait for other alternatives to solve our mobility... Furthermore, focus on Urban centers to reto-fit development to build multi-modal transit in around cities...Mobilize our public transit create viable access centers that encourage redevelopment in blight areas...That's what we need first!! Once that is done the High Speed Rail will come as a Natural Fit. New Tactic for Projects: Try being Truthful in your intentions and you will mobilize the good in people; they're reasoning will be based on solid ground; lies are mobilizing stupidity, amongst the ignorant and hatred and malcontent amongst the group.	Comment noted.
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Anonymous Anonymous	2/6/2018	Handwritten	COMMENT ISSUE A cursory review of the Draft EIS finds that it fails to address significant risks, both to public safety and the environment, that the operation of HSR's "electric" train will pose to the integrity of buried steel pipelines (many transporting hazardous liquids and gases) that it will encroach upon. COMMENT ISSUE BACKGROUND - FROM THE DRAFT EIS For some background information, the Draft EIS States: 1) 2) 3) 4) 5) 6) 7) "Current FRA regulations do not comprehensively address safety requirements for train operations above 150 mph, such as the Project's proposed operations." "All sources Of electricity produce both electric and magnetic fields. Electric fields result from the strength Of the electric charge, and magnetic fields are produced from the motion Of the charge. Together, the combination of electric and magnetic fields is referred to as ;electromagnetic fields" (EMFs)." "3.153, Regional and Local, EMF ordinances exist within Texas, including the City of Houston. The Cityof Houston Airport Land use Regulations, Article VI, Section 9-36014, prohibits the use or generation of EMI (electromagnetic interference) within either the airport land or the airport land use envelope that may adversely impact airport operations or safety." "3.15.4 Therefore, for the purposes of this analysis, the EMF Study Area is defined as 500 feet from the centerline of the HSR track. Beyond this distance, the EMF would be below background levels.- 03.15.4.2 A study Of high speed trains in 2013 found that EMI is present from electrical currents in the catenary, rails and the earth." "3.15.5.2.4 Induced Currents and Shock Hazards, The generation of EMF from the HSR system can result in induced currents in nearby metal structures. These currents can lead to shock hazards to humans and animals touched. These induced currents and shock hazards can be minimized by grounding all metallic structures. Therefore, all metal equipment surrounding the HSR system (i.e., metal fencing) would be grounded to minimize induces Currents and shock hazards and maintained to prevent corrosion." 03.15.6 Avoidance, Minimization and Mitigation EMF-CMNI: Fencing and Metal Grounding. As part of the general operation and maintenance of the HSR system, the external fencing and any other grounded metallic objects would be routinely inspected and replaced as necessary. This would avoid or minimize any corrosion. If, for example, the external metal fencing corrodes, it would no longer be effectively grounded and electric shock could become an issue of concern for people or animals." However, the review Of the Draft EIS did not find any discussions concerning possible damage caused to nearby buried metallic pipelines, resulting from induced voltages OR	Refer to EU-1, EU-2, SS-19 and TR-11.

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			the flow of current in the ground around them, from HSR operations OR the mitigation of such risks to the public or the environment. COMMENT RECOMMENDATION It is recommended that the USDOT Pipeline and Hazardous Materials Safety Administration (PHMSA) be contacted and requested to provide guidance as to any required mitigation of such hazards by the HSR project - in accordance with 49 CFR 192 and 49 CFR 195. (It should be understood that other, nonUSDOT jurisdictional, pipelines may also be detrimentally affected by ASR's operations.)	
Anonymous Anonymous	2/6/2018	Handwritten	"This won't work, the truth says We need to do the right thing & vote a NO BILL" Thank you	Comment noted.
Anonymous Anonymous	2/6/2018	Handwritten	COMMENT ISSUE A cursory review of the Draft EIS finds that it fails to address significant risks, both to public safety and the environment, that the operation of HSR's "electric" train will pose to the integrity of buried steel pipelines (many transporting hazardous liquids and gases) that it will encroach upon. COMMENT ISSUE BACKGROUND - FROM THE DRAFT EIS For some background information, the Draft EIS States: 1) 2) 3) 4) 5) 6) 7) "Current FRA regulations do not comprehensively address safety requirements for train operations above 150 mph, such as the Project's proposed operations." "All sources Of electricity produce both electric and magnetic fields. Electric fields result from the strength Of the electric charge, and magnetic fields are produced from the motion Of the charge. Together, the combination of electric and magnetic fields is referred to as ;electromagnetic fields" (EMFs)." "3.153, Regional and Local, EMF ordinances exist within Texas, including the City of Houston. The Cityof Houston Airport Land use Regulations, Article VI, Section 9-36014, prohibits the use or generation of EMI (electromagnetic interference) within either the airport land or the airport land use envelope that may adversely impact airport operations or safety." "3.15.4 Therefore, for the purposes of this analysis, the EMF Study Area is defined as 500 feet from the centerline of the HSR track. Beyond this distance, the EMF would be below background levels.- 03.15.4.2 A study Of high speed trains in 2013 found that EMI is present from electrical currents in the catenary, rails and the earth." "3.15.5.2.4 Induced Currents and Shock Hazards, The generation of EMF from the HSR system can result in induced currents in nearby metal structures. These currents can lead to shock hazards to humans and animals touched. These induced currents and shock hazards can be minimized by grounding all metallic structures. Therefore, all metal equipment surrounding the HSR system (i.e., metal fending) would be grounded to minimize induces Currents and shock hazards and maintained to prevent corrosion." 03.15.6 Avoidance, Minimization and Mitigation EMF-CMNI: Fencing and Metal Grounding. As part of the general operation and maintenance of the HSR system, the external fencing and any other grounded metallic objects would be routinely inspected and replaced as necessary. This would avoid or minimize any corrosion. If, for example, the external metal fencing corrodes, it would no longer be effectively grounded and electric shock could become an issue of concern for people or animals." However, the review Of the Draft EIS did not find any discussions concerning possible damage caused to nearby buried metallic pipelines, resulting from induced voltages OR the flow of current in the ground around them, from HSR operations OR the mitigation of such risks to the public or the environment. COMMENT RECOMMENDATION It is recommended that the USDOT Pipeline and Hazardous Materials Safety Administration (PHMSA) be contacted and requested to provide guidance as to any required mitigation of such hazards by the HSR project - in accordance with 49 CFR 192 and 49 CFR 195. (It should be understood that other, nonUSDOT jurisdictional, pipelines may also be detrimentally affected by ASR's operations.)	Refer to EU-1, EU-2, SS-19 and TR-11.
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Anonymous Anonymous	2/6/2018	Website	However, the review of the Draft EIS did not find any discussions concerning possible damage caused to nearby buried metallic pipelines, resulting from induced voltages OR the flow of current in the ground around them, from HSR operations OR the mitigation of such risks to the public or the environment. COMMENT RECOMMENDATION It is recommended that the USDOT Pipeline and Hazardous Materials Safety Administration (PHMSA) be contacted and requested to provide guidance as to any required mitigation of such hazards by the HSR Project- in accordance with 49 CFR 192 and 49 CFR 195. (It should be understood that other, non-USDOT jurisdictional, pipelines may also be detrimentally affected by HSR's operations.)	Refer to EU-1 and EU-2.
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Anonymous Anonymous	2/6/2018	Website	Stop the Japanese bullet train! Don't steal our land!	Comment noted.
Anonymous Anonymous	2/6/2018	Website	<p>The Bullet Train's real impact on farms and ranches</p> <p>The proposed route carves through family farms and ranches indiscriminately, responding to the needs of the Japanese engineers who have devised the route. A bullet train has a dire effect on the land, the surrounding areas and landowners way beyond the immediately affected rancher or farmer. We are talking about a major swath of land that will be cutoff permanently. It's not at all like the trains you know. The bullet train Will consist of two tracks, and a road alongside for access and maintenance. Set back from the train tracks will be high fences on each side of the track. For security reasons and to prevent livestock and animal accidents, the fences will either be eight feet tall with additional barbed Wire, or ten feet tall. There will also be no grade crossings Of the train tracks in order for the trains to reach high speed safely. Any crossings will have to be either tunneled under the tracks or bridged over the tracks. Therefore pastures on one side of the tracks will not be accessible from the other side of the track. Indeed there will be few opportunities to cross from one side of the tracks to the other. All will be on major roads to take advantage of the tunnel or bridge crossings. The inconvenience is almost impossible to imagine. And it will be permanent.</p> <p>Environmental Issues - Not Addressed</p> <p>The deep scar caused by the Bullet Train will divide the eastern side of this bullet train track from the western side. Livestock will not be able to move, except by road. Wildlife groups of deer, hogs, coyotes, and even raccoons will be permanently divided. There will be no migration for our wildlife and if you 100k into the future there will be isolation of habitats and a shrinking Of the gene pool. The barriers used by high speed rail are a much harsher challenge for our Texas wildlife than even the interstates. This effect is long term and real, but not addressed by any environmental reviews. The Japanese Bullet train sounds high tech, but iVs effect is very local for the people caught up between the fancy stations. perhaps the most important problem posed bythe high speed rail is the sound issue. If you live two miles from the east-west rail line that parallels Hwy 105 in Grimes County, you can hear every freight train that passes by. Those trains carry a maximum speed of about 45 miles per hour. When I was young, my grandparents had a house in Palmer Texas, in Ellis County, less than two blocks from the train tracks between Houston and Dallas. In those days, the trains would roll through town at about 55 miles per hour and everything in the house would shake because of the weight of the trains and the sound would stop conversations. The Japanese bullet train will operate at much higher speeds and when it screams by you its sound and vibrations will spread far beyond the neighboring farm or ranch. That environmental effect has not been addressed by the Japanese bullet train apologists because they won't have to live with it, like people in Grimes county and Ellis County and all the other affected parts of rural Texas.</p>	<p>Refer to ED-1, LU-11, NR-6 and TR-8.</p> <p>HSR trains are quieter than freight trains. The noise and vibration assessment was carried out in accordance with FRA guidance. The assessment methodology, criteria for impact, and locations of impacts are contained in Section 3.4.3, Noise and Vibration, Methodology, Section 3.4.2, Noise and Vibration, Regulatory Context and Section 3.4.5, Noise and Vibration, Environmental Consequences, respectively.</p>
Anonymous Anonymous	3/5/2018	Handwritten	<p>IMPACT-Natural Resources (water Areas); clarify.</p> <p>Socioeconomic- 34 Homes, disavantaged neighborhoods; Clarify.</p>	<p>Refer to WW-2.</p> <p>The Final EIS identified the Le May/La Forge neighborhood in Dallas</p>

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				County as an Environmental Justice neighborhood directly impacted by the Project. The project footprint would directly displace 14 homes creating a divided, remnant neighborhood. FRA recommends the acquisition of all 34 homes within the neighborhood and the relocation of the residents within the greater Cedar Crest Community. Additional information can be found in Section 3.18.6.1 Environmental Justice, Compliance Measures and Permitting, EJ-MM#1.
Anonymous Anonymous	3/9/2018	Handwritten	"This won't work, the truth says this. We need to do the Right thing & vote a NO Bill."	Comment noted.
Anonymous Anonymous	3/9/2018	Website	2015 AADT 28,380 2035 Estimated AADT 54,490 24 Hour Truck Percentage 32.4 Please see the link http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html and highlight AADT and future traffic on the left hand side. Follow the data points along I-45 Using these figures of 54,490 of daily traffic and accounting for 32.4% of truck use and 35% of local traffic supported by TX Dot appendix, this leaves a total of 67.4% than would definitely not use the train. This figure leaves 32.6% that may travel this route to Houston and Dallas. This is estimated to be 17,763 cars per day.. 14% which is what they are using above of this figure puts the number at 2,486 vehicles a day removed. This greatly affects the emission and VMT estimation. We can also run the data with ridership as well to prove that their ridership numbers are absolutely unproven and flawed. Please let me know if you need to see the work regarding ridership as we have done a lot of work on this. We are working on a table now to show everything with citations.	Refer to AQ-2, AQ-6, GN-2 and NE-1.
Anonymous Anonymous	3/9/2018	Website	ES - Ellis, Navarro, Dallas, Limestone counties are in the migratory path for monarchs. Did they study effects on migration patterns and long-term effects on agribusiness, food chain, and food supply nationwide? We're applying with NRCS to be a sanctuary. Becky is filling out a Monarch sanctuary application currently. https://www.environment.fhwa.dot.gov/env_topics/ecosystems/pollinators.aspx	For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures . The Monarch Butterfly is currently "Under Review" for listing by FWS.
Anonymous Anonymous	3/9/2018	Website	1320/1500 ISL, does this count return trips in area? 1320 cars at station means 1320 or less cars leaving station from inbound pass or drop offs. Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Table E3.2-7	This does not include return trips. 1320 represents the low estimate for the number of ground transport vehicles that would arrive and depart the Dallas station per hour. These include vehicles like taxis, drop-offs, rental cars, etc. The 1500 number represents the low estimate for Houston stations.
Anonymous	1/29/2018	Letter	The purpose Of this letter is to request a ninety-day extension of the comment period for the pending Notice of Availability Dallas to Houston High Speed Rail draft EIS, Which was announced in the Federal Register on December 22,2017 at 82 FR 60723. This request to extend the comment period is made on behalf of Waller County and the Waller County Sub- Regional Planning Commission ("WCSRPC"), a sub-regional planning organization that is comprised of several governmental organizations, including Waller County, in addition to the cities of Hempstead, Pine Island, Prairie View, Waller, Katy, and two school districts -- Waller Independent School District and Hempstead School District. The Waller County Advocacy Group ("WCAG"), a local nonprofit organization, is also represented by a board member on the WCSRPC. Both WCSRPC and WCAG have been involved with Waller County in responding to this project since 2014. All of these entities together represent thousands of property owners, business owners, and several elected officials from the Waller County who share the belief that using eminent domain for a project that has questionable feasibility and presents a threat to taxpayers in the event that tax-subsidized loans are used to construct this project. I am making this request to allow adequate time for the public, including Waller County, WCSRPC, and WCAG, and Other local governments and Organizations, to properly review and provide useful and meaningful comments on the Federal Railroad Administration' s proposed Dallas to Houston High speed Rail draft EIS. the current Notice of Availability, which was on December 22, 2017, allows a minimal 60-day comment period, with a deadline of February 20, 2018. Meanwhile, the U.S. Army Corp of Engineers has published Public Notice. for two Wetland projects permit applications under Section 404 of the Clean Water Act for this same project, with	Refer to PI-3, PI-7 and PI-11.

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			exactly the same truncated deadline for public comments of February 20, 2018. These simultaneous, short comment periods, which commenced during the holidays, allow insufficient time for meaningful public participation in the NEPA process. NEPA requires that an agency prepare an EIS for any "major Federal action significantly affecting the quality of the human environment" and "The EIS is a procedural obligation designed to assure that agencies give property consideration to the environmental consequences of their actions. The EIS also insures that the public is informed about the environmental impact of proposed agency actions." To accomplish this purpose, NEPA regulations require that the agency prepare and submit for public comment a draft EIS, and that the FRA take into account those public comments in preparing the final EIS. In addition to the inadequate time the FRA has allowed for public comment on the draft EIS, the process has been incredibly confusing and has changed so many times that full public participation has been nearly impossible. Notices that have been published by AECOM, the environmental contractor, listing locations, dates and times for the public hearings in each of the 10 impacted counties, have conflicted with changes to the venues for Madison and Grimes County as listed in the January issue of On Track, the Dallas to Houston HSR newsletter, and those changes have not been reflected on in the FRA's website as of January 19, 2018. In addition, several members of the public have reported to me that they received notice of delivery failure when they attempted to submit their comments via email to the address listed on the FRA's website for public comments, DallastoHoustonHSR@urs.com. These issues have arisen in addition to issues with the online form for submitting comments, which has also rejected comments. Many property owners own property in multiple impacted counties. The current public hearing schedule contains overlapping meetings for several counties and some will occur at the same time. This does not allow those landowners the opportunity to participate at the hearing for all of the counties that they own land in. Accordingly, on behalf of Waller County citizens, and particularly Waller County, WCSRPC and WCAG, we request a ninety-day extension of the Comment period to May 21, 2018 on this critically important EIS.	
Fawaz Anwar	2/27/2018	Website	I am writing to express my strong support for the Texas Bullet Train project and urge the Federal Railroad Administration to move forward with the timely review and approval of the project. It is a transformational transportation project that will connect the two economic hubs of Texas, Houston and North Texas, with one stop in the Brazos Valley, while respecting Texas lands and providing a safe, convenient and clean alternative to flying and driving. The recent release of the Draft Environmental Impact Statement (DEIS) confirms this conclusion with detailed data and projections. The Texas Bullet Train will utilize the world's safest mass transportation technology, the Shinkansen system, which has had zero crashes or fatalities in 53 years of operation. The project is expected to create more than 10,000 direct jobs per year during construction and more than 1,500 jobs permanently when operational -- at least 25% of them in rural counties along the route. It will be an economic driver for the state as well as all counties along the route. As an electric train, this system will also be the best environmental alternative as 4 of the counties served are already air quality non-attainment status. This innovative new industry reduces road congestion, improves local economies and creates new jobs for Texans. I welcome a faster, safer and cleaner transportation alternative to reduce congestion because it's good for Texas!	Comment noted.
Nabila Anwar	12/17/2017	Website	My name is Nabila Anwar and I am a resident of the City of Houston. I am strongly in favor and support of the proposed high speed rail from Houston to Dallas.	Comment noted.
Christie Anz	1/31/2018	Oral	I own 6.2 acres. I moved here from McLennan County to build my place by myself, as a single woman. It is 1400-foot from my back door to this train. Is it going to shake the pictures off my walls? Is it going to destroy my house, that me, as a Republican - voting, paying taxes ruin my house, and my place so somebody from Dallas can go to Houston when they can use 1-45 or Southwest. We don't live in Japan. This is Texas. Please, stop it. They can come take my dirt. Over my dead body.	Refer to BA-4, BA-12 and NV-5.
William Applegate	3/8/2018	Website	Sir/Ma'am, The High-Speed Rail Project (HSR) is not a need. It is a want. I am against this project for multiple reasons. First, the population of the proposed route does not support the cost and maintenance of the project. Texas Central estimates an annual ridership of 10 million. Well, the Amtrak route between New York City, Philadelphia, Baltimore, and Washington D.C. only see about five million riders annually. Much like many of the (HSR) projects around the world, it will eventually be subsidized by the government; whether that is federal, state, or both. Secondly, I am against any private company exercising eminent domain to seize lands necessary for the project. Again, the project is not a need; it is a novelty. While the government in the past has utilized eminent domain in the past for various projects for national security and infrastructure, the HSR does not meet that requirement because there is no need for it; particularly since it is destined for failure. Thirdly, I do not want to see Texan farmers' and family lands broken up, impacting their livelihoods. Again, this project, being a novelty, is not worth impacting 8,000 acres of land.	Refer to ED-1, GN-2, GN-4, LU-11 NE-1 and PN-3.
Srimanikandhan Appunni	1/26/2018	Website	I could live in Dallas and work in Houston. Lots of new jobs this train will bring for the people of Texas.	Comment noted.
Larissa Araiza	3/9/2018	Website	Would love the revenue and less gas emissions it would produce	Comment noted.

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Rhonda Arcemont	2/20/2018	Website	This train will destroy the life and land of Texas and you will not have enough riders to pay for it so the tax payers will have to pay for it or have tracks in the middle of farms and ranch's just spitting there roteneing away after the lives of so many will be destroyed. Say no to the high speed train.	Refer to GN-2, GN-4 and NE-1.
Mark Archibald	1/29/2018	Oral	I have a question: Where is the stops so that someone that doesn't drive can get on this train in Navarro County so I can go see those places? I know you're not going to answer, but I want you to think about that. There is no proposed stop.	Refer to GN-6, GN-7, TR-3 and TR-4.
Mark Archibald	1/29/2018	Website	So my name is Mark Archibald, and I am speaking -- I don't know how I'm going to speak about this because I moved to Texas so I could be more independent and have some good weather so that my knees and my hips would feel better. And I want to see parts of Texas, like Houston and Dallas and all points in between. I have a question. Where is the stops so that someone that doesn't drive can get on this train in Navarro County so I can go see those places? I know you're not going to answer, but I want you to think about that. There is no proposed stop. So I guess I'm against this thing because it's a boondoggle. I grew up in Moline, Illinois, and there was people up there that says Amtrak, Amtrak will come in, we'll put a rail between Moline and Chicago, and people will come down from Chicago, Illinois and shop in Moline. Yeah. That doesn't happen. I don't know -- I know everybody doesn't like Chicago here, but the only good things that come out of Chicago is the Cubs. And let's see. I got a minute-24 left, and I don't really need it because I made up my mind. And I don't know if I just want to give my time up to somebody else, or sit here and say do you honestly think that people up here and in this room and at these meetings are that foolish to think that they're going to let you give up their land and their economy? Because Corsicana, we're trying to build a main street, we're trying to build a community, and you're going to run everything through it and then just say, We're going to take your tax dollars. I don't buy it. So I guess, 40 seconds, I yield the rest of my time.	Refer to GN-6, GN-7, TR-3 and TR-4.
Ward Arendt	3/9/2018	Website	Using their data, I used a wet bar napkin to calculate ridership etc. The project expects ridership within five years to exceed 5,000,000 per year and 10,000,000 within ten years. They are also planning on having rail cars with a capacity of 400 leaving every 30 minutes during peak travel times. That being said, and assuming that most travel would occur during the 240 business days a year: there would be 26 round trips per day, which is equivalent of an Airbus 380 leaving Dallas and Houston every 40 minutes. They would have demand pricing and assume that the business incentive would be the cost of operating a car between Houston and Dallas at \$0.55/mile for 240 miles or \$132 one way. Looking to the future with autonomous driving cars and much higher speed limits, the rail advantage using this model may diminish. They talk about the "Great Texas Families" that were investing in the project to make if a wholly private enterprise and cited Drayton McClain. McClain as you may recall was very successful in getting the City of Houston to pony-up monies to build "Enron Park" now MinuteMaid Park. It is unclear what their motives are in acquiring some public backstop in case the project goes south.	Refer to GN-2, GN-4 and SC-3.
Arlington Black Chamber of Commerce	2/21/2018	Website	Will the Minority Business Community ever receive an invitation to participate in this project whatsoever?	Refer to PI-1.
Jody Armstrong	1/29/2018	Website	My life and my kid's quality of life will drastically increase once Dallas/Houston High-Speed Railway is completed and commuter prices are CHEAP!!! (\$30 or less unrestricted roundtrip) Connect HSR with TRE allowing travel by train from downtown Fort Worth to Houston and back with only one transfer each way.	Comment noted.
Romeo Arrieta	1/29/2018	Website	As a Dallas resident, I support the Texas Central Plan to bring High speed rail to North Texas. I ask that the Federal Railroad Administration I've at a deliberate speed to allow this project to be constructed and operated.	Comment noted.
Kathy Arterburn	2/6/2018	Website	So what is the big deal about connecting dallas and houston??? And for \$15 billion!!! What a stupid and unnecessary project. All I see is someone commits murder in houston then 90 minutes later they are in dallas. This gives thugs and thieves more places to target. I would never ride the ridiculous rail car. And safety....and not being able to share the rail line. Who will conduct security? Going to hire new train police?? Why dont you put \$15 billion into safety of our ALREADY CONSTRUCTED HIGHWAYS??? PUT BORDERS UP KEEPING WILDLIFE AWAY FROM DANGEROUS DRIVERS ON OUR ROADS. AT LEAST DO SOMETHING THAT A DESERVED AUDIENCE COULD BENEFIT...NOT JUST FOR PEOPLE WITH NO WAY TO ESCAPE HOUSTON.	Refer to PN-3, SS-1, SS-6, SS-7 and SS-8.
Sandra Ashbrook	1/29/2018	Oral	My name is Sandra Ashbrook and I live about one mile south of the Dallas County border right on the north section of Ellis County and I just want to tell everybody that since I have become a property owner in Ellis County, I think that is the most wonderful thing that anybody can ever have to have their own land and now the land is gonna be impacted by a railroad. A 200 mile an hour train coming through our properties, through your neighbor's properties, and through your you know, who knows whose properties it's going through. It's gonna -- and they said that it's not gonna affect taxpayers 'cause it's all gonna be funded by private owners. Yeah, a private company from Japan. Now do you want your land and your property to be invested by foreign countries? The technology in Japan is over 57 years old, so there is so much better technology out there and why shouldn't Texans provide that technology. Why are we asking a company from Japan to come in here and put it. This company is not owned by Texas, it's not owned by Texans. We want someone -- we want if Texas is gonna have a railroad project like this then we want somebody we want Texas to profit from it, not a bunch of foreign investors. We also need to know that our	Refer to GN-4, NE-1, PN-3, SC-19, SC-22, SS-18, SS-26, TC-2 and VA-3.

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			taxpayers will end up on this project because this is a money grab and a land grab and what they're gonna do is they're gonna come in here they're gonna start this project and they won't be able to finish it. It has gone from 4 billion to 8 billion to 12 billion and now we're up to \$18 billion and that is a drop in the bucket. It's just like the toll road around Austin, it was supposed to be funded by a private company, and guess what, they went bankrupt and now the taxpayers are holding that bill. They haven't been able to figure out what they're gonna do about it, and that's exactly what's gonna happen here. There is no way there's enough money to fund this project. I don't think that the technology is too old, but it's from another country and Texans are not gonna profit from this project. Another problem is that the taxpayers and the local communities are gonna have to build new fire departments, new water departments, new first responder departments because they're gonna have to get people within, like, two minutes or three minutes to emergencies and with that train going through all of the roads.	
linda Ashley	3/9/2018	Website	I will not be directly affected by this, but I have a lot of friends who will. I strongly object to this project, mostly because of the cost of it, and it is going to cause a lot of people to lost their property, and their way of living. It will be a sad day if it is the cause of what it will do to the people living in the middle of all this. Thank you for letting me voice my opinion.	Refer to ED-2, LU-11, NE-9, SC-22 and TR-8.
Huseyin Atay	2/7/2018	Website	Our family need hi speed rail road Houston to Dallas	Comment noted.
Douglas Athas	1/29/2018	Oral	I'm Mayor Douglas Athas of the City of Garland. I just want to say first off I'm not running for anything. The reason I'm here is because our city passed a resolution couple of years ago in support of the high-speed rail, I didn't want to report on that. I want people to understand that through our city through connections with DART we'll have access to this rail, we'll have access to Texas stadium, we'll have access to Houston. We have almost 500 manufacturers in the city and we're looking to get a more reliable transportation system to Houston. But I also want the put on my regional hat, I serve on the Regional Transportation Council, which is a part of our Texas NPO and vice chair of the Dallas Regional Building Council. It takes 90 minutes for us to drive across the metroplex. If you're on my side of the metroplex and you're trying to get to the other side of Fort Worth. In that same amount of time we could also be in Houston. We do feel like this will provide a very strong economic development. I really feel like if Amazon does choose North Texas, does choose Dallas as their destination, a large part of that decision may be based on the fact that we'll have high-speed rail. They'll get Houston, Texas A&M all for the same amount of time it takes them to drive across the metroplex. So we can link this up, but I think it's most important to understand this Dallas to Houston growth By 2040 the population of those two metro area will equal the current population of Texas. For people driving between Houston and Dallas, or vice versa, it's gonna be a nightmare and I can tell you, quite frankly, getting money right now for transportation projects is not easy. The mega projects it's not easy, so you're not gonna be able to spend so being able to connect up the two it's not gonna take more planes, 'cause basically right now there's just not that much room. Southwest isn't even interested in these routes anymore now that they can fly to Washington, D.C. or someplace and bring more money. So I really do feel like this is very important. It's gonna also benefit air quality, a lot of the cars and things that are on 45 are not moving as fast for the air quality for air movement. It would also be a major impact for air quality in North Texas. So thank you very much, I do appreciate this chance to speak today. It's gonna also benefit air quality, a lot of the cars and things that are on 45 are not moving as fast for the air quality for air movement. It would also be a major impact for air quality in North Texas.	Comment noted.
Sharon Atwood	3/5/2018	Website	I do not feel we need a high speed train between Houston and Dallas. The impact on surrounding neighborhoods and residents would be negative. Noise pollution, added traffic, and a private company having public domain to acquire private land does not sound like the right thing to do. I understand it will impact property values in a negative way. I know people who live close to the proposed route and they are very upset. I do not feel the benefits outweigh the detrimental effects this train would have.	Refer to ED-1, NV-1, PN-3, TR-8 and VA-1.
Mary Jo Autery	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual diruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Robert Autery	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.

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			<p>2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas.</p> <p>3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas.</p> <p>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</p> <p>5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.</p> <p>6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.</p>	
Denise Avinger	3/5/2018	Website	I oppose the Dallas to Houston High-Speed Rail due to its environmental impact. We shouldn't be taking away Texans' land to serve a small population of our state.	Comment noted.

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Kyle Baier	12/16/2017	Website	As a Texan, I think this project is great and should be given full clearance to start moving dirt. The faster the better!	Comment noted.
Brock Bailey	2/24/2018	Website	I am concerned about the high speed rail project's proposed location in Navarro County near the intersection of 709 and 3194 - splitting the Morgan Legacy Farm. I believe the proposed location will cause significant damage to the environment, wildlife and the water shed of the Morgan Legacy Farm. I understand that the proposed route will separate the farm's lodge from its rodeo arena, stables and guest houses and I believe that the damage the proposed route will cause to the farm's charitable mission to host and entertain groups like the Salesmanship Club, the staff of Children's Hospital, the Boy Scouts of America and others would be irreparable. I would ask that the 5-7 mile portion of the proposed route scheduled to parallel 3194 be moved north of the existing power lines to lessen the harmful environmental, economic, charitable and historic impact the proposed route will have on the Morgan Legacy Farm.	Refer to LU-5.
Cody Bailey	2/5/2018	Website	I would like to start off by saying I am against this project. This project does not effect me personally other than the potential financial impact of paying the bill, but that does not keep me from defending my friends and family who will lose property that's been in their families for over 4 generations. This potential land grab that does nothing but line the pockets of a few individuals is too far of reach for not enough reward. Before we decide to stretch a train across the open prairies of Texas, let's push for mass transportation in the inner metropolises that are in desperate need of traffic relief. This will ruin the lives of thousands of individuals that will be shadowed in the name of "progress". This is not progress. This as marketing ploy a private company has used to sway the government to use its imminent domain power for its benefit.	Refer to ED-1, ED-2 and GN-4.
James Baird	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual diruption and a high consumption of electricity.	Refer to BA-6, CR-4, ED-1, LU-2, LU-11, NE-1 and NE-9.
Barbara Baker	2/20/2018	Website	We as citizens don't need/want this monstrosity in our community something we will need to subsidize with our tax money no one is going to pay \$400 for a one way ticket to Dallas to ride a train an then the citizens of these small communities will be asked to give up our tax dollars to go to Japan let's use our tax dollars to make our communities better locally it's time politicians start listening to us an not their wallets WE THE PEOPLE PROTEST THE BULLET TRAIN	Refer to GN-4, NE-1 and SC-3.
Micah Baker	2/23/2018	Website	I am very in favor of the High Speed Rail project! As a resident of the Dallas area, I frequently travel down I- 45 to both the College Station and Houston areas. This project will provide such an enhancement to the public transportation systems in Texas. Currently, the options are very limited for this length of a trip outside of using your own personal vehicle. You can either take an airplane (which takes hours to board and is expensive) or something like greyhound which is not always a good experience. I hope that there will be lots of consideration into how this project can be incorporated into the existing transit/public transportation networks of these major cities. Especially in the Dallas area since there is already an expansive transit system operating there.	Comment noted.
Linda Baldwin	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.

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			6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	
Mark C. Baldwin	2/6/2018	Handwritten	<p>I support the comments listed below and offer them as evidence supporting the "No Build Alternative"</p> <ol style="list-style-type: none"> 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity. 	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Pam Baley	3/5/2018	Oral	<p>Hi. My name is Pam Baley. I am a UN delegate and I was called here on behalf of some landowners, as well as some material interested parties who cannot be here because they were not notified properly per some of the UN resolutions on duty to consult. So, therefore, they are not present. And that includes a significant number of indigenous populations, Alabama-Coushatta, native American, a lot of reservations and a lot of landowners that simply cannot be here. I live in Houston and I had a really hard time getting here. And I think it's -- it's very exciting that we're having this today, but I think sometimes these sort of meetings are strategically held in a manner just to check the box to make it look like you had the meeting and people are here giving their input and it looks great that you did it, but it's really not held in a manner that's conducive for anybody to really express anything. And who is here to listen anymore? It's getting late, we're all getting tired. I've got four kids at home. I mean, come on. So when you think about it, it really doesn't make a lot of sense and what I want to point out is, this system here is fundamentally flawed. And what I'm basing this on is how the UN deals and how I deal on a global basis on these kind of infrastructure. You know, we have to consult with indigenous groups and we have to consult with people and corporations and I have to try to figure out how to, you know, talk to people in New Zealand and people that don't speak English and we don't speak French and, you know, I speak French, I speak German, I speak Czech, I speak all these other languages, but I don't speak the indigenous mother tongue of Peru, you know, or the first Indian people or -- you know; so there's a lot of miscommunication. And what I want to point out is, there is a lack of information to the -- all of the affected groups. And what needs to be happening and there is a matrix and everybody should be able to go online and find it. Just look up Consultation Agreement and the matrix for that that's on providing notice to all affected groups and interested groups, so not just the landowners but anyone who might be affected by that, disclosing all relevant information and studies. So we talk about this EIS, right? Well, I'm going to tell you something. There is a lot more information out there. So to base an opinion on just this 6000-page document, there are about maybe 60 more 60,000-page documents all put together. So you put that together and this makes no sense. And what I want to point out is, Executive Order 12898 under NEPA, avoid disproportionate and adverse environmental impacts on low-income, minority populations, culturally important, religious, subsistence and social practices. So who does that impact? Not just the farmers, not just the ranchers, not just the younger -- like, Ms. White's side, who was talking about, you know, raising her goats. That's talking about a lot of people. And I think that before anyone can make a decision, I think you need to get all of the information and that's what I need to tell you. Get all the information. Don't say "Yes" or "No." Get the information.</p>	Refer to EJ-1, NE-1, PI-1, PI-6, and PI-8.
Michael Ball	1/29/2018	Oral	<p>My name is Michael Ball. I signed up to speak but it's running too long. Okay, I agree with all the comments that's been made so far; however, as a former Volunteer Fire Chief, I want to stress the impact on the emergency response by fire, police, ambulance, all of that. This is an environmental impact. What happens when this goes belly up because of lack of funding/ Who's going to maintain all of the property? You know because it's going to close a lot of roads. Who's going to maintain it? It certainly ain't going to be the government. We're being saddled with a lot of debt by a company that's private. We're not going to see any kind of benefit of these costs. Ridership, Amtrack used to come through here from Houston to Dallas, used to have a stop here. I don't even think Amtrack comes anywhere close to here because lack of ridership. If they couldn't get riders to ride Amtrack as cheap as it was, what makes you think it's going to ride for that? It's just a bad deal all the way around. I live approximately half a mile from where this is going to be. I don't own much property but I do have cattle. I raise my own garden. I hunt on my property, something I won't be allowed to do because I use firearm and you can't shoot a firearm. So it's going to impact me. They could even come there and dig dirt off my place. It's going to impact me. I'm just totally against it. And I thank you for your time and your patience. And I understand that's you're not responsible for all of this, but it does impact everything. And if you will, please let them know that I've already left my comments. Thank you, Ma'am.</p>	Refer to GN-2, GN-4, GN-5, GN-8, NE-1, PN-3, SC-3, SC-19, SC-22, TR-7 and TR-8.

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Michael Ball	1/29/2018	Oral	I've already made my comments online. I yield to the next person.	Comment noted.
Wyona Ballard	3/9/2018	Website	My property has been in my family since 1864. It holds a private family cemetery which is unknown to TCR. Texas does not need a high speed rail that will bailed out on the back of taxpayers! We do not need roads closed and or rerouted as it will risk lives and property when emergency services takes longer to arrive. Our rural communities are not prepared for a high speed train derailment or incident. Our community counts on 9 Volunteer Fireman, who are not always available and certainly do not have training and equipment to come to the aid of a major catastrophe! Eminent domain should never be considered for a private venture. We do not want to destroy our peace, tranquility and wildlife! No train !	Refer to CR-6, ED-1, GN-4, NR-5, SS-12, SS-18 and SS-23. The intent of the methodology is to avoid impacting cemeteries and burials to the greatest extent possible. The PA addresses unanticipated effects to burials should they be encountered.
W.L. Bane	2/5/2018	Oral	My name is W.L. Bane. I live at [...]. I'm a neighbor of Calvin. Calvin's been up there for years. I don't know why they sued him and didn't sue me. Maybe they like the way I sounded when I talked to them. They've tried to come on my property and I told them I wouldn't allow it. We've been involved in the last probably 24 months with this great organization called Texans Against High-speed Rail. Every one of you-all in here -- I own land in Houston. I own rental properties. I moved -- I sold my company last year. I moved up at the farm in 2012. My dad bought the property 80 years ago. It's still farmed. We still have a farmer out of Hockley that farms it. So I planned to get up there and live the rest of my life on that wonderful property. Now, where they're coming through Calvin's and coming right across me, values -- everyone of you-all in here, if you own rent property or you own your own house, I don't care if it's a 100 by 50 lot or it's 200 acres, it's your property. And the values are going to just shoot down. You know, look at your houses. The thing I hate, everybody in Harris County, from our city to our county government, they're for this thing. Everybody in Dallas. And we elect these people. They don't they're going to make a lot of money off of it. We're not. We're going to be the losers. So I am highly against this thing. It's caused a lot of anguish. But I'll say this: That when Patrick spoke a while ago, you need to get on board with Texans High-Speed against high-speed. Not with them. Against high-speed rail. Spend what you can. Give what you can. We're fighting a \$60 million budget from the Japanese and we're doing it with our money. But they're great attorneys, they've done a lot of pro bono in this, but it costs a lot of money to get engineering experts and such. So I would ask everybody in here, tell everyone you know there's an old adage, Well, not in my backyard. Well, it's going to be taxes for the rest of our lives, for your children and grandchildren. So I would ask you-all to all get involved, and let's let these county people in Harris County know we're not for it. Thank you.	Refer to GN-4 and VA-1.
W. L. Bane, Jr.	2/5/2018	Website	The DEIS omitted quantifying the use of water for construction. There is no mention if TCR will be allowed to drill water wells for construction use or if they will be required to use surface water. If so, the sources of that water need to be identified. It is anticipates an enormous amount of water will be needed for concrete batch plants, construction sites, mitigating dust levels, watering erosional control plantings. The amount of water needs to be quantified.	Refer to HZ-5, WW-1 and WW-6.
W. L. Bane, Jr.	2/5/2018	Website	The DEIS does not address the environmental impact when fill material is removed from private property for the use of construction by TCR. It does not state in what environmentally sound condition TCR is required to leave the site.	Refer to LU-10 and LU-14.
W.L. Bane, Jr.	2/6/2018	Handwritten	The expectation of damage needs to be addressed based on increased traffic flow and transport weights versus normal traffic. It also needs to be addressed who will pay for the damage and what would be the wait period for repairs. If construction access requires the building of new roads, it needs to be clarified who will own those roads and be responsible for future maintenance.	Refer to TR-6 and TR-7.
Ashly Bankhead	1/25/2018	Website	I think it would be a good idea to have the bullet train	Comment noted.
Dana Murdock Banksb	2/16/2018	Website	Let's show America how to build a profitable world class Bullet Train System.	Comment noted.
Jeannan Barber	2/14/2018	Website	Native Houstonion, we need public transportation in texas, not more lanes on interstates. I35 I use is abominable and so unsafe. Children live in N Houston. Would like to visit more often safely. Getting older people on road is worst option for all.	Comment noted.
Jeannan Barber	2/27/2018	Website	Lived in houston 60 years, tired of car & car pollution and we want, need better way to travel to kids, as will not be able to drive much longer or safely driving my own car, along with all the elderly on road.	Comment noted.
Suzanne Bardwell	1/29/2018	Oral	Thank you very much for this opportunity. My name is Suzanne Bardwell, Suzanne. Brown-Bardwell, and my family's fifth generation ranch is in the path of the bullet train on two of the three proposed routes. You talk about historical preservation We've owned this land for well over a hundred years. To us that's historical preservation. Presently the 240-mile line is basically lining the pockets of land speculators and Japanese rail corporations at the expense of Texas landowners and agriculture. The Navarro County leg runs through a rich wildlife habitat that includes bald eagles. In fact, one of them flew over me when I was leaving the ranch to come here today. It also includes a dense population of wild hogs which will be a serious safety hazard, especially at 200 miles per hour. And if you think they can't tear up concrete, I've got proof to show you that they can. And we've had rail people tell us they don't get as big as we say. I've got a picture on my phone of a 417-pound one right now to show you. So don't doubt that we don't grow things big in Texas, because we do even when we don't want to. The proposed routes go straight through a flood plane that floods heavily and regularly. Don't listen to the statistics they're using about the	Refer to ED-2, FP-1, GN-4, LU-2, LU-11, NR-3, PN-3, SS-2, SS-12, SS-23, WW-1, WW-2 and WW-9. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species,

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			100-year flood. We can live on that land, and it floods every time we get more than four inches of rain. Of course there are concerns about what this will do to our watersheds and how it will impact agriculture. With that said, the rail lines are going to split access to ground water by livestock and pastures for crops and grazing. One of my greatest fears, though, is the limitation of crossings and lack of speedy access to fire and ambulance service for rural citizens, especially those who are elderly, and we have many elderly rural citizens. Brown-outs? They're coming. Just that's it. They're already happening in some places in Texas. Let's put in high speed rail and add to it. This boondoggle is estimated to eventually cost us taxpayers \$21.5 billion. And I want to tell you, of all the rail lines in the world, only two are successful--Osaka to Tokyo and Paris to Lyon, and that's because of the population density and lack of cars. Guess what we got in Texas. Lots of cars, wide-open spaces, horses, and guns. Watershed estimates are grossly overestimated. One thing, though, I want to say real quickly, forgive me, is that some -- this is my personal Environmental Impact Statement that some foreign majority-owned company can take away Texans' homes and ranch land for the wealthy to sip cocktails at 200 miles per hour while our former land flashes by is a crying sin and, frankly, there is no fair market price for something that's not for sale.	Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.
Suzanne Bardwell	1/29/2018	Oral	Thank you very much for this opportunity. My name is Suzanne Bardwell, Suzanne Brown-Bardwell, and my family's fifth generation ranch is in the path of the bullet train on two of the three proposed routes. You talk about historical preservation? We've owned this land for well over a hundred years. To us that's historical preservation. Presently the 240-mile line is basically lining the pockets of land speculators and Japanese rail corporations at the expense of Texas landowners and agriculture. The Navarro County leg runs through a rich wildlife habitat that includes bald eagles. In fact, one of them flew over me when I was leaving the ranch to come here today. It also includes a dense population of wild hogs which will be a serious safety hazard, especially at 200 miles per hour. And if you think they can't tear up concrete, I've got proof to show you that they can. And we've had rail people tell us they don't get as big as we say. I've got a picture on my phone of a 417-pound one right now to show you. So don't doubt that we don't grow things big in Texas, because we do even when we don't want to. The proposed routes go straight through a flood plane that floods heavily and regularly. Don't listen to the statistics they're using about the 100-year flood. We can live on that land, and it floods every time we get more than four inches of rain. Of course there are concerns about what this will do to our watersheds and how it will impact agriculture. With that said, the rail lines are going to split access to ground water by livestock and pastures for crops and grazing. One of my greatest fears, though, is the limitation of crossings and lack of speedy access to fire and ambulance service for rural citizens, especially those who are elderly, and we have many elderly rural citizens. Brown-outs? They're coming. Just that's it. They're already happening in some places in Texas. Let's put in high speed rail and add to it. This boondoggle is estimated to eventually cost us taxpayers \$21.5 billion. And I want to tell you, of all the rail lines in the world, only two are successful--Osaka to Tokyo and Paris to Lyon, and that's because of the population density and lack of cars. Guess what we got in Texas. Lots of cars, wide-open spaces, horses, and guns. Watershed estimates are grossly overestimated. One thing, though, I want to say real quickly, forgive me, is that some -- this is my personal Environmental Impact Statement that some foreign majority-owned company can take away Texans' homes and ranch land for the wealthy to sip cocktails at 200 miles per hour while our former land flashes by is a crying sin and, frankly, there is no fair market price for something that's not for sale.	Refer to FP-1, GN-4, NR-3, NR-6, WW-1, WW-2 and WW-9. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures . Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to consider the effects of their actions on historic properties. One component of FRA's overall environmental analysis is dedicated to understanding how cultural resources may be affected. In accordance with Section 106 and pursuant to 36 C.F.R. Part 800.4(b)(2) and 5(a)(3), FRA, TCRR, Texas Historical Commission and other Signatories are developing and will execute a Programmatic Agreement (PA) that allows for the phased identification, evaluation and assessment of effects to historic and archeological resources as access to private land holdings becomes available and after publication of the Final EIS. Historic and archaeological resources can include structures, buildings, sites, districts, and objects such as farmsteads and ranches. The PA outlines a comprehensive methodology to identify historic properties eligible for or listed in the National Register of Historic Places, and to consider avoidance and minimization measures to, as well as ways to resolve adverse effects for, those properties that may be affected. This process is discussed in Section 3.19.6.2, Cultural Resources, Programmatic Agreement in the Final EIS.
Paul Barker	2/27/2018	Website	This project gives me great concern for the area impacted. I am a part time rancher and work in the energy industry. As a rancher I think my concerns are obvious. As large tracts that have historical and family value associated with them are cut into pieces by a rail project the land owners are the obvious loser. This project provides absolutely no benefit to the owners, operators and the people involved in agribusiness that will be left with smaller herds, infrastructure cost and increased operating expenses for the life of their assets. All that said I haven't even touched on the fact that this rail project will devalue land across the entire route. Now we are getting into the net worth of Texas families for years to come. Now I change hats. I have been employed by the energy for all of my adult life. Most of my career I have been responsible for maintaining the mechanical integrity of pipeline systems. I have reviewed the environmental impact statement and have seen language directed at lost energy production from the THOUSANDS of well bores that lay along the route but have yet to see anything addressing the threat to pipeline integrity. Electric railways have historically presented a huge threat to pipelines as the amount of electrical current required to move a	Refer to EU-1, EU-2, LU-5 and VA-1.

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			locomotive generates an electrical current in the ground surrounding the rail corridor. This electrical current flow not only causes pipeline failures but actually interferes with systems put in place to prevent pipeline corrosion. Either of the scenarios I've described can easily cause massive pipeline failures. These failures will be self induced environmental issues CAUSED by the rail project!!! Again I've seen nothing in the study that addresses this issue not do I believe any pipeline operators have been made aware of the potential impact to the multi-billion dollar pipeline infrastructure that will be hugely affected. The remediation steps required by the pipeline industry will easily tally several tens of millions of dollars. I am stepping out of my area here but.... The potential damage I just described to pipelines can easily extend to ANY adjacent underground metallic structure including but not limited to home plumbing, civil infrastructure or even steel reinforcement within a concrete slab. I thank you for taking the time to review my comments and not so obvious concerns. I will make myself available via email for any follow up questions related to my concerns.	
Lindle B Barkley	2/6/2018	Handwritten	With Brady (210 863 3204) He said the train would be built on a viaduct through our land. I asked if that could be put in writing and he said no. Now I find out that through our land the train track will be built on a beam. That will divide our land with no access to the East side of our farm. You did mention we will have access for wildlife and livestock. There is no mention about trucks or tractors. There are no roads to access that portion of the farm, making it useless land. How will we be taxed on land we cannot use for agriculture purpose? We cannot use the land if we cannot access it, using trucks or tractors. This will also impact the amount of land we can lease for cattle. (continued)	Refer to LU-11.
Lindle B Barkley	2/6/2018	Handwritten	My Property is FRA Station Number WT 70 00 First let me say I am against this train being built anywhere in Texas. I do not believe this train will be of benefit to Texas or Grimes county. I believe it will eventually be a tax burden on the citizens of Texas for the benefit of a very small minority of people. My personal concerns on my family land are as follows: 1. This land has been in our family for about 100 years. The sentimental value of this land far exceeds any monetary value you place on any part of it. 2. This train will divide our family farm there will be a portion on the east side, that we will have no access to. When I was Dealing (continued)	Refer to GN-4, LU-11, SC-19 and TR-10.
Lindle B Barkley	2/6/2018	Handwritten	3) There is a pond on this piece of property you wish to acquire. It was placed where it is at the direction of the State of Texas, to stop soil erosion. Before we had a Ravine starting on the west side of the highline going east. Prior to the highline we had no problem, this was all woods. This ravine continued to grow and eventually became about 6 feet deep. Since the pond was dug, we have had no more problems. Removal of the pond will again start our erosion problems. 4) We do not wish to give up any mineral rights 5) If you do take our land, I want a guarantee in writing stating that Eminent Domain will not be used on any other part of our land for any purpose, to include extraltion of soil. (continued)	Refer to ED-4.
Lindle B Barkley	2/6/2018	Handwritten	6) You said in your letter, the project is not expelcted to change any hunting regulations, will the project have an affect on firearm use anywhere near the train. If so, what distance from the train?	Refer to RF-2.
Jay Barksdale	2/19/2018	Website	I support the high speed rail Dallas to Houston EIS. This project will transform Texas and make us more competitive in the decades to come. The impact to adjacent property owners is often overstated and the benefits of High Speed Rail service between these dynamic cities will far outweigh any negative impact.	Comment noted.
Connie D Barlow	2/16/2018	Website	I love this Train. I asumme all of Texas will be paying for this. Me & my friends want this Train to extend to the Valley. Ex: Houston->45->Galveston->Corpus Christi->McAllen->281->SanAntonio-> Austin->Waco->Dallas->45->Houston WOW We Love this..We will help this to be paid for. WE WANT THIS !!!	Comment noted.
Barbara Barnes	2/11/2018	Website	I am looking forward to the completion of the high speed rail between Houston and Dallas. I would rather travel by train than on I-45 which has become more and more crowded or by plane, since I don't really like to fly. I have been on a fast train in Europe and found it to be a great way to travel. This is a good project to show that fast trains will be good for Texas and America. We are behind in implementing innovative travel options.	Comment noted.
Bill Barnes	1/29/2018	Oral	An example -- just as an example of the contradictions, according to the executive summary under water quality, it says, "Operation of the (cough) alternative would have permanent impacts on surface water quality, including impaired stream segments.· Impacted water quality would be minimized through the use of soil erosion, preventative measures such as retention basins, measures to prevent selected settlements and contamination from entering the water and all watersheds." My question is, why should citizens along the route of the TCRR accept permanent impacts of surface water quality when, as demonstrated during this public comment, they will derive no benefit from this project? What provisions are being made by the TRCC to assume financial costs of the construction and maintenance of these prevention measures, retention basins, and so forth? What remedies are available to areas if these measures prove inadequate or inefficient? Thank you.	Refer to NE-1, PI-7, SC-19, WW-1 and WW-6.
Bill Barnes	1/29/2018	Oral	I'm Bill Barnes, and I live in Frost, Texas, which is miles away from the proposed rail, and I oppose it entirely. I'd like to say -- I had my notes all made here, but I'd like to say to you that I was told that this meeting was to comment on the Environmental Impact Statement. And the Texas railroad -- the Texas Central Railroad is a large corporation. They're interested in one thing; that's profit. The FRA is a government agency and it's a bureaucracy. And while I sympathize with all the people here that have lived here for years and years and have land, generation upon	Refer to NE-1, PI-7, SC-19, WW-1 and WW-6.

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			generation, let me just say that the TCR and the FRA do not care. You need to get this in your head and take action. The best way to take action -- this was designed to be a comment on the draft environmental statement. One of the things that you can do is to get this handout, go to the website to make comments on it. The draft environmental statement is filled with contradictions and double-talk. Make comments. They'll have to comment on everything that you ask about. Make your comments how, when, and where; no yes or no questions. Make them comment, take the bureaucracy, and make them -- just overwhelm them with bureaucracy. Then contact your representatives, Governor Abbott, the lieutenant governor. All these people are opposed to this system. Hold their feet to the fire. Let them know that if this goes through that you'll elect someone who can get it opposed to. An example -- just as an example of the contradictions, according to the executive summary under water quality, it says, "Operation of the alternative would have permanent impacts on surface water quality, including impaired stream segments. Impacted water quality would be minimized through the use of soil erosion, preventative measures such as retention basins, measures to prevent selected settlements and contamination from entering the water and all watersheds." My question is, why should citizens along the route of the TCRR accept permanent impacts of surface water quality when, as demonstrated during this public comment, they will derive no benefit from this project? What provisions are being made by the TRCC to assume financial costs of the construction and maintenance of these prevention measures, retention basins, and so forth? What remedies are available to areas if these measures prove inadequate or inefficient? Thank you.	
DJ Barnes	3/9/2018	Website	What is your plan to fix the roads damaged during Construction? Are you posting bonds to restore the roads, in each county, damaged during construction?	Refer to TR-7.
DJ Barnes	3/9/2018	Website	I am concerned about a lake near your proposed track. How are you planning to prevent construction debris from entering the Birdwell lake in Ellis county? This lake is drinking water for Dallas and surrounding areas. This question should also address all waterways that are close to your track. in an environmental study the water MUST be protected for all Texans	Refer to WW-1 and WW-2. The route at Lake Bardwell would be constructed on viaduct (bridge type structure). Waters of the U.S. including wetlands would be avoided to the maximum extent practicable. Approximately 55 percent of the Build Alternatives would be constructed on viaduct (bridge type structure) as stated in the Section 2.2.1, Alternatives Considered, Technology which allows for free movement of water in those areas and would avoid and/or minimize impacts to all waters (streams, ponds, and special aquatic sites such as wetlands and springs) crossed by the route. In the areas along the route that will be on embankment, culverts will be constructed to allow for movement of water.
DJ Barnes	3/9/2018	Website	I SAW THE PICTURE OF YOUR PROPOSED TRACK, IT IS VERY CURVY. HOW ARE YOU GOING TO KEEP A TRAIN GOING 200 MILES AN HOUR ON THE TRACK? ESPECIALLY CLOSE TO THE HOUSTON STOP IS A BIG BEND. AS A SMART PERSON, I CAN'T IMAGINE A TRAIN STAYING ON THE TRACK IN AT LEAST EIGHT PLACES ON YOUR MAP.	Refer to TC-3.
DJ Barnes	3/9/2018	Website	IN TEXAS AND THRU AN AREA OF NAVARRO COUNTY THERE ARE FERAL HOGS THAT GROW TO 400-500 POUNDS. THEY CLIMB FENCES. THAT SHORT CHAINLINK FENCE I SAW IN YOUR PICTURES ARE NOTHING TO THEM. (EVEN CHILDREN WILL CLIMB THAT WITH NO TROUBLE) WHAT MEDICAL PLAN DO YOU HAVE WHEN THE TRAIN HITS A 500 POUND HOG ON THE TRACK? HOW WILL MEDICAL SERVICES GET TO THE TRAIN? WILL YOU BE BUILDING SMALL HOSPITALS ALONG THE ROUTE TO SERVICE THE DERAILMENTS?	Refer to SS-2, SS-3, SS-12 and SS-18. TCRR does not intend to build additional hospitals along the proposed route.
DJ Barnes	3/9/2018	Website	THE TEXAS ELECTRICAL GRID DOES NOT HAVE THE CAPACITY TO SUPPORT THE ADDED DEMAND OF YOUR TRAIN. WHAT IS YOUR COMPANY DOING TO INCREASE OR PRODUCE THE ELECTRICITY FOR YOUR PROJECT. HAVE YOU POSTED BONDS TO PAY THE TEXAS PEOPLE BACK FOR BROWNOUTS CAUSED BY YOUR TRAIN?	Refer to EU-3 and EU-4.
DJ Barnes	3/9/2018	Website	WHAT LAW IN THE TEXAS/US CONSTITUTION GIVES YOU THE RIGHT TO COME FROM ANOTHER COUNTY AND DESTROY OUR LAND, OUR LIVELY HOOD, OUR FOOD SUPPLY, OUR WAY OF LIFE WITH A TECHNOLOGY THAT IS OVER 50 YEARS OLD?	Refer to ED-1
Dorothea Barnes	1/29/2018	Oral	I'm Dottie Barnes, and I have here lists of endangered species from Navarro County, which there are 24; Ellis County has 25; and Freestone has 36. I know that the Japanese do not care about all you people and your sad stories, and I do, but maybe they will be forced, forced to care about -- because EPA comes down on us if we have little snail garter or chickadee, and so they are going to have to do studies on all these endangered species. My question is, first of all, one of them is bats, and I'm the bat lady, so there's a long-nosed myotis bat that --bats are a Texas mammal. Are your plans going to make these overpass bridges bat friendly, like all of our new Texas bridges are bat friendly? And what plans do you have for each one of these endangered species if they are put on the federal endangered species list before you start construction? And then I tried to make a line on a Navarro, Texas map using your books. And I went to the library and your supposed maps. The numbers on your maps for county roads do not match county roads. We have county roads that are 2,000, 1,000. You have county roads that are 5,000 and 4,000. And so then you take property tracts and you assign, I don't know, your mystical number to them so that we can't	Refer to GN-1 and SG-2. Mapbooks included an inset map to aide in locating general areas along the route, with road numbers, but will not include property addresses.

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			figure out where our property is on your maps and draw a straight line. You are lying to us. Not you personally, but them. They are lying to us, and it's impossible to try and figure out where this line is. Get a damn map from the county and draw a line on it--what does it take?--so that we can figure out where this thing is. And on the next -- now, my point is, on the next draft, all maps must include correct addresses and road numbers that are actually road numbers and property numbers. And then you try and make a berm that you're going to collect black clay soil and put this berm up there, and when it rains it's going to shift here, and when it doesn't rain and have a drought it's going to shift there, and drive a train 200 miles an hour and tell me where is -- (applause.) -- taking care of these people along the road. Are you going to build those trauma centers, because this just does not work. Thank you.	
Dorothea Barnes	1/29/2018	Oral	I'm Dottie Barnes, and I have here lists of endangered species from Navarro County, which there are 24; Ellis County has 25; and Freestone has 36. I know that the Japanese do not care about all you people and your sad stories, and I do, but maybe they will be forced, forced to care about -- because EPA comes down on us if we have little snail garter or chickadee, and so they are going to have to do studies on all these endangered species. My question is, first of all, one of them is bats, and I'm the bat lady, so there's a long-nosed myotis bat that -- bats are a Texas mammal. Are your plans going to make these overpass bridges bat friendly, like all of our new Texas bridges are bat friendly? And what plans do you have for each one of these endangered species if they are put on the federal endangered species list before you start construction? And then I tried to make a line on a Navarro, Texas map using your books. And I went to the library and your supposed maps. The numbers on your maps for county roads do not match county roads. We have county roads that are 2,000, 1,000. You have county roads that are 5,000 and 4,000. And so then you take property tracts and you assign, I don't know, your mystical number to them so that we can't figure out where our property is on your maps and draw a straight line. You are lying to us. Not you personally, but them. They are lying to us, and it's impossible to try and figure out where this line is. Get a damn map from the county and draw a line on it--what does it take?--so that we can figure out where this thing is. And on the next -- now, my point is, on the next draft, all maps must include correct addresses and road numbers that are actually road numbers and property numbers. And then you try and make a berm that you're going to collect black clay soil and put this berm up there, and when it rains it's going to shift here, and when it doesn't rain and have a drought it's going to shift there, and drive a train 200 miles an hour and tell me where is taking care of these people along the road. Are you going to build those trauma centers, because this just does not work. Thank you.	Refer to NR-2, SG-1 and SG-2. The only bat species listed by TPWD or USFWS with potential to occur in the affected counties is the Rafinesque's Big-eared Bat (<i>Corynorhinus rafinesquii</i>). For information regarding impacts to bats please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures . Road labels were generated from the TxDOT road dataset, which is the most up-to-date source available with coverage across the entire study area. In some cases, these labels may vary from alternate names used on street signs.
Dottie Barnes	1/30/2018	Handwritten	The governor, Lt. Gov., most state officials, all county commissioners and most people living in the counties along the proposed line DO NOT WANT THIS BULLET TRAIN. My question is: Exactly WHAT LAW gives you the right to come from overseas to Texas and build a boondoggle that will steal our land, ruin our livelihoods and destroy our food chain? You need documentation of the loss of food produced in these counties and how their loss will affect Texas, the other states and the world.	Refer to ED-1, LU-2 and NE-7.
Dottie Barnes	1/30/2018	Handwritten	My friends have seen 400-500 pound feret hogs where you want to build this line. They can tear down your chain linked fence and they also climb fences over 6 feet high. When your train going 205 mph hits a hog weighing 4-500 pounds it is sure to derail the train. What financial and medical provisions are made in advance to pay for the lawsuits that will ensue from the accident? Have you posted a bond to pay for the project in full before using eminent domain to take the land from the first person?	Refer to ED-1, GN-4, SS-2, SS-12 and SS-21.
William Barnes	2/1/2018	Website	Ref: 3.10 Aesthetics and Scenic Resources "Moderately high refers to areas of visual resources combined in an aesthetically pleasing composition, expressing a sense of place and lacking prominent disruptive visual detractors. An example would be well maintained agricultural lands with open vistas." The majority of the land in Ellis and Navarro counties are considered part of the great Texas plain. Relatively flat, with open vistas. A north south rail line would disrupt the beauty of both the sunset (west view) and sunrise (east view) along a minimum of a 60 mile stretch of extending a mile or more from the actual right of way.	The description of land for Ellis and Navarro Counties has been revised for the FEIS. However, approximately 48% of the alignment is adjacent to existing infrastructure, such as utility lines, pipelines, freight rail, or roads.
William Barnes	2/1/2018	Website	ES.9.4 Water Quality "The rail would be designed to maintain existing drainage patterns. Water in the water quality Study Area generally drains to the southeast towards the Gulf of Mexico and the rail intersects nine watersheds. The rail would be designed to maintain existing drainage patterns." How, with a route primarily north to south can the TRCC maintain existing drainage without it being blocked with a raised berm trackbed extending over 200 miles?	Refer to WW-1 and WW-2.
William Barnes	2/1/2018	Website	ES.9.4 Water Quality "permanent physical impacts would occur to groundwater wells during construction, including public water system wells. Additionally, permanent physical impacts would occur to groundwater wells including public water system wells. When impacted and to avoid sediments and contamination from reaching wells and the groundwater supply, TCRR shall plug and abandon and/or relocate the wells." It has been demonstrated in other well relocations within the state that the water quantity and/or quality is not necessarily equivalent between wells. HOW does the TCRR intend to provide both adequate water quantity and quality for existing and possible future requirements.	Refer to WW-6.

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Ellwood & Charlotte Barnett	NA	Website	Please stop this	Comment noted.
Thomas Barnett	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Daniel Barnum	2/6/2018	Email	I am very much in favor of this High Speed Rail connection between Houston and Dallas. It is long overdue and absolutely necessary. It is bewildering to me that we do not have HSR in the US when it has been in Japan since the mid-1960s and Europe since soon after that. HSR is a fabulous way to move people over distances like that between Houston and Dallas or among the cities in the Texas Triangle, so let's get on with it.	Comment noted.
Daniel Barnum	2/6/2018	Email	I am very much in favor of this High Speed Rail connection between Houston and Dallas. It is long overdue and absolutely necessary. It is bewildering to me that we do not have HSR in the US when it has been in Japan since the mid-1960s and Europe since soon after that. HSR is a fabulous way to move people over distances like that between Houston and Dallas or among the cities in the Texas Triangle, so let's get on with it.	Comment noted.
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Daniel Barnum	3/8/2018	Website	I first became aware of High Speed Rail when in Japan in 1963, when the HSR link from Tokyo to Osaka was being built prior to the 1964 Olympics. I subsequently rode that line while on Navy Reserve duty in the 1970s. I have since ridden HSR in Europe several times. It is a wonderful way to travel, and it is high time we got it here in Texas. The Houston to Dallas is the perfect beginning line, and it is time to get it started. My only complaint is that I think the Houston station should be downtown rather than at the northwest mall.	Refer to GN-6, GN-7 and TR-4.
Candi Upchurch Barousse	3/5/2018	Oral	For well over 100 years, my family has owned property in Grimes County, Texas. We are cattle ranchers, operating under the name of Upchurch Land & Cattle, [...]. My ancestors started out with only a few acres and continued adding to it when they could afford to purchase more land. Paying the property taxes and inheritance taxes has often been challenging (the Great Depression, fluctuating cattle market, drought, recession, et cetera), but we have worked extremely hard to succeed because of our determination to hang onto the property for future generations of our family. The current proposed route of TCR through Grimes County will definitely destroy all that my family has worked for. The idea is laughable that Texas Central can, quote, "fairly compensate," quote, us for ruining our cattle ranching business; causing irreparable damage to the value of our land; rendering our property useless for any other type of business; and causing immeasurable negative effects on a multitude of environmental issues, including wildlife and watershed. The negative impact of TCR on Grimes County will be tremendous. Grimes County is rectangular in shape, and its width is relatively narrow east-west, but its length is extensive north-south. TCR will run through the length of the county, literally cutting it in half. The route of TCR on a map shows that it goes precisely down the middle of the entire county and its elevated track will be built on top of a virtually impassable barrier of fencing and berms. Grimes County is primarily rural, and the majority of its economy is based on farming, ranching, and other agricultural-related businesses. TCR will inevitably destroy much of that way of life, depreciate property values significantly, and in many cases have an undesirable effect on the health (example: Continual noise and pollution), safety (example: Delayed EMS response due to blocked roads), and welfare (decreased County funds caused by drop in property values) of Grimes County citizens.	Refer to LU-11, LU-12, LU-13, NR-5, NV-1, SS-1, SS-23, VA-1 and WW-9.
Kenneth Barr	3/9/2018	Website	The Texas Bullet Train Will Help My Business Grow! As a longtime business person in North Texas, I am excited about the opportunity offered by the Texas Bullet Train. I strongly urge the Federal Railroad Administration to move forward with its review and approval. As the former mayor of Fort Worth and current chairman of the North Texas Tollway Authority I understand the importance of mobility and transportation	Comment noted.

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			options for Texas. The Texas Bullet Train will be a great asset to our state and Texas is the perfect place to plant the seed to grow this new high-tech industry in the United States I urge the FRA to expedite its review and approval -- because it's good for business, good for the economy and good for Texas.	
Jacob Barrett	2/5/2018	Website	I happily support having a private, high-speed rail line between Dallas and Houston. I regularly travel within the Texas triangle and believe that this rail line will provide a wonderful alternative to driving on I-45, and hopefully, will be the first link in a system that can connect all urban areas in Texas.	Comment noted.
Mary Barrett	2/19/2018	Website	This is a stupid idea and will adversely affect many landowners, homeowners, and destroy our peaceful, private communities and landscape, not to mention endangering our wildlife. The predicted use of this rail is so far off base it is pitiful, highly inflated! We don't want this high speed rail! We don't want a foreign country profiting at our expense!!!!	Refer to AS-1, GN-2, GN-4, LU-9 and NR-5.
Michael Barrett	2/17/2018	Website	It's a wonderful, long overdue project!	Comment noted.
Kenneth Barron	2/6/2018	Oral	It was my understanding that when this was proposed, there was EISs for all the routes that were supposed to come out before this route was selected. I have yet to see any other EISs on any of the other routes. I have a hard time understanding how you can allow a train in a utility corridor. We have a transportation corridor: It's called I-45 north.	Refer to BA-8 and BA-9.
Bert Barry	2/8/2018	Website	The Texas population is set to nearly double by 2050, so now is the time to be proactive and put in place infrastructure that can support the ballooning population along the Houston to Dallas corridor. Building more or wider highways is not the answer; sustainable, frequent, on-time mass transportation is, and will be embraced as the preferred mode of transportation in the future. I urge full approval of the Texas Central high speed rail project.	Comment noted.
Michael Bart	1/25/2018	Website	I believe HSR between Dallas and Houston is a good option for the following reasons: Time savings vs. driving 4-5 hours on a good day; No highway grade crossings to worry about train-vehicle collisions; Traffic on I-45 is increasing and we need choices to travel; Frequent schedules will mean I don't have to wait a long time for a train; It takes too long in total time to fly when you consider check-in, security, waiting and delays; It will create thousands of construction jobs for the Texas economy; It will create accessible transportation for mobility challenged Texans; It will create permanent, well-paying jobs in the railroad industry; It's a private company investing in Texas and is not asking for state or federal funding to build or operate the railroad; Roads don't pay property taxes but a private railroad will and it benefits towns and cities	Refer to GN-4.
Robert Bartley	2/16/2018	Website	For once let Texas be first. Support the Dallas to Houston high-speed rail and turn a continuing nightmare trip into a pleasant 90-minute journey with coffee, reclining seats, and clean bathrooms.	Comment noted.
Jason Barton	2/16/2018	Website	As a frequent traveler (twice a month (50% rad, 50% Ar) from Houston to Dallas, I support the option of taking HSR. I'm sure you can produce the number of annual fatalities on I-45 Texas	Comment noted.
Kevin Bassler	1/27/2018	Website	I strongly support the construction of the high-speed rail between Dallas and Houston. It will create badly needed accessible transportation for mobility challenged Texans. It will also stimulate the economy and bring many good jobs to Texas. It will improve the quality of life in Texas.	Comment noted.
David Bateson	2/19/2018	Website	I support Texas high-speed rail and believe it should be built. I will ride it and I travel from Houston to Dallas approximately 4 to 5 times per year.	Comment noted.
Aakash Batra	2/27/2018	Website	I am writing to express my strong support for the Texas Bullet Train project and urge the Federal Railroad Administration to move forward with the timely review and approval of the project. It is a transformational transportation project that will connect the two economic hubs of Texas, Houston and North Texas, with one stop in the Brazos Valley, while respecting Texas lands and providing a safe, convenient and clean alternative to flying and driving. The recent release of the Draft Environmental Impact Statement (DEIS) confirms this conclusion with detailed data and projections. The Texas Bullet Train will utilize the world's safest mass transportation technology, the Shinkansen system, which has had zero crashes or fatalities in 53 years of operation. The project is expected to create more than 10,000 direct jobs per year during construction and more than 1,500 jobs permanently when operational -- at least 25% of them in rural counties along the route. It will be an economic driver for the state as well as all counties along the route. As an electric train, this system will also be the best environmental alternative as 4 of the counties served are already air quality non-attainment status. This innovative new industry reduces road congestion, improves local economies and creates new jobs for Texans. I welcome a faster, safer and cleaner transportation alternative to reduce congestion because it's good for Texas!	Comment noted.
Nikhil Batra	2/12/2018	Website	Let's make this happen and show businesses around the country that we are adding valuable infrastructure to Texas!	Comment noted.
Nikhil Batra	2/16/2018	Website	No brainer given data below! The route is right The preferred route, known as the Utility Corridor, was chosen by the FRA because of its minimal environmental and community impacts. Creates jobs for Texans More than 10,000 direct jobs per year will be created during	Comment noted.

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			construction and more than 1,500 jobs will be permanent when operational -- at least 25% o permanent jobs will be in rural counties along the route. Brings the safest mass transportation technology in the world to Texas Shinkansen trains boast a 53-year history with ZERO crashes or fatalities while in operation. Tracks will be built above or below all roads, so there will be no at-grade crossings, removing the risk of intersecting with vehicles and allowing for free movement of wildlife, pedestrians and cars. Cleaner, greener technology An electric alternative to flying and driving, the Texas Bullet Train will operate in an area where 4 of the counties served are already air quality non-attainment status. It will also lead to net reductions in volatile organic compounds, nitrous oxides and greenhouse gas emissions. Increases county tax rolls in ALL impacted counties Estimates in the DEIS show the project generating a net-positive tax impact in counties along the route of between \$6.5 and \$7 billion by 2040.	
Sumeet Batra	2/12/2018	Website	I support the Dallas to Houston HSR and believe that the environmental impact will be minimal and more than offset by the benefits to the region.	Comment noted.
Sumeet Batra	3/9/2018	Website	I strongly support high-speed rail between North Texas and Houston. This is a once in a lifetime opportunity, we cannot waste it.	Comment noted.
Rosalyn Battaglia	3/2/2018	Website	I believe that Morgan Creek ranch should be left untouched by this project. There are far too few philanthropic efforts for first responders and health care personnel, and destroying this property is unconscionable and unreasonable. Please re-route the high speed rail to leave this legacy for future generations of front line rescuers. Thank you	Refer to LU-5.
Rebecca Battles	3/1/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
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Steve Bauer	2/6/2018	Oral	One of the things that struck me about the railroad's statements is that they say this is going to be a form of green transportation. It's going to reduce traffic between the major cities of Dallas and Houston. Let's take a look at that. First of all, it's not going to take a single car off the	Refer to BA-6, GN-6, PN-3, TR-3 and TR-4.

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			streets of Dallas or the streets of Houston, because to get to the railroad station what do you have to do? You have to get in your car, you have to hire a taxi, you have to call Uber, or you have to take a bus, because the local rail transportation systems in both cities will not connect to the stations where they say they're going to build them. So not a single car removed from the streets of Houston or Dallas. Let's look at I-45. Okay. So a few cars will be taken off of I-45, but not one, not one single 18-wheeler will be taken off the roads because this train will carry not one ounce of freight. Okay? So how is this green transportation? How is it helping anything? And you have to remember that this train has a limited capacity to carry passengers. It has a ceiling for how many people it can move in a 24-hour period. And when the growth that's coming to Houston and to Dallas outpaces the ability of the train to carry passengers, what do we have then? The same thing we have now, which is a highway, an interstate highway that is overloaded and will continue to be overloaded. So where do we need to build our infrastructure? We need to improve our highways. We don't need a train that's going to run between two low population -- low density population areas and not make a darn bit of difference in the traffic in either one of them. Now, most of you that have already spoken have more eloquently than I expressed the local problems and how it will affect all of us that live here in Grimes County. All I know is that it will destroy my retirement home, my retirement land that I worked all my life for. Okay? Now, no build. It's the only option. No build. And we have a popular saying here in Texas about you can take my guns when you pry them from my cold, dead hands. That's the same way you'll have to get my land.	
Richard Bauman	3/8/2018	Website	We desperately need the high speed rail from Houston to Dallas and vice versa. Today I flew on a crowded jet to DFW getting to the Houston IAH airport at least an hour and a half before the flight left, then only 45 minutes in the air. This high speed rail built with private funds and employing lots of people to build, maintain and operate the Texas Central Rail line will be good for the economy and show the rest of the nation that high speed rail is a viable option. Please make sure that this project continues.	Comment noted.
Doug L. Bayne	2/6/2018	Oral	Hello. My name is Doug L. Bayne. I live off of House Road. I moved out there in 2012. The land is a farm. It's been a farm for 80 years. I was a business owner. I own commercial properties in northwest Houston. First I want to start off and say, it's a blessing. I'm in your school district, but I'm (inaudible) to be in Harris County, not only with the farm I live on but my commercial properties. One good thing you've got up here that we had our first meeting last night for Harris County, the Commissioners, Emmett, the county judge, everybody's in the tank for this thing. Same way in Dallas. They're telling everybody in Houston, "It's a done deal." We had our first and only meeting last night up on Cypress, north Houston, had a great turnout. And I talked to so many people who didn't even know. They thought this was done. So not only do we need these type meetings -- they've had one meeting, and it was in Cypress for the Houston area. That's crazy. They don't want this to get out. So y'all are very lucky to have the people you've got up here fighting this. Not only -- when I came up with Calvin House. I live right across the street from Calvin and Pam. We came up a couple of years ago just to see where this thing was going. I walked in here and looked. Well, there was my pond right there. So my whole retirement, my thoughts of staying on the farm was shot that night. So there's been anxiety ever since then. Texans Against High-Speed Rail is a great organization. We've spent money and time helping this cause, and I think everybody in here needs to get on board with this thing. It -- there's a saying, "Not in my backyard. It won't hurt me." It will hurt you because of the tax base. Everybody in here, if you've got an apartment or you've got one acre or a thousand, you worked for it. So I think we got to fight this thing till it's over. So I'm definitely a no vote on this thing, and I hope that everybody in here will join Texans Against High-Speed Rail. Thank you.	Refer to PI-10 and VA-3.
Bob Beakley	3/3/2018	Website	Building this High Speed Rail line from Dallas to Houston is a disaster for the agriculture community. The fields will be cut in two pieces, making it difficult to farm. The size and shape of the fields will be altered, making it almost impossible for large equipment to work economically. Roads that will be closed during construction of an overpass are needed all during the year to get to the other side. Farming has to be done timely, and if work is delayed, crops will suffer. It seems that everything was considered in the Environmental Impact Study except the damages that will occur to the farmers and ranchers. How can the study be completed without this input? This train will not be used by anyone in the eight counties where most of the damages occur. Why should we be punished? This is just a few of many reasons why this rail line should not be built. I hope that you will consider this in making your decision. Thank you, Bob Beakley	Refer to LU-11, PN-3 and SC-19.
Bob Beakley	3/3/2018	Website	In making your decision regarding High Speed Rail, please consider the following; 1. The anticipated number of riders has been over-inflated. 2. The cost of construction will be at least double what is projected by TCR. 3. Damage to the farm and ranch land has been terribly underestimated. 4. The government will end up financing the project. 5. High Speed Rail, if not already, will soon be out-dated. Thank you for considering these facts. Bob Beakley	Refer to GN-2, GN-4, LU-1, LU-14 and SC-22.

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Bob Beakley	3/3/2018	Website	To Whom it May Concern: My name is Bob Beakley, from Ennis, Texas. I am a farmer whose land will be divided if the High Speed Rail is built. I live on a road that will be closed until the crossing over the track is completed. My land is on both sides of the crossing. How long will it take to build the crossing? It's anyone's guess. It is approximately 10 miles to the next crossing that will not be closed. During construction of the crossing on my road, I will have to travel the 10 miles to the open road, then 10 miles back, to the other side of the field. Farm equipment used nowadays is large, and does not travel well on county roads, plus it is dangerous as well. This road closing will make it all but impossible for me to economically farm the other side of the track until the crossing is finished. This scenario is playing out all up and down the line for many farmers and ranchers. The Environmental Impact Study did not include the damage that will be done to the farms concerned. It seems strange that the damages done to the farmers and ranchers were not considered. This proposed project is a disaster for the farmers! I hope you will address my concerns. Thank you, Bob Beakley	Refer to LU-11, TR-6, TR-8 and TR-10.
Steven Beakley	1/30/2018	Oral	I just would like to make a comment on what a disruption this will be to the environment as far as drainage of water. Wildlife that is just coming into the area. Such as whitetail deer, turkey. There is also a disruption of the commerce both agricultural and commodity. A loss of tax base due to property values. And I guess the loss of aesthetics to the land. Thank you.	Refer to AS-1, LU-2, LU-11, NR-2, SG-1, WW-1, WW-2 and WW-9. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Commissioner Justin Beckendorff	2/6/2018	Oral	Alright. I'm Justin Beckendorff. I'm the Waller County Commissioner of Precinct 4, which is the Brookshire, Pattison, Katy area. I just want to be here to support our fellow residents in the county in this fight, but also to maybe give a little bit different perspective. But before I do, I do want to -- I want to actually thank you guys for being here, because I know this is not an easy job. But you have to be here, and I know there's no part of tonight that's fun. But I do appreciate you guys being here and at least giving us a chance to tell you where we stand. But again, I'm on the south end of the county. I think it was two years ago, Waller County was named the fastest-growing county in the State of Texas. We were also named the -- I believe it was the eighth or ninth fastest-growing county in the country. And with our growth, my big concern on the rail is how is that going to affect our future growth. We have a major thoroughfare plan map that is -- it's open to the public and it shows places where potential roads will go as we grow as a county, as neighborhoods grow. Every time -- well, I don't think we have - I don't think Waller County has ever put in an overpass, but if you build an overpass, you're talking a couple million dollars, \$2 or \$3 million. We have four or five, maybe ten-plus roads that will potentially cross the proposed track of the railroad. We're a small rural county. If we have to build an overpass on every single one of those roads as we grow, it will be financially devastating to the county. Our budget's \$32 million. We can't go and spend \$2 or \$3 million on one overpass. So it's going to basically cripple us as we grow. It's going to cut that portion of the county from the rest of it. Again, we're not Harris County. We're not Fort Bend County where we can just, you know, sneeze, and that million comes out. That is huge. That's financially devastating to every single one of us. And again, at no point is this rail going to affect me or any of my constituents, but it will affect every one of my constituents because they're all taxpayers, just like you guys are. Every single one of my constituents pays taxes, and they expect services from the County. So I support you guys. Thank you guys so much for being here and standing up for what you believe, and don't give up. Don't ever give up. Thank you.	Refer to LU-4, SC-13 and TR-7.
Cathy Beckwith	3/8/2018	Website	While the EIS says the High Speed Rail will have no adverse impacts on overall food production I believe this to be an error. How much agricultural land within the effected counties will be impacted. In a county such as Freestone where agriculture is a major part of the counties income even a 10% impact within the county is too much. I understand that no public roadways will be permanently closed but how many private roads will be closed? And who will be responsible for the cost to rebuild or reroute those roads. How will it effect law enforcement and emergency services when they can not use those private roads any longer. Why have the emergency services personnel and law enforcement officials not be contacted about the safety of the citizens of the counties effected by the high speed rail. Why is the Historical significance of areas within Houston been taken into consideration but the impact on historical lands and homes in the rural counties been ignored. Some of the homes and lands impacted by the High Speed Rail have been in these families for generations back to the 1800s. Why is the Historic District Heights Boulevard Esplanade more important than a family who lives on land that has been in their family since 1848? I am strongly against the High Speed Rail project and believe it is not good for the State of Texas as a whole. Thank you.	Refer to CR-13, LU-2, LU-11, PI-1, SS-23, TR-7 and TR-8.
Harry Beckwith	3/8/2018	Website	The proposed high speed rail line will have numerous adverse effects across a swath of rural Texas counties. Land that has been in families for generations will be divided into smaller less productive parcels. Access to existing roads will be reduced, requiring many miles of detours - this is especially worrisome for local law enforcement and emergency response teams. Migration of native animals will be restricted further reducing genetic diversity and encouraging rapid transmission of disease. Accidents similar to the high speed derailment in France (2015)	Refer to GN-2, GN-7, LU-11, NE-1, NR-2, NR-6, SC-19, SS-12, SS-13, SS-18, SS-23, TR-8 and TR-10.

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			which caused 11 deaths will be almost impossible to access - this may create additional loss of property and life. With only one intermediate station, the proposed high speed rail will provide no economic benefit to the affected counties. Further, with no potential market for its infrastructure the additional assessed valuation of the property will minimal at best. Basically, for most of its 240 mile route the proposed high speed rail project is all take and no give. I am strongly opposed to this project and recommend it be denied any permits or authorization to continue.	
Robert and Brenda Beeler	3/7/2018	Website	We were very glad to read that you do not support Texas Central Rail (TCR). However, we are totally offended and angry with your statement "The only acceptable option for the TCR high speed rail project is alongside the already developed I-45 route. The current route designated by TCR simply does not make sense for the majority of Texans who will be impacted." How can you state that you oppose the HSR for one group of your constituents yet recommend a new route that effects another group of your constituents? Sounds a lot like a double talking political move to me also known as talking out of both sides of your mouth. Yes, we own land both north of Centerville on I-45 and south of Centerville just off I-45 which will be affected by this new route you propose. North of town used to be one large place; then, the State took 88 acres right down the middle of the place for I-45. Now we have to drive almost an 8 mile round trip just to get from one place to the other across the Interstate. The state refused any crossing be made available to the landowners even though Lower Keechi Creek bridge is right there. Now you propose that our family loose more land and most probably be land-locked by the train. Our family knows what it is like to lose bought and paid for land that has been in the family a long time. That, is why we are members of Citizens Against High Speed Rail, have donated not only cash but also personal time for the purpose of stopping the "privately owned train" from being built. Only Japan will gain from this deal by providing and servicing the trains - all Texas Taxpayers will lose! There has never been a profitable high speed rail service in this country without taxpayer money paying for it. We are registered voters and have voted for you in the past. Please note the past tense used, we will think long and hard plus, do research on your next opponent prior to voting. TCR requires a minimum of 2 tracks and each track takes minimum of 40 feet each. Plus, land is affected for 2 miles each side of the train should they decide they want to take something off your land for their development. There is not enough land currently in the I-45 system with expansion plans that are currently ongoing to provide for the train without taking someone's land or business. Plus, your suggestion will really close or affect numerous main roads with this plan. However, just so that you know if you get your way and move the route instead of STOPPING the HSR so that NO ONE will be affected which is what we are trying to do. There will be a consequence which will affect the State of Texas and all the residents of Texas called "Fort Boggy State Park". You need to review the terms of Alene Sullivan's Last Will and Deed when she donated the land for a State Park. Alene was one smart lady as you will discover. She knew that we, the people, cannot entirely trust the political system or politicians so put a stipulation on the gift. I do not think the State really wants to lose that land on both sides of I-45, do you? Not only will your "new route" affect Fort Boggy State Park's survival but what about all the businesses and tax revenue generated by them that support this State and the Counties where located. I ask again are you going to choose to support ALL your constituents or only some?? We really prefer to support a US Congressman that is going to support everyone in his district and all Texas as a whole. We are giving you our opinion. But you should know, we have heard numerous Texans and neighbors stating this same belief, Robert & Brenda Beeler, Centerville, Texas (Email to US Congressman, Kevin Brady (TX08))	Refer to BA-7, BA-9, GN-4, LU-14, NE-1 and RF-4.
Allen Beene	2/16/2018	Website	I support the high-speed rail between Dallas and Houston. This will be another tool in the box in dealing with an already congested travel corridor. Air travel is limited by the number of gates at the respective airports. A new mode of travel is needed and the high-speed rail project will provide that needed alternative between two very large municipal areas.	Comment noted.
M M Beeson	2/6/2018	Handwritten	#260 of 313 copy Please (map Book)	All of the maps are available on the FRA website: https://railroads.fra.dot.gov/current-environmental-reviews/dallas-houston-high-speed-rail/dallas-houston-high-speed-rail . Physical copies of the Draft Environmental Impact Statement (Draft EIS) were provide to the main libraries in all ten affected counties. A copy of can be found at the Waller County Library at 2331 11th Street Hempstead, Texas 77445. When the Final EIS is released a copy will also be found at this library location.
Rita Beisert	2/5/2018	Website	I am not in favor of this High Speed Train. We have property that is located in the area that will be impacted by this Train (Grimes Co.) This Train will devalue all the beautiful property that it will impact. All the land, houses, businesses, and families that will be impacted on any route they choose will affect many people and their livelihoods for just a few people every day to take a train to Dallas. I'm sure if any of the politicians had a piece of property or a house on one of the chosen routes a different route would be chosen or there would be no Train at all. The Train is not necessary and I don't believe that enough data has been done to see if there is a need for a Train to Dallas/Houston. I think	Refer to PN-3 and VA-1.

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			people need to know that it is not a US Company that will be building this Train. I will not vote or support any governmental official that votes in favor of this Train.	
Rita Beisert	3/8/2018	Email	Object to the high speed railway This is not necessary. It will ruin land and lots of neighborhoods. Vote against it. I'm voicing my objection. Thank you Rita Beisert	Comment noted.
Representative Cecil Bell	2/6/2018	Oral	First off, thank you for coming to Waller County and having this meeting. I think it's very important that the citizens of Texas and Waller County get to speak on behalf of this. Also, I want to point out some very important things: As you know from the letter I sent to the FRA saying that I don't believe the NEPA process has been 5 followed to date, all the folks in this room have information regarding everything from the environmental issues that are at hand to the economic issues, political subdivisions to archaeological, historical aspects, none of which have been talked about, but yet all the energy in this room comes because the FRA has assisted in drawing this down to one line on a piece of paper. So I want to be clear, first, in saying that the NEPA process is there for a purpose. You're not supposed to be setting aside, you're not supposed to be cutting properties half in two where you're taking away the economic viability of what is there. That is supposed to be protected under the NEPA process. I don't believe that process, too, has been vetted. And I also believe I'm -- I'm the first person to point out that the \$10 billion original estimate lacks trains, lacks other aspects, is economically not feasible. If you want to see it on a calculator, go to CecilBellJr.com, front slash, HRS. and playing. They say they're going to run it at the same rate as airfare. You can't get there from here. Hundreds and millions -- billions of dollars, and that's just the reality of it. In Austin, Texas, we did pass a bill that says you cannot use state dollars to construct or operate a high-speed -- private high-speed rail. So that was -- and I tried to carry a -- did carry a bill that did not pass that said you had to have bonds in place so that when this project fails, that you have to restore that property back to the condition it was in. Make no -- thank you. It was said that that was economically not viable; but yet as a contractor, I do that every day when I go on someone else's project or property. It's been said that there's some kind of great aspect of moving through Texas, cutting it half in two. It will cut Texas half in two north-south. East-west traffic will have high-traffic to a specific location. All the counties -- if you don't believe it affects you, wait until you have to pay for all those overpasses at a cost of about \$25 million apiece that haven't been accounted for in rural Texas. It goes on and on and on and on. And I want you to think about this: If, indeed, it was economically viable, if it was something that was something that capitalists would embrace, Disney would have done it in the '40s and the '50s and we'd have all been riding that amusement park ride from Dallas to Houston from the time we were little bitty kids. Thank you for being here. Thank you for hearing what we have to say. I remain committed to standing against use of taxpayers dollars, against the taking of private property in this endeavor. Thank you.	Refer to NE-1 and NE-9.
Tahj Bell	3/5/2018	Oral	Hello, everyone. Public speaking is not really my thing, but I'll try my best. And I promise you guys I'm not. I just have a really sarcastic voice, so if you'll just bear with me. I have prepared a few things for today. Good evening, everyone. My name is Tahj Bell, and I am a member of the Center for Diversity and Inclusion at U of H. I'm also the president of the HR society. That has nothing to do with what I'm about to say, but when else will I get to use that title? So when I first heard about the news of the bullet train, I was pretty exited. Having a new method of transportation to choose from in Houston is, I think, really beneficial to the city. What excites me the most about the train is the opportunities it will create for myself and my classmates at the University of Houston. The ability to travel from Houston to Dallas safely in 90 minutes is a pretty good idea. And like Mr. Chris Brown said, it will open up even more job opportunities for us. The FRA's mission is to enable the safe and reliable and efficient movement of people and goods for a strong America now and in the future. I believe that is what Texas Central is doing. The bullet train will be the safest way to travel between Houston and Dallas. The system that they are using has had zero operational accidents that resulted in a fatality or injury on the bullet train. Thank you for your time, and my name is Tahj Bell, and I'm in support of this project.	Comment noted.
Cecil Bell, Jr.	2/6/2018	Oral	I just -- there is something I would like to say. I'm State Representative Cecil Bell, Jr. There's a difference in this particular high-speed rail endeavor and all of the critical infrastructure that we normally talk about. My ranch in Freestone County was cut half in two by Highway 79. When I pull up to Highway 79, if I turn to the right, I go to Palestine, Texas; if I turn to the left, I go to Buffalo. I can sell cows there, buy feed there, or I can feed myself and my family, do whatever other kinds of things that I want to do. Actually have a high-speed -- a big power line that comes through. I have a substation. That substation takes away some of the access to the property. But at the end of the day, in recent months, I've had people contact me about using that area, a portion of that land, to put in a solar farm. That's not going to happen. I bought that land to raise deer, cows, kids and grandkids and great-grandkids. But there is an intrinsic value to having that there. If I wanted to do that, it has a value to it. I have a pipeline that comes through. Wasn't able to buy mineral rights, but the same conversation. If I did have mineral rights and did have a will, I'd have the opportunity to gain the intrinsic value of having that pipeline there. Now, on the east side of my ranch is a railroad. Several -- well, it's probably a half a mile or more of railroad. Also have river frontage, Trinity River frontage. If I wanted to put in a sand pit -- which, again, won't happen. Wasn't bought for that purpose -- a gravel pit, I could pay to have that railroad spur put in, and I'd have intrinsic value from having that traditional railroad. The people whose property is being compromised here and potentially taken from them, receive no intrinsic value. They only receive the challenges of the taking of their land. They won't ever be able to get on that train.	Comment noted.

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			They will be never be able to turn right or left and go to a destination unless they drive some distant point away from them and get on it at a station. They will never be able to use it for commerce or other -- they will only have the impact associated with having their property taken from them. And I think that's something that very much needs to be considered. This is not a traditional infrastructure project with the normal intrinsic value. You may not like it. It's that greater -- the reason the Constitution holds the provision for when the public's greater interest is served. But normally, those people who see that challenge imposed on them have an intrinsic value. The folks that you're talking about here will not and cannot have an intrinsic value. And I just wanted to make that point. Thank you for being here tonight and listening to everybody and appreciate all of you guys taking your time, certainly, for staying here. God bless you.	
Sylvere Belliot	1/25/2018	Website	I am in favor of a high speed train....save time... Save traffic and allowed to work, eat, sleep, walk on train ...later on a connection to Austin and San Antonio Would increase business and economy	Comment noted.
Alesa Belvedere	2/19/2018	Website	Sovexcited about the bullet train! It's long over due and very needed.	Comment noted.
Bryan Bennett	3/9/2018	Website	Two years ago my sons Cub Scout Den Leader abruptly resigned and suddenly we realized the boys were not on track to advance at the end of the year. Dr. Morgan offered the use of Morgan Creek Ranch and took the boys on a tour one morning. He took us all to the highest point on the ranch and showed us the boundaries and the surrounding land. I remember him talking about how they were building a high speed rail line and he said something to the effect of, it isn't ideal, but they will follow the power lines since it's already a gentle slope. Imagine my suprise that instead they opted to come across the highest point. Even the most basic knowledge of trains affords the realization that you don't want high points with long strands of bridge between them. With high speed rail I have to think it's even less of a good idea to place it at a great height.	Refer to LU-5.
Bryan Bennett	3/9/2018	Website	Attached is a picture I took when the high speed rail from London to Paris hit 297 km/h - that is over 184 mph. I'm pretty sure you can't hit 184 mph on an elevated trestle. That kind of speed requires tracks laid on the ground, not running through the highest point for miles around. It makes me wonder what the criteria was for selecting a site? Was it most use of bridges for a single rail line?	Refer to TC-3. As detailed within the TCRR Final Conceptual Engineering Design and Constructability Reports, Appendix F , TCRR proposed to construct the project on steel structures and ballasted rail tracks.
Bryan Bennett	3/9/2018	Website	Trains are cool, lets start there. While living in Sydney, Australia I got to ride The Ghan from Alice Springs, in the center of Australia to Adelaide on the southern coast. Even to the casual eye you could tell they had, like we did in the early days of building tracks across this great country, selected the path of least resistance. How come years ago we knew to build tracks on the smoothest possible slopes without resulting to massive projects trying to bend the land to our will? Where are the surveyors and engineers that picked those routes? Was this really the route the informed railroad guys picked out or did somebody just draw a line who'd never read a topographical map?	Refer to BA-8.
Judith F. Bennett	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual diruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Lindley Bennett	3/5/2018	Handwritten	I Stronlly Support The Houston To Dallas HIGH-SPEED RAIL PROJECT.with our current Population over 28 Million Residents and Houston and Dallas Two of The Largest and Fastest Growimng Metropolitan Areas in The United States We Must Build For Current and Future Needs To Assure We Have Safe and Environmentally Responsible Transportation options Between our States Two Largest Cities.	Comment noted.
Lindley Bennett	3/5/2018	Handwritten	I Strongly Support The Dallas To Houston High Speed Rail Project and the Northwest Mall Station Site in Houston.	Comment noted.
Mack Bennett	3/1/2018	Website	I believe that this rail going through the Morgan Heritage Farm is a bad idea because just north of the farm is an easement for power lines that could be leased and used for the rail line. Whereas Morgan Farm has inconsistent elevation, the land north is flat and would make it easier to build the rail.	Refer to LU-5.

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Cub Scouts	3/9/2018	Website	I was the den leader for my cub scout pack and I am OPPOSED to the placement of the rail line through Morgan Heritage Farm. The farm is a great place for me and my cub scout troop to go camping, hiking and earn merit badges that we couldn't get anywhere else without paying a lot to go to a camp. We have discovered turtle shells, armadillos, lots of animal prints and seen lots of birds that we couldn't see in Dallas. Please move the rail line somewhere else so it helps people get to Houston without wrecking this great place.	Refer to LU-5.
Mack Bennett	3/9/2018	Website	I am OPPOSED to the placement of the rail line through Morgan Heritage Farm. The farm is a great place for me and my cub scout troop to go camping, hiking and earn merit badges that we couldn't get anywhere else without paying a lot to go to a camp. We have discovered turtle shells, armadillos, lots of animal prints and seen lots of birds that we couldn't see in Dallas. Please move the rail line somewhere else so it helps people get to Houston without wrecking this great place.	Refer to LU-5.
Mack Bennett	3/9/2018	Website	I am OPPOSED to the placement of the rail line through Morgan Heritage Farm. The farm is a great place for me and my cub scout troop to go camping, hiking and earn merit badges that we couldn't get anywhere else without paying a lot to go to a camp. We have discovered turtle shells, armadillos, lots of animal prints and seen lots of birds that we couldn't see in Dallas. Please move the rail line somewhere else so it helps people get to Houston without wrecking this great place.	Refer to LU-5.
Mack Bennett	3/9/2018	Website	I was the den leader for my cub scout pack and I am OPPOSED to the placement of the rail line through Morgan Heritage Farm. The farm is a great place for me and my cub scout troop to go camping, hiking and earn merit badges that we couldn't get anywhere else without paying a lot to go to a camp. We have discovered turtle shells, armadillos, lots of animal prints and seen lots of birds that we couldn't see in Dallas. Please move the rail line somewhere else so it helps people get to Houston without wrecking this great place.	Refer to LU-5.
Mack Bennett	3/9/2018	Website	I was the den leader for my cub scout pack and I am OPPOSED to the placement of the rail line through Morgan Heritage Farm. The farm is a great place for me and my cub scout troop to go camping, hiking and earn merit badges that we couldn't get anywhere else without paying a lot to go to a camp. We have discovered turtle shells, armadillos, lots of animal prints and seen lots of birds that we couldn't see in Dallas. Please move the rail line somewhere else so it helps people get to Houston without wrecking this great place.	Refer to LU-5.
Merietta Bennett	3/5/2018	Handwritten	I Am in Favor of This Project. Texas Desperately Needs Additional Transportation options for our Growing Population. The Dallas to Houston High Speed Rail Project will Be an environmentally Friendly option. I Support Approval of This Project.	Comment noted.
Tamara Bennett	2/28/2018	Website	The Morgan Creek Ranch, Morgan Legacy Farm, has provided invaluable support to my family for several years. When my son was first diagnosed with significant learning differences and was struggling with anxiety and depression, Morgan Creek Ranch was a refuge for him. It is a unique place where he could water trees, pet animals and enjoy the best of Texas. The proposed placement of the rail line will destroy all of that. It is wasteful of a wonderful resource when the rail could be moved north of the power lines and preserve the ranch. I sincerely hope the FRA will take the community into consideration in the ultimate placement of the rail line.	Refer to LU-5.
Tamara Bennett	2/28/2018	Website	Morgan Creek Ranch has hosted our Cub Scout pack for several years, free of charge! The ranch provides a safe environment with unique access to water, country, and TX wildlife. I can't think of anywhere else the boys could have gone FOR FREE and seen armadillos & long-horns or gotten a real, uncrowded outdoor experience. The proposed rail route will destroy all of that. Moving the line north can preserve a piece of what Texas is all about without reducing the value of the rail to its users. Please consider relocating north of the power lines.	Refer to LU-5.
Tamara Bennett	3/1/2018	Website	I am OPPOSED to the placement of the High speed rail line through Morgan Creek Ranch. The rail line will interfere with waterways and migratory birds and make the ranch inaccessible for its primary purposes. The rail line should be relocated north to the power lines where it will serve commuters equally well without destroying the habitat.	Refer to LU-5 and NR-2.
Tamara Bennett	3/1/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military well without destroying the habitat.	Refer to LU-5 and NR-2.
Tamara Bennett	3/1/2018	Website	I am opposed to the placement of the high speed rail line through Morgan Heritage Farm. The farm is often used for charitable purpose and is an asset to the community. My family has personally hosted those recovering from trauma and has never been asked to pay for any part of that expense. The farm's unique layout with both tame and wild animal populations, guest houses, and space for reflection makes it a valuable resource that will be destroyed by the proposed rail placement. This can, and should, be avoided by moving the line north.	Refer to LU-5.

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Tamara Bennett	3/2/2018	Website	I am OPPOSED to the placement of the rail line through Morgan Heritage Farm. The property is regularly used for charitable gatherings at no cost to the scouts, veterans, police and care providers that benefit from its unique environment. The farm carries on a unique part of Texas culture that should be preserved. The rail line should be relocated north where it will provide equal transportation value without destroying a property valuable to the community.	Refer to LU-5.
Tamara Bennett	3/2/2018	Website	I am OPPOSED to the placement of the rail line through Morgan Heritage Farm. The property provides support to the community and individuals well beyond the Morgan family. When a colleague lost a job opportunity and had nowhere to go, I took her to the farm without hesitation. The unique environment of wildlife and nature with well-developed guest houses and access to acres of land was the perfect place to reflect and start the journey forward. All of this is always free of charge regardless of the guest. The rail should be moved north so this all too rare hospitality and service to community can be preserved.	Refer to LU-5.
Tamara Bennett	3/2/2018	Website	As a den leader for the cub scout pack, I am OPPOSED to the placement of the rail line through Morgan Heritage Farm. Our den used the farm to allow boys to camp, work on badges and enjoy access to the outdoors rarely allowed anywhere but a scout camp. The pack has always used the property free of charge and been able to accommodate boys of all backgrounds and income levels. The rail line should be moved north where it will not destroy a valuable community asset.	Refer to LU-5.
Tamara Bennett	3/9/2018	Website	I am OPPOSED to the placement of the high speed rail line through Morgan Heritage Farm. The rail will disrupt operation of a valuable community asset that is often used for charitable purpose. Additionally, it will create environmental harm by disrupting watersheds and wildlife habitat. The line should be moved north to prevent this damage and still provide value to commuters and consumers.	Refer to LU-5.
Tamara Bennett	3/9/2018	Website	I am OPPOSED to the placement of the high speed rail line through Morgan Heritage Farm. The rail will disrupt operation of a valuable community asset that is often used for charitable purpose. Additionally, it will create environmental harm by disrupting watersheds and wildlife habitat. The line should be moved north to prevent this damage and still provide value to commuters and consumers.	Refer to LU-5.
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Tamara Bennett	3/9/2018	Website	I am OPPOSED to the location of the high speed rail line going through Morgan Heritage Farm/Morgan Creek Ranch. The rail will disrupt the watershed, create environmental damage and deprive the community of a much used resource for scouts, family, and mental health initiatives. Move the rail line north to avoid these negative impacts and still provide commuters a service.	Refer to LU-5.
Brooke Bentley	2/16/2018	Website	I am committed to a cleaner Texas and I believe that the Texas Bullet Train would greatly assist all Texans. The main corridor of the state I-35, is an absolute mess - even the parts that aren't under constant construction. I travel back and forth every week between Dallas and Houston and it's honestly so dangerous because there are no shoulders. Not only would a bullet train decrease congestion on increasingly busy Texas roads, thus making them SAFER for Texans, but the project as a whole would play a positive role in the Texas economy, providing jobs during the construction and operation of the Texas Bullet Train. For Texans, Brooke Bentley	Comment noted.
Norman Bergan	1/29/2018	Oral	Good evening, everyone. My name is Norman Bergan and I would start a conversation like this with a joke but this is not a joking matter. I am 100 percent against this because it is taking a small ranch, I say "mine" it's our my wife and I. It's our dream, it's on a hill, 90 acres worth and the railroad's cutting it essentially in half. And if it weren't cutting it in half, it is -- it's destroying our peace and quiet and that's what we have the ranch out there. It's a lovely place and it's not as known out there as it is in Dallas cows there for a couple years. I bought that ranch years ago. I just, I raised longhorn, and it was absolutely wonderful and now it's going to be destroyed. And not impacted, but destroyed, our dreams are gone. And now they're telling us it's going it be some years before they even start to break ground and they put together an offer to us and we have to maintain the ranch during that period of time which will only be a few years and, you know, that's just not fair. It's just not fair. I'm sorry. I wish I could say more, just don't know what to add to that. I was absolutely devastated when I found this out. Initially our first meeting they claimed to to be behind our ranch. That was bad enough, at least something that didn't destroy our land. Now because they changed to Lancaster it's cutting right through the ranch, it's -- it's totally -- and I'm having a hard time keeping my composure, I'm sorry. I certainly hope that it can be changed from where it is. And if it goes down into it that's fine. And I hope they are considering Elon Musk who is kind of building a new technology and this is gonna be fantastic I hope a couple of your investors -- because I think the thing about it is technology is gonna win. Thank you.	Refer to ED-2 and LU-11.
J Berger	2/13/2018	Website	I do NOT want the high speed rail in my area.	Comment noted.
Tim Berneking	3/8/2018	Website	In the view of the FRA, has the TCRR or TCR made any statements or claims that have proven to be incorrect or false: 1) to gain favor in the granting of necessary funding, loans or otherwise, or 2) to have any other hurdles they need to jump lowered in order to get this project pushed through. Bluntly, have they lied, been deceitful about anything and have been caught by the FRA or some other entity who cares about being true and honest. If so, to what extent are they held accountable and if so why continue on with this project?	Refer to GN-4 and NE-1.
Tim Berneking	3/8/2018	Website	How much money has been provided by TXDOT for this HSR train project since day one and to whom did they give that money?	Refer to GN-4.
Tim Berneking	3/8/2018	Website	How much money has been provided by each individual Texas county's COG (Council of Government)? How much was federal money? How were proceeds taken from Texas toll roads and which toll roads contributed to support the COG study and marketing activities	Refer to GN-4.
Tim Berneking	3/8/2018	Website	Ridership projections are huge, seemingly way overinflated. Did these projections come from TCR? If so, how did they arrive at these numbers? Where is it explained how they got their data? Did the FRA do their own study concerning ridership? If so, how did you arrive at your findings? If not, why not? If so, how did your study compare with that of the TCR? Is the FRA ready to state that the FRA believes the TCR's ridership numbers are true and correct? If not, why not.	Refer to GN-2.
Tim Berneking	3/8/2018	Website	What or who gave the TCR people the right to enter and survey people's private property, sometimes without asking, and sometimes "strong arming" landowners with threats in order to gain access? Does the FRA know about this happening? Has there been or will there be an investigation of these activities? Does the FRA care? Has the TCR group been notified they cannot do this or is it the opinion of the FRA that they can act in this manner? If TCR commits such heinous acts of intrusion and deceit. how will the FRA protect the citizens of Ellis and other counties from said activities? How can TCR be trusted to act, do and say what is true and appropriate while building their train?	Refer to NE-8.
Tim Berneking	3/8/2018	Website	Re-route roads? If the overall plan for this train is such a good thing, why hasn't the TCR gotten in touch with all the school districts affected by this and let them know the plans to re-route many of the roads around their districts and confirm how it will affect their school districts and their busses? This will put an additional financial burden on rural school districts adding additional time for bussing kids as well as additional miles drives for their busses. How is this being addressed? Has the FRA stepped up to force that communication? If not, why not? What are the plans of the FRA going forward to aide in this happening? More taxpayer burden coming?	Refer to SC-6.
Tim Berneking	3/8/2018	Website	It strikes me odd so many have been involved in preparing for their battles to push this project through, sometimes using smoke and mirrors, sometimes using the sheer greed of some in our own gov't to push this project along and get it done. Consider the FRA, NCTCOG, TCR, Japan (foreign company) and all their aides and some investors, and they have had a few years to put together a "case" for something they want to make "palatable" to a large group of people they know won't want it to happen. Those in their way who they're going to step on. They prepare for several years. Get to write a 5500 page document to try and prove their case. And the others? They are just allowed weeks to get the word out to the people affected. I meet people everyday who have no idea this has been going on. Is it fair there is no additional time to	Refer to PI-3.

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			educate the public with te facts ad not just a soundbite on the news? Public comment should be through end of 2018, but even at minimum it should be through Sept '18. You see, this is not our full time job. But I guess if it were more fair TCR could not strike while the iron is hot.	
Tim Berneking	3/8/2018	Website	Let's talk about the roads. Re-routing will be bad enough, but add to that the overuse of our county roads and state highways with earthmoving equipment, gravel trucks and such, and the roads will be destroyed. Promises are cheap. What is the plan to return ALL our affected roads to good condition once construction is over and everyone leaves. What is the plan to be SURE roads will be repaired correctly and not cheaply. I've witnessed temporary sand and gravel sites being set up for months and roads torn up, only to see the company involved repair them in lousy fashion after they leave. How will you be sure this will not happen? Will TCR have to put up a performance bond to guarantee the roads that are devastated will be fixed and fixed correctly? Has this been covered? If not, why not?	Refer to TR-7.
Mike Bernelle	1/16/2018	Email	Message: The only people I have heard in favor of this project are those with Texas Central Railroad in some capacity and stand to directly benefit by a paycheck and/or investment or those that are not in the path or adjacent to this train's route. I don't want it. I don't need it. NO BUILD!	Comment noted.
Mike and Robin Bernelle	2/6/2018	Handwritten	NO BUILD! This project is not needed. It will have a negative environmental impact. It will have a negative economic impact. This organization (TCR) is dishonest. They cannot provide details on how this thing is supposed to pay for itself. If this fiasco is approved, it will fail and the taxpayers will wind up paying for this "private enterprise" project.	Refer to GN-4, NE-1, NE-9, PN-3 and SC-19.
Mike and Robin Bernelle	2/6/2018	Handwritten	The only people I have heard in favor of this project are those with Texas Central Railroad in some capacity and stand to directly benefit by a paycheck and/or investment or those that are not in the path Or adjacent to this train's route. I don't want it. I dont need it. NO BUILD!	Comment noted.
Jaime Beseda	2/6/2018	Website	I do not feel that this project benefits enough consumers to justify taking land from owners. I would think that the majority of those using the lines are commuters. The areas of the state being impacted are rural areas where substantial agricultural assets are located. By slowly reducing land available for agriculture, domestic products will become less available, forcing cost increases and limited availability. I feel that this rail line is appealing to an elite group who would use it. There are plenty of roadways and air travel that can accommodate this group. Average families are not going to use this mode of transportation, and I feel that it is unnecessary, and unwelcome. If you want to work in Dallas then buy a home with a reasonable commute. I do not make personal work and living decisions that would force others to accommodate my wishes. I make choices that work for me and do not impose my choice of travel on others.	Refer to BA-4, BA-12, LU-2 and PN-3.
Marilyn Bettes	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual diruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Lynn Betts	3/9/2018	Website	I support the NO-BUILD option for this train. The DEIS was extremely misleading about the numbers of Grimes County employees. It inferred that the employees would come from the rolls of unemployed in Grimes County. Far from it. The train maintenance workers will be brought in from outside, as they must be skilled in working on the trains. The track maintenance company may possibly hire some locals, and the ticket takers and station cleaning staff could possible come from the current unemployed. But, very few of the skilled workers will be living in Grimes County. They will live in Huntsville or Bryan/College Station, which gives them access to shopping, doctors, etc., and a 30 minute drive to work. Also, I do not see Roans Prairie growing into a thriving bedroom community. It may gain a few more convenience stores, but no real growth. No big subdivisions and shopping centers. That growth will go to Walker and Brazos Counties, to Huntsville and the BCS area. Again, not benefiting Grimes County. One factor that is also misleading in early descriptions of the train is the number of runs per day expected. Buried in the DEIS, the truth comes out that they want to start at every 30 minutes, but eventually want to run every 15 minutes during peak times. So, for 6-8 hours per day (4 hours am and 4 hours pm), a landowner along this route will have a train whizzing by every 15 minutes. Even at twice an hour, that is enough to devalue all neighboring properties, who get no compensation, and can't sell their property, either. Supposedly, 50% of the tracks are to be raised, which leaves 50% on-grade and obstructing existing water flow across lands, which is illegal. These berms will cut off flow to ponds and creeks, and divert water into channels under the raised portion, causing massive issues for the	Refer to BA-6, BA-9, FP-1, SC-4, SC-19, TC-4, VA-1, WW-1 and WW-2. Approximately 25 percent of the Build Alternatives in Grimes County would be constructed on viaduct (bridge type structure).

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			landowners. I absolutely do not support this high-speed train coming through Grimes County. If they are intent on this boondoggle, have it go down the center ROW of I-45.	
Berl Bevel	2/5/2018	Oral	Good evening, my name is Berl Bevel. I'm actually a retired teacher from Rosenberg Texas. One thing I want to say this evening was, we are very opposed to this land rail. After review of much of the DEIS documents I am more convinced than ever that FRA is not acting in an independent capacity with TCRR. In fact, they are supporting this project and disregarding the safety of the public in doing so. What I heard in a previous public meeting about an FRA saving TCRR is a private company doing project without the use of federal funds. My antenna went up when they said that. And after a challenge the person correct the statement by adding no federal funds at this point. Clearly that 's a misleading and biased statement to the public, we all know that. And it's well documented. TCRR has told the public they will go after USRR tax payers supported federal loans. The FRA has artificially orchestrated a purpose and need that is the need is not valid, but biased by only supporting TCRR's focus on criteria, not the public's interest or safety, and is clearly designed to eliminate the no-build alternative. They also say the no-build will not meet the traffic congestion relief needs. What federal agency with any ethical backbone in the interest of public safety and a strong loving environment for our grandkids would approve placing a HSR two blocks from Leon High School and a couple acre construction site at the same location along the only travel corridor for the school, Highway 79? Young high school kids will be driving on the corridor during the five-years construction. Is the FRA looking out for their safety? The DEIS uses sloppy and unquantifiable rationalization without the date to back it up every time the FRA attempts to compare and convince us why the no build is not the best answer versus a build alternative. There is absolutely no credibility. Thank you.	Refer to BA-6, GN-4, NE-1, NE-9, PN-3, SC-2, SS-1, SS-4 and TR-6.
Berl Bevel	2/5/2018	Oral	Okay. My name is still Berl Bevel. I'm here to talk to you real quick about emergency response time. Texas Central is forcing onto others, to only you, a five-years HSR project but also a large road project. DEIS states in a no-build alternative, where there is no HRS, ER time will remain steady. Any increase due to population growth could be mitigated with more emergency equipment and workforce need as population increases. That impact is qualified without detailed and is categorized in low localized and high levels of negative impact. The focus was mostly high impact. The FRA says there will be mitigation steps that includes detailed modeling of ER times prior to construction after details, design and changes to construction plans would occur if there are delays over ten percent more than based. There will be huge influx of workers and equipment traveling on our roads that are not here today. Particularly those at the construction sites at every major highway corridor from I 45, like highway 79 and 7, and like highway 105. I see nothing in the FRA DEIS that mention the impact of the high-impact temporary work force and equipment trucking increasing traffic on the road with the road modifications. So the public is supposed to accept increases in ER time up to certain levels and they only above that level or Texas Central's construction plans. My summary statement is this; this project is not worth a single loss of precious live as the result of increases in emergency response time. Thank you.	Refer to SS-23 and TR-8.
Berl Bevel	2/6/2018	Handwritten	<p>My name is Dana Bevel. I am a recently retired teacher, the mother of 3 children and live in Roans Prairie. Texas Central-I will not even say railroad, because they're not- wants the house and property my husband I have lived in for almost 20 years and have just a few years left before it is paid off. I am adamantly opposed to this land grab disguised as High-Speed Rail or Bullet Train which cannot or will not even try to prove its viability.</p> <p>Rumor: "We are working closely with Landowners but if they do not want to talk, we will use the court system" , quoted from Holly Reed.</p> <p>Reality: "We're going to do what we want anyway." Helicopters flying low with dangling cameras, SAM survey truck parked directly in front of our house posted with "No Trespassing" SPECIFICALLY for anyone to do with TCP, survey permission request followed by a threat of legal action if we do not sign for permission.</p> <p>Does that sound like "working closely with landowners"? Is that how any of you were treated? How many of you got that nice letter, immediately after the July 4th holiday?</p> <p>On January 10, last year, we received a phone call from our neighbor informing us that a SAM survey truck was parked directly in front of our house. We live on a PRIVATE road and have signs from Texans Against High-Speed Rail prominently displayed, including "Stop the HSR" and "No Trespassing... including those from Texas Central Railway or affiliates and their contractors.. I called the Grimes Co. sheriff's office and explained the situation to the deputy who was sent. The deputy called me back and said there was public access and that he warned them not to cross any fence lines. Who knows if they did? I was disturbed to hear one of them describe what is behind our barn, in detail. He assured me the property owner behind us had given permission to survey. Did he cross our fence? Who knows? No one down our private road has given permission to survey. When I asked about the cameras dangling from helicopters flying over our properties, one of them "assured" me that yes, they could survey that way. Really? When I asked for proof of permission to be there, all that could be shown was a list of roads, including ours, they were assigned to go to. To survey?? Not with permission!! He did not want me</p> <p>My name is Berl Bevel. I am a recently retired ag teacher and my family and I are highly opposed to the high-speed rail.</p> <p>According to a Houston Chronicle article dated 2/7/17 almost a year ago, "Texas Central said they have reached option agreements with</p>	Refer to ED-2, GN-9 and PI-4.

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			<p>owners of about 30 percent of the necessary PARCELS in 10 counties."</p> <p>Texas Central said 50 percent of the PARCELS needed in Waller and Grimes counties are covered by the option agreements." The term "parcels" has been thrown around so much and is so misleading to the public, which is just what TCP wants. Several times, ACREAGE has been asked to conveyed, but because the REALITY is that parcels and acreage are different and will "mess up" their image of progress. I also don't believe the general public knows what "options" means.</p> <p>There is so much misleading information being given to the public that is provided by TCRR. Misleading news stories coming across to those who don't know better causing them to think this must be a "done deal". Even last night a friend made the comment on FB that "they are saying it like it's a done deal when they told about the Northwest Mall being the site for the proposed Houston station. Faulty reporting, yes- they haven't fully investigated what they are reporting. But what information pops up when they search.</p> <p>Texas Central.com on Jan. 17th release "The Brazos Valley Station: A High-Speed Connection to Keep Texas Growing" showing its "conceptual design for the desired Roans Prairie station. It lists number of supposed "benefits" for Grimes County:</p> <p>"123 full-time jobs once in operation equivalent to 37% of the county's unemployment base." - Will those jobs even go to true Grimes Co. residents or thos who would move for the jobs?</p> <p>"80,000 estimated number of college students in the service area from A&M, Sam, and Blinn" - How many of those students will actually even be</p> <p>My name is Kamryn Bevel, and like my parents. I am very against this high-speed rail.</p> <p>Grimes County is my home. I have lived my entire life in our house. I do not know another home. My grandparents left where they lived for more than 30 years because of changes around them, but they CHOSE to leave to get away from The Woodlands engulfing them. We will not have a choice. We will lose Our home and all 10 acres Of our land if this high-speed rail goes through.</p> <p>I, like my older brothers, have raised and shown livestock pretty much since I could walk. My parents have helped me to get our barn and wash rack where we want it to be over the last several years. I don't know of many places that have a hot water heater connected to the wash rack like I do, so that that when I wash my pigs and lamb in the winter, it is not so uncomfortable for me or for them. My parents have supported my brothers and me by investing in livestock and livestock shows. These experiences helped them and will help me get scholarships for my college education. Since my parents are retired teachers, they don't have any "extra money" to help find us a new place to live, and we don't want to leave.</p> <p>I wonder how big the classes would get in Anderson-Shiro school when the people that move there to work come. The classrooms are already full, and I don't know of any extra space. It sounds like there would be a whole lot of new kids move into the district. How will we get new teachers and new classrooms? I don't think people who would move here would have time to wait for new classrooms and teachers for their kids.</p> <p>I think high-speed rail is not a smart idea. It sounds like it will just cost a lot of money to build and then only rich people will be able to ride it. I know we could not afford to ride it. And the only reason we would even consider it is to take my pig to the State Fair. I don't think they will allow that.</p> <p>To this high-speed rail, I say NO BUILD.</p>	
Berl Bevel	2/6/2018	Oral	<p>Okay. I am Berl Bevel. I am actually a retired ag teacher. I'm not an engineer. My family and I are highly opposed to this high-speed rail.</p> <p>According to the Houston Chronicle article dated 2/7/17, almost a year ago, Texas Central said they agreed to option agreements with owners of about 30 percent of the necessary parcels in ten counties. Texas Central said 50 percent of the parcels needed in Waller and Grimes Counties are covered by the option agreements. The term parcels has been thrown around so much and is so misleading to the public, which is just what TCP wants. Several times acreage has been asked to be conveyed, but because the reality is the parcels and acreage are different and will mess up their image of progress. I also don't believe the general public knows what options means. There is so much misleading information being given to the public that is provided by TCRR, misleading news stories coming across to those who don't know better, causing them to think this must be a done deal. Even last night a friend made the comment on Facebook and they are saying it like it's a done deal when they told about the Northwest Mall being the site for the proposed Houston station. Faulty reporting, yes, but they haven't fully investigated what they're reporting. But what information pops up when they search? Texascentral.com on January the 17th released the Brazos Valley Station, a high-speed connection to keep Texas growing, showing its conceptual design for the desired Roans Prairie station. It lists numbers of supposed benefits for Grimes County--124 full time jobs once in operation, equivalent to 37 percent of the county's unemployment base. Will those jobs even go to true Grimes County residents, or those who move for the jobs? 80,000 estimated numbers of college students in the service area from A&M, Sam, and Blinn. How many of those students will actually even be able to make use of such a thing at \$199 for a full trip. And how many rich college kids are there really? So more than 1 million total amount invested in Grimes County</p>	Refer to ED-2, GN-2, GN-4, GN-9, NE-1, PI-4, SC-3, SC-4 and SC-8.

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			alone during the project construction, how much will be taken away? Where will it all be? When the project is not viable, any businesses that might spring up around the proposed station will be bankrupt as well because who is going to come to Roans Prairie then. Up to 530,000 expected to increase in property value within a half mile of the station as a result of this construction. Just over half a million dollars isn't really that much money in comparison to the land that will be lost, lives, livelihoods, and destroyed for that much land. As an educator and parent, I am extremely disturbed by the efforts to our children. The DEIS does not have the proper ISD noted for the proposed Roans Prairie station. It is in Anderson-Shiro Consolidated ISD, not Navasota. Anderson, Richards, and Iola are very small and at capacity now. Where will the sudden student population go. Expansion takes time for more teachers and more classrooms. A sudden boom in population is vastly waiting to happen. The effects of the sound of the passing trains on the children and elderly has been shown in studies to cause a myriad of hearing and learning problems and negatively effect students with issues, such as ADD, AHD, autism, and dyslexia. Thank you. The only viable option is no build.	
Berl and Dana Bevel	2/6/2018	Handwritten	<p>As public educators and lifetime residents of Texas, my husband and I purchased our home and 10 acres in Roans prairie, TX in April of 1998. We purchased our home in Roans Prairie although my husband was employed as an Ag teacher in Magnolia, 40 miles away, because of the country atmosphere that is now lacking in Magnolia and being able to get more land to suit our agricultural lifestyle. All three of our children have been active showman for the FFA and our youngest is still showing: pigs, goats, and now turkeys. Through the years we have updated our facilities to accommodate their FFA projects and with our youngest, finally have it set up the way we want it. We have both just retired from education and look forward to paying Off our mortgage in a few years only to be unsure of whether we will even have a home any rmore should this HSR be allowed to go through. The "offer" we were sent for our house and acreage would not allow us to purchase a replacement Of current home facilities even if we desired to leave. Having the HSR outside our window would make our house unlivable. Because we have just retired, there is no way we can "start over"; we have only a few years left to pay on our mortgage. Our home and property are all we have to leave to our children.</p> <p>In 2015, just before We knew we were in the HSR pathway, we had our home renovated with a new roof, siding, windows, and doors and looked forward to starting renovations on the inside. Only upon finishing did we receive our first letter from CLS wanting us to give permission to survey our property for TCR. Only a few days later, my husband was met at the house while getting ready to go out of town by a woman from CLS wanting him to sign a "Permission to Survey" form. Several weeks later, a man with CLS came to our door. We shooed him away, pointing to our "No Trespassing" TAHSR sign on our porch, and he left. Last summer, we were inundated helicopters flying low with dangling equipment over and around Ours and our neighbors' properties. We then received a second "Request to Survef letter from CLS including a threat to be sued should we not give them permission. On February 10\u8226, we were called alerting us to a SAM truck being parked in front of our house with survey equipment. called the sheriffs office, and a deputy was sent. The deputy said they showed him a paper with our private road's name, High Star Lane, and although it isa private road, he stated there is "public access". No criminal activity was taking place but he warned them not to cross onto any property, so no written report was made. The paper he was shown was not permission but a list of places they were instructed to go. A second paper I was shown when asked for proof Of permission was a list of Grimes County roads. It is our profound desire and prayer that you do not allow this destruction of our way of life and the lives Of others and our communities across the State come to be.</p>	Refer to ED-2 and NE-8.
Dana Bevel	1/25/2018	Email	I am lodging an objection to the proposed high-speed rail line between Houston and Dallas for the following reason: Small school in the HSR areas, specifically Grimes County, CANNOT accommodate a massive influx of students expected to occur during the construction phase of the proposed project. This is especially true of the mid-station location in Anderson-Shiro CISD. I have seen nothing to address this issue in anything put out by the FRA or in any entity involved with the HSR project. As an educator and parent, this is an extremely important aspect that will negatively affect not only students in our districts, but those what would potentially be enrolled. Who would provide the money needed to fund bringing in new buildings and teachers for 2-5k new students? The money is not there. Time is not there. I propose the only viable option would be to choose the NO BUILD OPTION in the final Environmental Impact Statement.	Refer to SC-4 and SC-6.
Dana Bevel	1/25/2018	Email	I am lodging an objection to the proposed high-speed rail line between Houston and Dallas for the following reason: RE: 10 Dallas to Houston High-Speed Rail DEIS Appendix D Project Footprint Set 4 of 5, pg. 107/108 Maps released on TCR websites and in this DEIS are very misleading. I know 5 homes in my immediate vicinity in addition to my own that will be taken/demolished due to this proposed project. Maps do not indicate any visual of the homes that are directly under it or what land that will be taken, including our home and 10 acres labeled #4674. using the legend scale, it would be 400' away, however TCP wants our house and all property. The "generous offer" sent to us as they refer to all offers, would not allow for us to purchase what we have now. As retired teachers and the house and property almost paid off, we cannot start over.	Refer to BA-8 and LU-7. Refer to the Land Use map book in Appendix G for identification of specific structures. The Final EIS document does not address specific property/structure acquisitions.
Dana Bevel	1/27/2018	Email	I am lodging an objection to the proposed high-speed rail line between Houston and Dallas for the following reason: The DEIS maps have covered homes, specifically in my area, that would be destroyed by the HSR. The general public is improperly informed	Refer to ED-1 and ED-2.

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			and therefor misled about the about the impact of the placing of the proposed HSR. Two of those are owned by women whose husbands have passed away. This is what they were left and all they have. It was their husband's wish that their homes and property be there for them in their absence, something they worked together to acquire and settle for the rest of their lives. They cannot start over. Pretentious "offers" are not what they can live on and acquire what they presently have. The same is true for my family. We cannot start over. This is all we have. I propose the only viable option would be to choose the NO BUILD OPTION in the final Environmental Impact Statement.	
Dana Bevel	1/27/2018	Email	I am lodging an objection to the proposed high-speed rail line between Houston and Dallas for the following reason: The proposed mid-station for the proposed HSR is to be located in the 4-way stop area of Roans Prairie on Hwy 30, a 2-lane road with a few passing lanes. RP is 30 miles from TAMU and SHSU. Increased traffic will be a definite danger in this area and will essentially cancel out the supposed help of increased travel safety between Dallas and Houston. The traffic is IN these cities, not between them! Getting to the stations will make it even worse and increase overall travel time. Traffic to come to the mid-station in RP will make even more traffic struggles, again increasing travel time. The 90 minutes advertised is a blatant advertising scheme to make people think it will lessen travel times when using airlines will be the same or less time overall.	Refer to GN-7, TC-4 and TR-2.
Dana Bevel	1/27/2018	Email	I am lodging an objection to the proposed high-speed rail line between Houston and Dallas for the following reason: The HSR is being touted as if anyone can use this mode of transportation. With released ticket prices of \$199 one-way, the ONLY people able to make use of this will be the "rich" and companies who choose to spend this ridiculous amount of money rather than pay travel with a less expensive means. Public use means any ordinary person will be able to make use of it like electricity and public roads and highways. Eminent Domain should NOT be used for this proposed project. It will only SERVE a very SELECT FEW. College students will not have the means unless they are from wealthy families to make use of the mid-stations, which is 30 MILES from both TAMU and SHSU. The mid-station is NOT in the Brazos Valley like is being portrayed to the uninformed public. I propose the only viable option would be to choose the NO BUILD OPTION in the final Environmental Impact Statement.	Refer to ED-1, GN-7, NE-1, PN-3 and SC-3.
Dana Bevel	1/27/2018	Email	I am lodging an objection to the proposed high-speed rail line between Houston and Dallas for the following reason: Small rural schools in the HSR areas, specifically Grimes County, CANNOT accommodate a massive influx of students expected to occur during the construction phase of the proposed project. This is especially true of the mid-station location in Anderson-Shiro CISD. I have seen nothing to address this issue in anything put out by the FRA or in any entity involved with the HSR project. As an educator and parent, this is an extremely important aspect that will negatively affect not only students in our districts, but those what would potentially be enrolled. Who would provide the money needed to fund bringing in new buildings and teachers for 2-5k new students? The money is not there. Time is not there.	Refer to SC-4 and SC-6.
Dana Bevel	1/27/2018	Email	I am lodging an objection to the proposed high-speed rail line between Houston and Dallas for the following reason: Small rural schools in the HSR areas, specifically Grimes County, CANNOT accommodate a massive influx of students expected to occur during the construction phase of the proposed project. This is especially true of the mid-station location in Anderson-Shiro CISD. I have seen nothing to address this issue in anything put out by the FRA or in any entity involved with the HSR project. As an educator and parent, this is an extremely important aspect that will negatively affect not only students in our districts, but those what would potentially be enrolled. Who would provide the money needed to fund bringing in new buildings and teachers for 2-5k new students? The money is not there. Time is not there.	Refer to SC-4 and SC-6.
Dana Bevel	1/29/2018	Email	I am lodging an objection to the proposed HSR between Houston and Dallas for the following reason: No consideration for properties with historical ties that would be destroyed show that TCP's claim, "It's a landmark project that respects Texas values...it's going to impact the economic well-being of the state," is FALSE advertising. Destroying land granted to families from the State of Texas in the 1800s and destroying cemeteries and burial plots of a Civil War soldier does NOT respect Texas values. The only value being respected is that of the pocketbooks of the TCP and the rich, selfish, bully mentality to get what we want just because we want it. Reason Foundation studies have proven the lack Of Viability Of this project. Families acquisition Of equitable land that was granted cannot be replaced.	Refer to CR-3, CR-4, CR-7, ED-2, GN-3 and SC-19.
Dana Bevel	1/29/2018	Email	I am lodging an objection to the proposed HSR between Houston and Dallas for the following reason: The public has been misled with being told ONLY 3,000 acres will be needed for this proposed Dallas-Houston HSR. According to the FRA report, the Dallas-Houston HSR will buy/condemn 8,000 acres of land. TCR has stated on many occasions they will be/are 'transparent' with all aspects of the proposed project. Months have gone by with no answers to questions. This is not a transparent way of dealing with legitimate questions such as how many ACRES are under contract to clarify the misleading term "parcels" being used to make it look like they have access to more than they do. I propose the only viable option would be to choose the NO BUILD OPTION in the final Environmental Impact Statement.	Refer to LU-9 and LU-14. In this analysis, a parcel represented individual pieces of taxable property. The parcel data was collected from the ten county appraisal districts.
Dana Bevel	2/5/2018	Oral	My name is Dana Bevel and my husband and just recently retired from teaching and we have lived for almost 20 years, almost have it paid off. And now TCR wants our house and we have nowhere to go and we can't start over. This is a lot of information and the more I look at this project and FRA DEIS, the more I am convinced this is nothing more than a land grab profit and a U.S. taxpayer money grab scheme. Many expressed sadness over the FRA releasing this very poorly prepared document for a private company that can't even prove they are a railroad in court. It's unethical and fraudulent. I'm convinced Texas Central knows it's fraudulent and will go bankrupt because they are just a shell	Refer to BA-6, ED-1, GN-2, GN-4, NE-1, PN-3 and PN-4.

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			company working as a conduit with the Japanese to get the proprietary technology a foothold in the U.S. Also on an issue on the FRA is not a why did you remove from the purpose and need criteria that is stated in the Stage 1 screening for requirement that to prove economic viability; that is the ability to work successfully. Do you think it was fair to force life-changing impact of this project that will forever scar the Texas landscape without require Texas Central to prove economical viability? If Texas Central was so sure about the solvency of this project then why are they not willing to share all of their economic liability numbers, particularly ridership? The public is sacrificing huge amounts so let the public take their numbers apart. What do they have to hide? Texas Central also knows they will be stealing U.S. taxpayer money without reimbursing after bankruptcy, since the Japanese will be the largest controlling creditor and they will get the assets first. The same kind of model was used for 30 percent or more of the ownership, but they will receive it for tens of years of years as the other larger creditors were first in line. This U.S. government total investments up to 49 percent exceptions. The private investors totaling only one percent of the investment will make out like bandits as a result of the station properties that is sold to TCRR. Here's the definition of fraud; fraud is an intentional perversion of truth to induce another to part with some valuable thing belonging to him or to surrender a legal right. Does that sound familiar? Folks this is what FRA is supporting by allowing the non-railroad to utilize the FRA system. It's a clear road map to the destruction of Texas land, land owner families and private property rights, For all of you in opposition, is not an option. FRA and Texas Central we will not stop fighting and we will not give up our land, or taxpayer money to finance your fraudulent deeds. The only option is no build.	
Dana Bevel	2/5/2018	Oral	Still opposed. Talk to you about the road. Texas Central is forcing the public, not only a huge five-year construction project but also a large road construction project resulting in an Increase in county maintenance costs and loss of more private property to a right-of-way. the result will be closed, rerouted or rebuilding existing roads: including now: over the HSR_ We will see a huge increase in congestion: longer travel times: new roads for the county to maintain: icy weather conditions and new congestion around construction sites in non-existent today. More private property will be taken by TxDOT for new roads required for the road changes. Many places will become a public road alongside the HSR_ Either side will be a magnet for workers: raw materials, concrete trucks, equipment: large heavy trucking, vendors and staging areas all along the road in the vicinity of the HSR Yet most of Montgomery County will not receive a penny from any HSR tax money but will see the devastation The FRA must cease any fin-ther premature DEIS progression and show the public a third party view: a quantified impact on traffic: quality of life: community issues and damage to all infrastructure FRA: we cannot allow this quality of life and cost impacts to be a big surprise once you have given Texas Central decision. Other concerns not quantified: impact on housing: where are people going to live? Medical facilities: emergency response time: and a negative impact on small rural schools, ISD's. That's a big one. Small towns: like Richardson: Anderson and lola, they're fill. Where is it going to come from? The FRA must reconsider with hard facts: not qualified comments, the no build alternative. The benefits are for a very few select business people. I call them rich selfish bullies that significantly outweigh by the public at large: loss of life: quality of life: loss of property values: potential loss of life due to longer ER times and the additional costs on the counties and tax payers. Thank you.	Refer to BA-6, GN-1, GN-4, NE-1, NE-9, SC-19, SC-6, SC-7, SC-4, SC-10, PI-1, SS-23, SS-26, SS-1, SS-12, TR-7, TR-8, TR-6 and VA-1.
Dana Bevel	2/5/2018	Oral	My name is Dana Bevel and I am definitely against high speed rail. All of this noise and we asked FRA to (inaudible) the maximum noise level you use in all of their noise analysis. The FRA DEIS incorrectly bases all of its noise using only one noise level in a set of decibels for one train passing by. That's not the maximum. The DEIS failed to use a larger voice legal of two trains passing each other in opposite directions, which is reality. Additional FRA/DEIS failed to disclose a scientific fact of a sound of honking noises as a result of the airflows that are pushed by each train colliding and bouncing between the sides of the trains. This was found after HSR going through tunnels creating the loud popping sound. In children in persistent noise such as that from an HSR train causes impaired reading comprehension and long term memory problems. Noises from elevated trains led to reading to difficult and in academic performance. Noise damage occurs in children from upwards of 80 decibels (inaudible) from HSR is 85. The more often kids are exposed the greater the effect. Even the Japanese recognize the impact of an HSR and is heavily regulated in a residential area. It is not permitted above 70 decibels. Not only children are affected but also the elderly. Children under 13 years of age and has a pre-existing challenges, including ADD, ADHD, autism or dyslexia will be affected. Where is the FRA study on the effect on children's hearing? It's unacceptable not to address this in the DEIS. Thank you	Refer to NV-1, NV-6, NV-7, NV-10 and SC-8.
Dana Bevel	2/6/2018	Oral	And my Tim is Dana Bevel. I'm a recently retired teacher, mother, three children, and living in Roans Prairie. Texas Central, I will not even say railroad because you're not, wants to have the property my husband and I have lived in for almost 20 years and have just a few years left before it is paid off. I am adamantly opposed to this land grab for the high-speed rail or bullet train which cannot alone prove its viability. How can we build our family history? "We are working closely with landowners," quoted from Holly Reed. Helicopters flying low with dangling cameras, a SAM survey truck parked directly in front of our house posted with no trespassing specifically for anyone to do TCP, survey permission requests followed by a threat of legal action if we do not sign for permission--this is not working closely with the landowners. On January 10th last year we received a phone call from our neighbor informing us that a SAM survey truck was parked directly in front of our house. We live on a private road and have signs from Texans Against High-Speed Rail prominently displayed, including "Stop the HSR" and no trespassing with the wording included about those from Texas Central Railway. I called the Grimes County Sheriff's Office and explained the	Refer to GN-1 and NE-8.

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			situation to the deputy who was sent. The deputy called me back and said that there was public access and that he warned them not to cross the fence lines, but who knows if they did. I was disturbed to hear one of them describe what is behind our barn in detail. He assured me the property owner behind there had given permission to survey. But didn't cross our fence? Who knows. No one down our private road has given permission to survey. When I asked about the cameras dangling from helicopters flying over our property, one of them assured me that, yes, they could survey that way. Really? When I asked for proof of permission to be there, all they could be shown was a list of roads, including ours, that they were assigned to go to. So survey? Not with permission. He did not want me to take a picture of it because he would get in trouble. Does that sound legit? FRA, I ask, how much of the survey information did you use from illegally-acquired surveys. How much was actually boots-on-the-ground legally-acquired information? Did you even check? If you did, where's the proof? I want to thank Connie Clements for the article she wrote that was published in The Examiner a few weeks comparing the fiasco to the trojan horse, entitled "Trojans, Don't Trust This Horse." FRA, we do not trust this horse. Texas Central, FRA, you have poked the bear. The only viable option is no build.	
Dana Bevel	2/18/2018	Email	I am lodging an objection to the proposed HSR between Houston and Dallas for the following reason: Every meeting held with the FRA was filled with nothing but those opposing HSR. One obviously uninformed college student full of nothing but spouted "propaganda" that has been disproven was the only one to speak in favor at one meeting of two we attended. If this is such a wonderful idea to be ridden by the supposed "ridership" touted by TCR, why wasn't there anyone there to tell their side of the story? Having an additional way to go between two cities with ridiculously expensive prices, the same "issues" of needing a ride on each end of the trip, then taking more than a cheaper flight which is faster and already an option is nothing but irresponsible "toying" with governmental money and agencies and the emotions of thousands of families in the path of destruction when there are much more serious issues to be addressed.	Refer to GN-2, PN-3 and SC-3.
Dana Bevel	2/18/2018	Email	I am lodging an objection to the proposed HSR between Houston and Dallas for the following reason: There should be an immediate halt of the D-H HSR FRA DEIS process due to loss of credibility of what was supposed to be an independent FRA Process but now looks like a "Political Process" with Houston Mayor Turner's interference with the FRA process by when he placed his finger on the scales by choosing the site of the Houston Mall based on politics, prior to the FRA actually making the decision for the Houston Station. He announced it live on local news the site for the proposed Houston location while FRA representatives told us at the Madisonville meeting a site had not yet been decided upon!! It was announced live at 10:30AM and all over the noon, 4:00, 5:00, and 6:00 news! The FRA is being influenced in this process by the Politics of it as proven by Mayor Turner's actions ahead of that by the FRA.	Refer to GN-9.
Dana Bevel	2/18/2018	Email	I am lodging an objection to the proposed HSR between Houston and Dallas for the following reason: Lack of Involvement and Communication by TCR and the FRA with local officials, in particular with law enforcement is unacceptable. Both the Leon County and the Grimes County sheriffs voicing concerns about lack of contact by the HSR folks, this is an important issue of Public Safety and Law Enforcement combined. The Waller County Regional Planning Committee issue has had issues with TXDOT and then we hear of the FRA's instruction to them not to work with local entities. Why? The only viable option is NO BUILD in the final EIS.	Refer to PI-1.
Dana Bevel	2/18/2018	Email	I am lodging an objection to the proposed Dallas-Houston HSR for the following reason: During the time of the proposed construction, emergency response time will be severely impacted. Moments count during every emergency, many with the loss of life with minutes to spare. Dangers due to heavy construction materials and equipment along with detours and lack of availability of roads will severely impede traffic not only for emergency workers but everyday drivers including young drivers. Construction right next to Leon High School in Leon County, full of young is nothing short of irresponsible responsibility on the part of any entity involved in the construction of the proposed HSR including the FRA. Your studies have NOT addressed this situation.	Refer to SC-2, SS-23 and TR-6.
Dana Bevel	2/18/2018	Email	I am lodging an objection to the proposed hsr line between Houston and Dallas for the following reason: Estimated ridership numbers from TCP have not been quantified. Numbers suggested by the TCP are unrealistic and will only result in the failure of an hsr line succeeding between Dallas and Houston. This failure will result in the failure of this proposed line and hanging the burden on taxpayers. The failure will result in a foreign entity owning 8,000 acres of prime farm and ranch land in Texas which will be rendered useless by the destruction made by this preposterous "experiment"	Refer to GN-2 and NE-1.
Dana Bevel	2/18/2018	Email	I am lodging an objection to the proposed hsr line between Houston and Dallas for the following reason: Estimated ridership numbers from TCP have not been quantified. Numbers suggested by the TCP are unrealistic and will only result in the failure of an hsr line succeeding between Dallas and Houston. This failure will result in the failure of this proposed line and hanging the burden on taxpayers. The failure will result in a foreign entity owning 8,000 acres of prime farm and ranch land in Texas which will be rendered useless by the destruction made by this preposterous "experiment" The only viable option is the NO BUILD OPTION in the final EIS.	Refer to BA-6, GN-2 and NE-1.
Dana Bevel	2/18/2018	Website	I am lodging an objection to the proposed HSR between Houston and Dallas for the following reason: Every meeting held with the FRA was filled with nothing but those opposing HSR. One obviously uninformed college student full of nothing but spouted "propaganda" that has been disproven was the only one to speak in favor at one meeting of two we attended. If this is such a wonderful idea to be ridden by the	Refer to GN-2, PN-3 and SC-3.

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			supposed "ridership" touted by TCR, why wasn't there anyone there to tell their side of the story? Having an additional way to go between two cities with ridiculously expensive prices, the same "issues" of needing a ride on each end of the trip, then taking more than a cheaper flight which is faster and already an option is nothing but irresponsible "toying" with governmental money and agencies and the emotions of thousands of families in the path of destruction when there are much more serious issues to be addressed. The only viable option is NO BUILD in the final EIS.	
Dana Bevel	2/18/2018	Website	I am lodging an objection to the proposed HSR between Houston and Dallas for the following reason: There should be an immediate halt of the D-H HSR FRA DEIS process due to loss of credibility of what was supposed to be an independent FRA Process but now looks like a "Political Process" with Houston Mayor Turner's interference with the FRA process by when he placed his finger on the scales by choosing the site of the Houston Mall based on politics, prior to the FRA actually making the decision for the Houston Station. He announced it live on local news the site for the proposed Houston location while FRA representatives told us at the Madisonville meeting a site had not yet been decided upon!! It was announced live at 10:30AM and all over the noon, 4:00, 5:00, and 6:00 news! The FRA is being influenced in this process by the Politics of it as proven by Mayor Turner's actions ahead of that by the FRA. The only viable option is NO BUILD in the final EIS.	Refer to GN-9.
Dana Bevel	2/18/2018	Website	I am lodging an objection to the proposed HSR between Houston and Dallas for the following reason: Lack of Involvement and Communication by TCR and the FRA with local officials, in particular with law enforcement is unacceptable. Both the Leon County and the Grimes County sheriffs voicing concerns about lack of contact by the HSR folks, this is an important issue of Public Safety and Law Enforcement combined. The Waller County Regional Planning Committee issue has had issues with TXDOT and then we hear of the FRA's instruction to them not to work with local entities. Why? The only viable option is NO BUILD in the final EIS.	Refer to PI-1 and SS-23.
Dana Bevel	2/18/2018	Website	I am lodging an objection to the proposed Dallas-Houston HSR for the following reason: During the time of the proposed construction, emergency response time will be severely impacted. Moments count during every emergency, many with the loss of life with minutes to spare. Dangers due to heavy construction materials and equipment along with detours and lack of availability of roads will severely impede traffic not only for emergency workers but everyday drivers including young drivers. Construction right next to Leon High School in Leon County, full of young drivers, is nothing short of irresponsibility on the part of any entity involved in the construction of the proposed HSR including the FRA. Your studies have NOT addressed this situation. The only viable option is to choose the NO BUILD OPTION in the final EIS.	Refer to SC-2, SS-23, TR-6 and TR-8.
Dana Bevel	2/18/2018	Website	I am lodging an objection to the proposed hsr line between Houston and Dallas for the following reason: Estimated ridership numbers from TCP have not been quantified. Numbers suggested by the TCP are unrealistic and will only result in the failure of an hsr line succeeding between Dallas and Houston. This failure will result in the failure of this proposed line and hanging the burden on taxpayers. The failure will result in a foreign entity owning 8,000 acres of prime farm and ranch land in Texas which will be rendered useless by the destruction made by this preposterous "experiment". The only viable option is the NO BUILD OPTION in the final EIS.	Refer to BA-6, ED-2, GN-2, LU-11, LU-14 and NE-1.
Dana Bevel	2/18/2018	Website	I am lodging an objection to the proposed HSR between Houston and Dallas for the following reason: Pipeline experts say they are very concerned about the mitigation of vibration damages to pipelines running near the proposed tracks. Stress waves created by the vibration results in dynamic stress (fatigue) on pipelines, causing misalignment, and damage such as crack propagation, which can result in the failure of the pipeline. Since you, the FRA, completely left FERC and PHMSA off the 2 1/2 year planning process this is a grave concern for public safety. The only viable option is to choose NO BUILD in final EIS.	Refer to NV-5.
Dana Bevel	2/18/2018	Website	I am lodging an objection to the proposed HSR between Houston and Dallas for the following reason: Compare the two maps from 2012 and 2032 from TXDOT. The route in between Houston and Dallas on I-45 is pretty much the same during peak travel times. The congestion is IN and AROUND the cities. The bullet train will do NOTHING to relieve this. I am a teacher and even I know this will not solve the problems within the cities. Traveling along I-45 is not an issue. The only viable option is to choose NO BUILD in the final EIS.	Refer to PN-3.
Dana Bevel	2/18/2018	Website	Pipeline experts say they are very concerned about the mitigation of vibration damages to pipelines running near the proposed tracks. Stress waves created by the vibration results in dynamic stress (fatigue) on pipelines, causing misalignment, and damage such as crack propagation, which can result in the failure of the pipeline. Since you, the FRA, completely left FERC and PHMSA off the 2 1/2 year planning process this is a grave concern for public safety	Refer to EU-1, EU-2 and NV-5.
Dana Bevel	3/8/2018	Website	I am lodging an objection to the proposed HSR line between Houston & Dallas for the following reason: Local entities were NOT involved in ANY part of the planning process regarding the line by ANYONE associated with HSR including TCR, TXDOT, or the FRA prior to 2/13/18. Only AFTER a coalition was formed to address public safety, emergency response input/planning to address these issues of which planners must have immediate knowledge to make it work. Even one minute of delayed response time during an emergency can have DIRE negative consequences, and the present plans are endangering the lives of every resident of every county. The only viable option is NO BUILD.	Refer to PI-1, SS-18 and SS-23.
Dana Bevel	3/8/2018	Website	I am lodging an objection to the proposed HSR line between Houston & Dallas for the following reason: A parcel is a false measurement. TCR has been advertising to the public it has 30% of PARCELS under contract FOR OVER A YEAR yet continues to lie to the public that it is making headway causing a FALSE belief that this is a "done deal". Miles of Land Under Track is the only way to accurately measure TCR's "desired	Refer to BA-6, ED-2 and NE-1.

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Submitted By	Date Submitted	Submission Type	Comment	Response
			goal. A parcel can be a single 60' wide lot in a subdivision or 5280' across somebody's Property. They have NO More than 20% of the land that is required to build this HSR, the owners of the rest won't even let TCR on the property to Survey. The only viable option is NO BUILD.	
Dana Bevel	3/8/2018	Website	I am lodging an objection to the proposed HSR line between Houston & Dallas for the following reason: There are MANY errors and omissions in the FRA DEIS. But a HUGE one IS THE SUBJECT OF FALSE CLAIMS BY TEXAS CENTRAL, EVEN IN THE DEIS, regarding STATE SALES TAX Revenue from ticket sales. Texas Central has claimed and has falsely communicated to the FRA that the State will be collecting from \$15B-\$39B of sales tax from TICKET SALES. The State of Texas DOES NOT COLLECT SALES TAX ON TRANSPORTATION entities such as RRs. So there is NO SALES TAX MONEY GOING BACK TO THE STATE OF TEXAS OR COUNTIES. There will exist Property Tax for the Sliver of land Texas Central will have purchased, but that is it. THEIR FALSE SALES TAX CLAIM TO THE PUBLIC AND TO THE FRA IN A US GOVT DEIS DOCUMENT IS FALSE. The only viable option is NO BUILD.	Refer to SC-3.
Dana Bevel	3/8/2018	Website	I am lodging an objection to the proposed HSR line between Houston & Dallas for the following reason: Drayton McLane's, chairman of TC, quote of \$16B Project is FALSE. The FRA DEIS states the cost is \$18B in today's dollars. TXDOT has estimated \$18B. The Reason Foundation, a third party think tank, estimates a cost of over \$20B. Did you approve the CA boondoggle? "The California High-Speed Rail project is arguably state's most controversial big public-infrastructure project. The fact that the train's projected cost has mushroomed from approximately \$40 billion when voters first approved the project in 2008 to about \$64 billion in 2016." And will Texas even have an option to vote? The only viable option is NO BUILD.	Refer to BA-6, GN-3, GN-4, NE-1, PI-1 and SC-22.
Dana Bevel	3/8/2018	Website	I am lodging an objection to the proposed HSR line between Houston & Dallas for the following reason: Minimal Impact on Landowners is FALSE. There is a huge negative impact on Emergency Response as explained in the DEIS, particularly during Construction of the HSR which goes on for at least 5 Years. The only VIABLE option is NO BUILD.	Refer to SS-23. Although the total construction phase for the project is expected to last several years, construction on any individual roadway would be much shorter in duration allowing for a phased approach to road modifications within a particular jurisdiction.
Dana Bevel	3/8/2018	Website	I am lodging an objection to the proposed HSR line between Houston & Dallas for the following reason: Minimal Impact on Landowners is FALSE. Due to all of the road modifications, there will exist 126 mile of access road alongside the HSR that will later be turned over to the COUNTIES for MAINTENANCE FOREVER and it will become a public road. Livestock will NOT be allowed to simply wander All Over a public road, so those roads will have to be FENCED Off. The Landowner will NOT be able to "Freely" run cattle nor move equipment as has been FALSELY ADVERTISED by Texas Central. The only VIABLE option is NO BUILD.	Refer to LU-11, TR-7 and TR-8.
Dana Bevel	3/8/2018	Website	Minimal Impact on Landowners is FALSE. Due to all of the road modifications, there will exist 126 mile of access road alongside the HSR that will later be turned over to the COUNTIES for MAINTENANCE FOREVER and it will become a public road. Livestock will NOT be allowed to simply wander All Over a public road, so those roads will have to be FENCED Off. The Landowner will NOT be able to "Freely" run cattle nor move equipment as has been FALSELY ADVERTISED by Texas Central.	Refer to LU-11 and TR-7.
Dana Bevel	3/8/2018	Website	I am lodging an objection to the proposed HSR line between Houston & Dallas for the following reason: Landowners, including myself, have repeatedly been threatened by Texas Central with Lawsuits and application of Eminent Domain (ED) Condemnation while NOT EVER being able to prove they have ED. Their claim on ED is FALSE as they never fulfilled the Texas State Statutes on this subject but simply advocates they have it based only on the fact that TRUE RR are considered a common carrier. Where are their tracks? Rolling equipment? Stations? etc. TODAY? Texas Central LOST the House Estate Court Case in Harris County where the issue of a RR and the authority of the right to survey was Fully Vetted. The COURT RULED Texas Central was NOT an "Operating RR", therefore did NOT possess the Right To Survey the House Estate. If Texas Central is not an Operating RR, then they certainly DO NOT POSSESS ED. Texas Central is using this "hammer" over the heads of ALL Landowners across the 240 mile Route. The ONLY VIABLE option is NO BUILD.	Refer to BA-6, ED-1, ED-2 and NE-8.
Dana Bevel	3/8/2018	Website	I am lodging an objection to the proposed HSR line between Houston & Dallas for the following reason: NO NOISE is FALSE. The DEIS Noise Calculations are Fatally Flawed. Texas Central & the FRA inaccurately calculated NOISE from the HSR in 3 independent INCORRECT component calculation. They never used 205 mph speed-only 125-175 mp-in their noise measurements. They ONLY assumed ONE train passing where there are TWO ADJACENT tracks with trains running in opposite directions every 15 minutes. They omitted the Scientifically Prove "Slapping Sound" when two trains are running on adjacent tracks in opposite directions. Japanese Trains are restricted to 70 dba in all residential areas; this HSR is estimated for one train to produce 87 dba. It has been proven that repeated sound of HSR causes learning difficulties in children and the DEIS shows the HSR going by many schools including within 2 blocks of a high school in Leon County along with a 150 acre Construction site also at that location. Due to the train being elevated on both berms and viaduct for much of the route, the sound will also travel much further than ANY of Texas Central's noise figure claims. The huge electric motors driving the train will produce a very loud whining high-pitched sound. Motor-to-rail is similar to steel-on-steel like any train that takes the electric motor energy down to the rail through the wheels. The ONLY VIABLE option is NO BUILD.	Refer to NV-1, NV-6, NV-7 and NV-10.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

Submitted By	Date Submitted	Submission Type	Comment	Response
Dana Bevel	3/8/2018	Website	I am lodging an objection to the proposed HSR line between Houston & Dallas for the following reason: Here is a bid lie that Texas Central has been telling the public."For the first time ever in the United States, we're proposing to build this high-speed rail privately. No government money is to be invested in this," McLane said. "This is to show what can be done by the private sector." TC has announced ALL ALONG they WILL seek ALL potential funding available. To DATE, Texas Central has only raised only 1% of the required investment through private investors. TC plans to get 50-65% from Japanese Entities. TC stated they will ask for US TAXPAYER FUNDED GOVERNMENT RAILROAD LOANS. This will be in the amount of at least ONE THIRD of the funding required AND it could be increased to up to 49% with approved exceptions by the US government. THAT IS US TAXPAYER FUNDING, NOT PRIVATE FUNDING. Yet another lie touted by Texas Central. The ONLY VIABLE option is NO BUILD.	Refer to BA-6, GN-4 and NE-1.
Dana Bevel	3/8/2018	Website	I am lodging an objection to the proposed HSR line between Houston & Dallas for the following reason: Another example of misleading and incorrect information being spread by Texas Central itself: "The concept is that, starting at 6:30 a.m. until 9 p.m., a train will leave Dallas every 30 minutes," McLane said. "It will take 70 minutes to go from downtown Dallas to downtown Houston." Texas Central is on the written record saying the trip itself would take 90 minutes. A very quick 10 minutes from the NW MALL to downtown would make for a 60 minute train trip. There is no way Texas Central would be advertising a 90-minute trip if it were ONLY ONE HOUR. The ONLY VIABLE option is NO BUILD.	Refer to BA-6 and TC-4. Additionally, the Final EIS notes that the trip from terminal station to terminal station will take 90 minutes. This trip duration would hold true for express service (does not stop at the Brazos Valley Station) and for service that does stop at the Brazos Valley Station. Additionally, there are no terminal stations in downtown Houston, so a rider needing to reach downtown Houston would need to take another form of transportation to reach their destination. Any additional form of transportation is not included in the 90-minute travel time discussed in the Final EIS.
Dana Bevel	3/8/2018	Website	I am lodging an objection to the proposed HSR line between Houston & Dallas for the following reason: "A student can live in Dallas and, in 30 minutes, be in College Station," McLane (TC Chairman) said. Roans Prairie, the mid-stop, is 30 minutes from College Station AND Huntsville from Dallas to the mid-stop is around 180 miles. His numbers are WRONG. The public is being told a student from TAMU/SHSU can be in Houston or Dallas in 30 min. It will take 30 min. to get to Roans Prairie from either location. Students are being led to believe they can just jump on the train and go take care of aspects of their studies in a much shorter time that will actually be able to happen. Not to mention, how much will it cost? How many college students will even be able to afford it? There are buses being advertised from college campuses to Houston and Dallas for much less not to mention the luxury bus services available between Houston and Dallas. And flying is cheaper and faster. The ONLY VIABLE option is NO BUILD.	Refer to BA-4, BA-12, PN-3, SC-3 and TR-2.
Dana Bevel	3/9/2018	Website	I am lodging an objection to the proposed HSR line between Houston & Dallas for the following reason: THE FRA SHOULD START OVER WITH THE PUBLIC COMMENTS HEARINGS WITH AN EXTENDED DEIS COMMENTS PERIOD. HARRIS COUNTY WAS GIVE 2 MEETINGS INCLUDING ONE THAT WAS GIVEN ON A SINGLE NIGHT. THERE WAS BLATANT DISCRIMINATION SCHEDULING 2 MEETINGS A NIGHT AND ADVERTISING 10 MEETINGS WHEN IN FACT THERE WERE ONLY 5 MEETINGS THAT WERE SPLIT PREVENTING THOSE OPPOSED OR EVEN FOR THIS PROPOSED. NEGLECTING TO BOOK THE ORIGINALLY ADVERTISED MUCH LARGER VENUE FOR THE MADISON CO. MTG WAS ANOTHER ISSUE ON YOUR PART, ASSUMING ONLY A FEW WOULD SHOW UP. THIS MAKES THE FRA JUST AS MISLEADING AND UNETHICAL AS TEXAS CENTRAL HAS BEEN WITH THE KIND OF BLATANTLY INACCURATE INFO THEY HAVE CHOSEN TO SHARE WITH THE MEDIA AND PUBLIC. 1. MORE MEETINGS 2. EXTENDED 5,000 PP OF DEIS REVIEW/COMMENT TIME 3. ADMIT NOW THIS PROPOSED PROJECT IS NOT VIABLE The ONLY VIABLE option is NO BUILD.	Refer to GN-4, NE-1, PI-3, PI-8, PI-10 and PI-11.
Kamryn Bevel	2/6/2018	Oral	My name is Kamryn Bevel and, like my parents, I am very against this high-speed rail. Roans Prairie is my home. I have lived my entire life in our house. I do not know another home. My grandparents left where they lived for more than 30 years because of changes around them, but they chose to leave to get away from The Woodlands engulfing them. We will not have a choice. I will lose our home and all 10 acres of our land if this high-speed rail goes through. I, like my older brothers, have raised and shown livestock pretty much since I could walk. My parents have helped me to get our barn and wash rack where we want it to be over the last several years. I don't know of many places that have a hot water heater connected to the wash rack like I do, so that when I wash my pigs and lamb in the winter it is not so uncomfortable for me or them. My parents have supported my brothers and me by investing in livestock and livestock shows. These experiences helped them and will help me get scholarships for my college education. Since my parents are retired teachers, they don't have any extra money to help find us a new place to live, and we don't want to leave. I wonder how big the classes would get in Anderson-Shiro school when the people that move there to work come. The classrooms are already full, and I don't know of any extra space. It sounds like there would be a whole lot of new kids moving into the district. How will we get new teachers and new classrooms? I don't think people who would move here would have time to wait for new classrooms and teachers for their kids. I think high-speed rail is not a smart idea. It sounds like it will just cost a lot of money to build and then only rich people will be able to ride it. I know we could not afford to ride it. And the only reason we would even consider it is to take my pig to the State Fair. I don't think they will allow that. To this high-speed rail, I say no build.	Refer to ED-2, GN-4, LU-7, LU-11, SC-3, SC-4, SC-6 and SC-8.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS				
Submitted By	Date Submitted	Submission Type	Comment	Response
Mary Bevel	1/30/2018	Email	I am a Dallasite, and I am very excited about this rail! I have many friends and family in Houston and I would love to visit them without having to drive for 4 hours down 45. This is going to cut down on time and be great for the environment and congestive highways. I look forward to using the train often!	Comment noted.
Mary Bevel	3/9/2018	Website	I am supportive of this project as it provides an alternative to using the congested highways. As a person who drives to Houston from Dallas frequently, I would love the option of using the rail. In addition, it helps the North Texas region reach the Federally mandated air attainment goals. Further, the economic benefit for the State of Texas is great. Please approve the environmental study and allow the project to proceed.	Comment noted.
Berl Bevel	2/6/2018	Handwritten	<p>My name is Berl Bevel. I am a recently retired ag teacher and my family and I are highly opposed to the high-speed rail.</p> <p>According to a Houston Chronicle article dated 2/7 /17 almost a year ago, "Texas Central said they have reached option agreements with owners of about 30 percent of the necessary PARCELS in 10 counties."</p> <p>Texas Central said 50 percent of the PARCELS needed in Waller and Grimes counties are covered by the option agreements."</p> <p>The term "parcels" has been thrown around so much and is so misleading to the public, which is just what TCP wants. Several times, ACREAGE has been asked to conveyed, but because the REALITY is that parcels and acreage are different and will "mess up" their image of progress. I also don't believe the general public knows what "options" means.</p> <p>There is so much misleading information being given to the public that is provided by TCRR. Misleading news stories coming across to those who don't know better causing them to think this must be a "done deal". Even last night a friend made the comment on FB that "they are saying it like it's a done deal when they told about the Northwest Mall being the site for the proposed Houston station. Faulty reporting, yes- they haven't fully investigated what they are reporting. But what information pops up when they search.</p> <p>Texas Central.com on Jan. 17th released "The Brazos Valley Station: A High-Speed Connection to Keep Texas Growing" showing its "conceptual" design for the desired Roans Prairie station. It lists number of supposed "benefits" for Grimes County:</p> <p>"124 full-time jobs once in operation equivalent to 37% of the county's unemployment base."-Will those jobs even go to true Grimes Co. residents or those who would move for the jobs?</p> <p>"80,000 estimated number of college students in the service area from A&M, Sam, and Blinn"-How many of those students will actually even be able to afford it?</p>	<p>Refer to GN-9.</p> <p>The Dallas to Houston HSR Project is a privately financed project. FRA's evaluation of the Project is based off of making a safety determination on its operation. Claims made in marketing or promotional materials of a private company are not the purview of NEPA analysis. Section 3.14.5.2.3, Socioeconomic and Community Facilities, Economic Impacts includes an estimation of permanent employment and earnings impacts. The project would create direct employment in the intermediate counties at Maintenance of Way Facilities and the Brazos Valley Station. Some indirect growth in supporting industries is also expected (See Table 3.14-20: Direct Employment and Earnings Impacts and Table 3.14-21: Permanent Employment Impacts in the Final EIS). While some of the station area employment may require specialized training, much of the anticipated job growth would not. Ticketing agents, security personnel, grounds keeping and maintenance positions as well as employment growth in supporting industries or adjacent hospitality services could largely be filled from the existing unemployed labor pool. TCRR's ticket prices are expected to use dynamic pricing, such that lower fares may be available for travelers who can purchase in advance or who have the flexibility to travel during lower demand times.</p>
Dana Bevel	2/6/2018	Handwritten	<p>My name is Dana Bevel. I am a recently retired teacher, the mother of 3 children and live in Roans Prairie. Texas Central-I will not even say railroad, because they're not--- wants the house and property my husband I have lived in for almost 20 years and have just a few years left before it is paid off. I am adamantly opposed to this land grab disguised as High-Speed Rail or Bullet Train which cannot or will not even try to prove its viability.</p> <p>Rumor: "We are working closely with Landowners but if they do not want to talk, we will use the court system", quoted from Holly Reed.</p> <p>Reality: "We're going to do what we want anyway." Helicopters flying low with dangling cameras, SAM survey truck parked directly in front of our house posted with "No Trespassing" SPECIFICALLY for anyone to do with TCP, survey permission request followed by a threat of legal action if we do not sign for permission.</p> <p>Does that sound like "working closely with landowners"? Is that how any of you were treated? How many of you got that nice letter, immediately after the July 4th holiday?</p> <p>On January 10, last year, we received a phone call from our neighbor informing us that a SAM survey truck was parked directly in front of our house. We live on a PRIVATE road and have signs from Texans Against High-Speed Rail prominently displayed, including "Stop the HSR" and "No Trespassing ... including those from Texas Central Railway or affiliates and their contractors ... " I called the Grimes Co. sheriff's office and explained the situation to the deputy who was sent. The deputy called me back and said there was public access and that he warned them not to cross any fence lines. Who knows if they did? I was disturbed to hear one of them describe what is behind our barn, in detail. He assured me the property owner behind us had given permission to survey. Did he cross our fence? Who knows? No one down our private road has given permission to survey. When I asked about the cameras dangling from helicopters flying over our properties, one of them "assured" me that yes, they could survey that way. Really? When I asked for proof of permission to be there, all that could be shown was a list of roads, including ours, they were assigned to go to. To survey?? Not with permission!! He did not want me</p>	Refer to ED-2, GN-9 and PI-4
Sal Bhakta	1/11/2018	Website	I would like for the Houston to Dallas speed rail to be built.	Comment noted.
Gloria Bice	1/25/2018	Email	Will there be one to and from Austin to Houston?	Refer to BA-2.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS				
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Robert Biehl	3/9/2018	Website	I think this is a great project. It will advance the economic environment in Texas. It will also reduce emissions along the Dallas to Houston corridor. Build it!	Comment noted.
James Bierd	2/7/2018	Website	Time is right for Texas to step up to the 21 Century and start a transportation system. No matter which route is selected, someone will not like it. We need to think more globally instead of concerning ourselves with a small piece of land that has very little value and no improvements on it. The highways between Dallas and Houston are not capable of handling future population needs. Please approve this construction.	Comment noted.
James Bierd	3/8/2018	Website	I have lived in Texas for the past twenty years and the public transportation has a lot to be desired. After living in the Chicago area, Texas is still in the 19th Century. Cars are used for all personal transportation needs and with the highways still at the 1980's size, we are at a standstill night and day. Progress is slow on highway expansion with toll roads the only capacity improvement we see. Please approve this project which will benefit all Texans!	Comment noted.
Joash Bijusam	3/9/2018	Website	I would love for the bullet train to come to Texas. It will transform the economy of not only Dallas and Houston, but the state of Texas as a whole. It will allow both cities to continue to grow and also for highways and roads to be less congested as people are given an alternative to travel. This is a key infrastructure project that must take place if the United States wants to continue to lead the world in the best infrastructure. While the rest of the civilized world has high speed trains connecting one city to another the United States lacks this. Through this privately funded high speed train, the United States will help create countless jobs and also lead the way into the future.	Comment noted.
Morgan F Bilbo	1/30/2018	Email	My only comment is simple: When people complain about where the track will be laid, can't you figure a way to get around it? i.e. Use an old vehicle road where possible or such. I'm oversimplifying this. But it seems that a lot of people are "against" the train. But I assure you that after it's built, those people will be using it. And personally, I am for the train. Just that I hate to antagonize people. And you should make sure you satisfy the complaints. Assuming the complaint is legitimate. The weird people should keep their mouths shut. "Keep your wheels on the rails"!	Refer to BA-8 and TC-3. TCRR has attempted to minimize the footprint and impacts associated with the Project by using viaduct and locating their alignments adjacent to existing roadways, freight lines and other infrastructure. Unfortunately, it is not possible to avoid all of the impacts along a 240-mile corridor.
Keith Bilbrey	2/16/2018	Website	I am very pro the High-Speed Rail between Dallas and Houston. This is a transportation option that is important to the state and to our region.	Comment noted.
Paul Bilyeu	2/6/2018	Website	To whom it may concern, If this high speed rail project now, or at any point in the future, uses any of the following to start, build or complete this project: 1. Taxpayer monies 2. Taxpayer funded loans 3. Public right of ways without Texas Central legally purchasing this land at auction 4. Eminent domain to seize private land Then Texas Central Rail should be placed in a no build status. You cannot have a "Private" company using public funds or government backed land seizures and call it "Private". As a candidate for Texas State House of Representatives District 135, through which this train is routed, if elected, I will oppose this with everything I have at the state level. Additionally, we own a home that sits right next to the proposed track along 290 (Lot 7894-Project Footprint Segment 5 Sheet 510). We have seen no proposal to either purchase this lot by Texas Central or compensate us for lost value which will 100% occur. The viaduct and its associated electrical lines will be an eyesore immediately outside our backyard and above any sound barrier walls that can be built. The noise, vibration, degraded visual aesthetic and high speed trains traveling past, above any wall, every 15-30 minutes from 5:30AM to 11:30PM will absolutely ruin our property value with no plans to compensate us for it. I would challenge any employee of Texas Central Rail and the Federal Railroad Administration to look at this proposed alignment, review the position of my particular home (and all others in my neighborhood and all homes impacted along the proposed corridor) and ask yourselves how you would feel if something similar happened to you. If a single one of you says or implies you would welcome it, you are simply liars.	Refer to ED-1, ED-2, GN-4 and VA-1. The parcel referenced in this comment is located outside of the limits of disturbance of the project, and south of the existing Union Pacific rail line, and therefore would not be directly impacted by the project. Additionally, as detailed in Section 3.13.3, Land Use, Methodology , as this property, or access to this property would not be directly impacted by the project, it is anticipated that it would not be acquired by TCRR. As detailed within Section 2.2.5, Alternatives Considered, Proposed HSR Operations , it is assumed that trains would run every 30 minutes during peak hours and every hour during off-peak times, with 6 hours reserved each night for maintenance and inspection of the system.
Joe Bingham	1/11/2018	Email	Stop wasting time, build it Now. It should have been done years ago.	Comment noted.
Joe Bingham	2/26/2018	Website	To who it may concern, As a life long Texas resident since birth of 70 years ago I have wandered on number of occasions why nothing had done in regards to building a multi-city hi-speed rail system with the State of Texas. It is my belief that such a people moving system would benefit the areas served greatly and should have been done 20 / 25 plus years ago. The Dallas / Houston routing should be just the beginning. I would like to see all Texas metropolitans connected within my life time. Regards, Joe Bingham 832-904-3002	Comment noted.
Brad Birdwell	2/8/2018	Website	I strongly oppose the construction of a high speed rail line from Houston to Dallas. I believe that using the power of eminent domain for private use is illegal. I strongly disagree with using public funds to support a private endeavor that will compete with private air travel is WRONG. If the private company can get it done using their own money then i would have no disagreement with allowing them to proceed with construction.	Refer to ED-1, GN-4 and PN-3.

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Jerold Birkinshaw	2/16/2018	Website	To whom it may concern: I'll be brief and to the point. For every positive reason cited by its developers Texas needs this high-speed rail system between Houston and Dallas. Additionally, Texas needs a high-speed rail system of this proposed design between Houston and San Antonio, and between San Antonio and Dallas. Furthermore our nation needs multiple high-speed rail systems of this design, or a near equivalent, between all major cities in the USA. The time has come for people to get out of their cars when commuting between metro areas. We need this train. Please approve it. Respectfully, Jerold Birkinshaw Spring, TX 77388	Comment noted.
Sara Bissig	1/25/2018	Website	More public transportation in Texas!! Fewer cars = less pollution and traffic.	Comment noted.
Bistone Municipal Water District	2/27/2018	Letter	Mr. Wright, Please find, enclosed, the Resolution opposing the Texas Central Railroad's High-Speed Rail project that was considered and approved by the Bistone Municipal Water Supply District Board of Directors at the last scheduled meeting on RESOLUTION STATE OF TEXAS COUNTY OF LIMESTONE WHEREAS, the Texas Central Railroad's High-Speed Rail project has proposed a route between Dallas and Houston which would directly affect Limestone County property holders, WHEREAS, private property interests would be drastically and negatively affected by the exercise of eminent domain authority, and WHEREAS, farm and ranchland would be divided, and the value of land substantially decreased, and WHEREAS, the proposed high-speed rail would result in substantial detriment to Limestone County citizens and property owners, and WHEREAS, the proposed high-speed rail would be a private venture potentially subsidized by funds from taxpayers, and WHEREAS, serious questions have been raised about the cost estimates and the ridership estimates for the proposed railway, WHEREAS, the District has concerns that were not addressed in the Environmental Impact Statement published in the Federal Register on December 22, 2017. WHEREAS, the High-Speed Rail project will compromise our stated mission to provide a source of water supply for municipal, domestic, and industrial uses and processing and transporting the same. What will be the effects of the vibrations of the trains passing at 200 mph in close proximity to our water wells? What will the vibrations of the trains going by at 200 mph do to the District's water mains? What will the costs be if the District has to do additional construction in the area? If relocation is necessary for some of the District's water well locations, what will the land owners attitude be about working with the District. NOW, THEREFORE, BE IT RESOLVED, that the Bistone Municipal Water Supply District Board of Directors opposes the high-speed railway process and urges the State of Texas and the federal government to halt support for and approval of the project unless and until it can be proved that there would be no negative impact on the Bistone Municipal Water Supply District, and that no public funds would be at risk to subsidize the project. What will be the effects of the vibrations of the trains passing at 200 mph in close proximity to our water wells? What will the vibrations of the trains going by at 200 mph do to the District's water mains? What will the costs be if the District has to do additional construction in the area? If relocation is necessary for some of the District's water well locations, what will the land owners attitude be about working with the District.	Refer to ED-1, EU-2, GN-2, GN-4, LU-3, LU-11, NV-5, PI-1, VA-1 and WW-6.
Jim Blackburn	3/2/2018	Email	Our quality of life will be adversely impacted from the noise and vibration impacts to our persons and our property. There have been no objective studies conducted or released to the public that determine/document the adverse impact of the train's vibration on our water well and septic systems or on the structural integrity Of our home and shop.	Refer to NV-1. Train vibration levels will be well below the threshold for damage to structures, including underground utilities. For construction in close proximity to utilities, mitigation measures (e.g. encasing pipelines) will be implemented as needed to avoid damage.
Jim Blackburn	3/2/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas. Our quality of life will be adversely impacted from the inconvenience of the disruption from the construction (road closures: Emergency response time) and from road deterioration that will result from the heavy equipment traveling on our roads. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to SS-23, TR-6 and TR-7.
Jim Blackburn	3/2/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas. The Texas Central Partners (TCP) preferred route will adversely impact the ability for emergency services to get to us in a timely manner, as these vehicles must travel through Waller County to get to our property. A slower response time for EMS and law enforcement will put us and our property at risk. I propose that the only reasonable choice in the final environmental Impact Statement would be the NO BUILD option.	Refer to SS-23.
Jim Blackburn	3/2/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas. The Texas Central Partners (TCP) preferred route will adversely impact the ability for emergency services to get to us in a timely manner, as the route bisects Grimes County. A slower response time for EMS and law enforcement will put us and our property at risk. I propose that the only reasonable choice in the final Environmental Impact Statement would be the NO BUILD option.	Refer to SS-23.
Jim Blackburn	3/2/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas. Waller County transportation and traffic problems will be worsened, whether the track is at grade or is elevated. There are already dangerous traffic incidents and tax payer inconvenience from existing traffic issues and road conditions. The HS Rail project will only make these situations worse, would further increase response times for emergency services, and would adversely impact school bus routes and travel times for students: closure of FM 1774 between	Refer to SC-7 and SS-23.

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			Plantersville and Anderson (Grimes County): FM 1488 (Waller): Riley Road (Waller and Grimes): and many more. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	
Jim Blackburn	3/2/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas. Grimes County transportation and traffic problems will be worsened, whether the track is at grade or is elevated. There are already dangerous traffic incidents and tax payer inconvenience from existing traffic issues and road conditions. The HS Rail project will only make these situations worse, would further increase response times for emergency services, and would adversely impact school bus routes and travel times for students: closure of FM 1774 between Plantersville and Anderson (Grimes County): FM 1488 (Waller): Riley Road (Waller and Grimes): and many more. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to SC-7 and TR-8.
Jim Blackburn	3/2/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas. This area experienced flooding in April 2016, May 2016 and August 2017 (Hurricane Harvey). A construction project of this magnitude will harm Grimes County's ability to adequately provide remediation and protection from floods and the resultant destruction to roads and property. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD	Refer to FP-1, SS-17, WW-1 and WW-2.
Jim Blackburn	3/2/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas. This area experienced flooding in April 2016, May 2016 and August 2017 (Hurricane Harvey). A construction project of this magnitude will harm Waller County's ability to adequately provide remediation and protection from floods and the resultant destruction to roads and property. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to FP-1, SS-17, WW-1 and WW-2.
Jim Blackburn	3/2/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas. There will be a Public Safety risk from the increased traffic and movement of construction materials: from interference with Natural Gas and other pipelines. These and other hazards have not been addressed, thereby putting public safety in Jeopardy. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to EU-2 and TR-6.
Jim Blackburn	3/2/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas. The Need and Purpose for this HS Rail project has not been addressed or demonstrated. Objective financial reviews, Such as by the Reason Foundation, conclude that the project is not economically viable: that ridership will not match the number of people who currently fly between Houston and Dallas; that the project would lose hundreds of millions of dollars PER YEAR: and that tax payer dollars would be required. Amtrac does not generate positive cash flow and there is no proof that this boondoggle would either. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to BA-6, BA-12, GN-2, GN-3, GN-4, NE-1 and PN-3.
Jim Blackburn	3/2/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas. Passenger rail is not a forward thinking method to reduce traffic. The traffic congestion is within the Houston area, not between Dallas and Houston. Furthermore, the population density does not support passenger rail. It would be completely illogical to base a multi-billion dollar transportation project on the belief that Texans, with the high number Of vehicles per capita (because of insufficient population density), would give up our vehicles in droves, Just to ride an expensive, inconvenient passenger rail. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to GN-4 and PN-3.
Jim Blackburn	3/2/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas. The DEIS is supposed to be an objective review of 20+ points of "environmental/social impact." Yet, it is our understanding is that FRA used data from Texas Central Partners (TCP) that was obtained from illegal surveys. Illegal surveys taint the entire DEIS, and no conclusions should be drawn from illegal surveys. Furthermore, the DEIS merely affirms TCPs preferred route, rather than provide an objective review of other routes: ie: along the I-45 transportation corridor. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to BA-8, BA-9, GN-1, NE-1 and NE-8.
Jim Blackburn	3/2/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas. There is strong evidence to suggest that Texas Central Partners (TCP) and/or the Federal Railroad Administration (FRA) did not coordinate the DEIS effort with the local Grimes and Waller County governments, which is a violation of federal/state law and/or Statute. As a result, the DEIS should be considered invalid, until and unless there is coordination with the local governments. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to PI-1.
Jim Blackburn	3/2/2018	Website	I object to the proposed High Speed (HS) rail line between Houston and Dallas. There will be an adverse impact to the Environment and to the Ecosystem. On our property, there are; red-headed woodpecker; blue heron (photo attached); white crane; red hawk (photo attached), just to name a few species that will be harmed if the HS rail is allowed to proceed. The migration route of many other bird species would also be affected, as would the habitats of all the animals that live in this area. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to NR-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

Submitted By	Date Submitted	Submission Type	Comment	Response
Mary Blackburn	2/25/2018	Website	I object to the proposed High Speed (HS) rail line between Houston and Dallas. This area experienced flooding in April 2016, May 2016 and August 2017 (Hurricane Harvey). A construction project of this magnitude will harm Grimes County's ability to adequately provide remediation and protection from floods and the resultant destruction to roads and property. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to FP-1, SS-17 and WW-2.
Mary Blackburn	2/25/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas. Passenger rail is not a forward thinking method to reduce traffic. The traffic congestion is within the Houston area, not between Dallas and Houston. Furthermore, the population density does not support passenger rail. It would be completely illogical to base a multi-billion dollar transportation project on the belief that Texans, with the high number of vehicles per capita (because of insufficient population density), would give up our vehicles in droves, Just to ride an expensive, inconvenient passenger rail. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to GN-2.
Mary Blackburn	2/25/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas. The Need and Purpose for this HS Rail project has not been addressed or demonstrated. Objective financial reviews, Such as by the Reason Foundation, conclude that the project is not economically viable: that ridership will not match the number of people who currently fly between Houston and Dallas; that the project would lose hundreds of millions of dollars PER YEAR: and that tax payer dollars would be required. Amtrac does not generate positive cash flow and there is no proof that this boondoggle would either. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to BA-6, GN-2, GN-3, NE-1 and PN-3.
Mary Blackburn	2/25/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas. Grimes County transportation and traffic problems will be worsened, whether the track is at grade or is elevated. There are already dangerous traffic incidents and tax payer inconvenience from existing traffic issues and road conditions. The HS Rail project will only make these situations worse, would further increase response times for emergency services, and would adversely impact school bus routes and travel times for students: closure of FM 1774 between Plantersville and Anderson (Grimes County): FM 1488 (Waller): Riley Road (Waller and Grimes): and many more. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to SC-5, SC-6, SC-7 and SS-23. As shown in Table 3.11-29: Roadway Crossings in Waller County (in Section 3.11 Transportation), three roads would be crossed by the Project: Riley Road, Murphy Road, and FM 1488. As shown in Table 3.11-50: Waller County Roadway Modifications , four public roads would be rerouted around the Project. Lengths or modifications are included in the above referenced table.
Mary Blackburn	2/25/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas. Our quality of life will be adversely impacted from the noise and vibration impacts to our persons and our property. There have been no objective Studies conducted or released to the public that determine/document the adverse impact of the train'S vibration on our water well and septic systems or on the structural integrity of our home and shop. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to NV-5.
Mary Blackburn	2/25/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas. The Texas Central Partners (TCP) preferred route will adversely impact the ability for emergency Services to get to us in a timely manner, as these vehicles must travel through Waller County to get to our property. A slower response time for EMS and law enforcement will put us and our property at risk. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to SS-23.
Mary Blackburn	2/25/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas. The Texas Central Partners (TCP) preferred route will adversely impact the ability for emergency services to get to us in a timely manner, as the route bisects grimes County. A slower response time for EMS and law enforcement will put us and our property at risk. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to SS-23.
Mary Blackburn	2/25/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas. My husband's and my home is in Grimes County, and our community straddles Grimes and Waller Counties. Texas Central Partners' (TCP) preferred route for the proposed HS Rail line will destroy property and property values in our community. The proposed route will be approximately 0.5 miles from our home, well within the 2 miles on either side of the rail like that are at risk. The HS Rail will destroy the appraised value of our home and property. The reduction in property values would necessitate an increase in the tax rates, in order for the taxing entities to have sufficient revenues to sustain typical levels Of service, thereby placing a further financial burden on my husband and me. This is money that we cannot replace, because we are retired. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to LU-14 and VA-1.
Mary Blackburn	2/25/2018	Website	I object to the proposed High Speed (HS) rail line between Houston and Dallas. This area experienced flooding in April 2016, May 2016 and August 2017 (Hurricane Harvey). A construction project of this magnitude will harm Waller County's ability to adequately provide remediation and protection from floods and the resultant destruction to roads and property. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to FP-1, SS-17 and WW-2.
Mary Blackburn	2/25/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas. There is strong evidence to suggest that Texas Central Partners (TCP) and/or the Federal Railroad Administration (FRA) did not coordinate the DEIS effort with the local Grimes and Waller County governments, which is a violation of federal/state law and/or Statute. As a result, the DEIS should be considered invalid, until and unless there is coordination with the local governments. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to PI-1 and PI-5.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

Submitted By	Date Submitted	Submission Type	Comment	Response
Mary Blackburn	2/25/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas. The DEIS is supposed to be an objective review of 20+ points of "environmental/social impact." Yet, it is our understanding is that FRA used data from Texas Central Partners (TCP) that was obtained from illegal surveys. Illegal surveys taint the entire DEIS, and no conclusions should be drawn from illegal surveys. Furthermore, the DEIS merely affirms TCPs preferred route, rather than provide an objective review of other routes: ie: along the I-45 transportation corridor. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to BA-8, BA-9, GN-1, NE-1 and NE-8.
Paul Blacklock	2/16/2018	Website	Build it!	Comment noted.
Ralph Blackman	3/2/2018	Website	What s taking so long. Get this started now.	Comment noted.
Christopher Blackmon	3/2/2018	Website	This is in regards to Morgan Creek Legacy Farm in Navarro County adjacent to hwy 709. The Dallas to Houston High-Speed Rail will directly impact this ranch. By moving the route north of the power lines, it will have less negative effect on this property. This venue has been used for wild life preservation and to provide a venue for international guests. Please consider an alternative route in order to preserve this property.	Refer to LU-5.
Jim Blackwell	2/20/2018	Email	A project this immense, with tax payers on the hook in case of failure, should only be undertaken when the need is critical. Studies indicate a probability of failure with limited benefit to Houston or Texas. The need here is not critical and therefore not worth the risk. Please do not move forward with this endeavor.	Refer to GN-3, NE-1 and PN-3.
Dennis Blagrove	2/6/2018	Email	NO Train I am a landowner near the proposed route of this train. The impact on our property will be devistating to our environment and way of life. Just to list a few comments. Noise W ater Wildlife Safety You cannot tell me that this will not effect our community adversely. I will do everything in my power to stop this boondoggle. You will not shove this down our throats. Dennis Blagrove [...]	Refer to NE-9, NR-5, NV-1, SS-1 and WW-1. This property would be located approximately 1.3 miles west of the proposed limits of disturbance.
Karolina Blaha-Black	3/2/2018	Website	Please consider an alternate route that does NOT lead through the ranch. It is home of several wildlife species and a beautiful piece of land that is a true Texas treasure. It would be a shame to have it destroyed by trains and noise that cut down on the serenity of the land and the sensitive fauna.	Refer to LU-5.
Bill Blair	1/31/2018	Handwritten	Please add me to the project mailing list.	Comment noted.
Gayle Blair	2/16/2018	Website	This project is essential to the economic development and support of the state of Texas. Transport and its logistics are important to our state and its people and its economy. This high speed rail adds another innovative option for travel within a state that needs a variety of transport options . This is a BIG step in the right direction for TEXAS!!	Comment noted.
Larry Blankenship	3/2/2018	Email	I'm writing to notify you that I'm not in agreement with the FRA plan for the high speed rail to go through the Morgan Creek Ranch property. This is a beautiful property that helps bring joy to many people that otherwise would never be able to enjoy the outdoors. Please reconsider the path of this rail line to save this beautiful ranch property.	Refer to LU-5.
Larry Blankenship	3/2/2018	Email	I'm writing to notify you that I'm not in agreement with the FRA plan for the high speed rail to go through the Morgan Creek Ranch property. This is a beautiful property that helps bring joy to many people that otherwise would never be able to enjoy the outdoors. Please reconsider the path of this rail line to save this beautiful ranch property.	Refer to LU-5.
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Larry Blankenship	3/2/2018	Email	I'm writing to notify you that I'm not in agreement with the FRA plan for the high speed rail to go through the Morgan Creek Ranch property. This is a beautiful property that helps bring joy to many people that otherwise would never be able to enjoy the outdoors. Please reconsider the path of this rail line to save this beautiful ranch property.	Refer to LU-5.
Daniel Blast	3/9/2018	Website	I am highly in support of the high speed rail line. Texas' economy is going to continue to concentrate in urban centers like Dallas and Houston, and this is the right step towards ensuring Texas' prominence as a megaregion for the next century.	Comment noted.
Monica Bleyer	3/4/2018	Website	I'm very excited about this train, our state, our country needs mass transportation. It's is so convenient, inexpensive and promotes community.	Comment noted.
K Bogden	2/9/2018	Email	I am against this project because it is illegal for a private corporation with no proof of economic viability or financial transparency to say they are a railroad and say they are doing something for public use. This company is not a railroad, and their project is not for public use. They may have paid a few hundred dollars to say they are and they may say they have money, but do they? And what is public need? I believe their project is a desire, not need.	Refer to ED-1, NE-1 and PN-3.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

Submitted By	Date Submitted	Submission Type	Comment	Response
Kristi Boldt	3/1/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. As a pediatric nurse, I spent a much needed weekend here with many of my fellow nurses thanks to a generous Dr. Morgan, where we participated in team building for our pediatric perioperative unit.	Refer to LU-5.
George Bollinger	2/20/2018	Website	Since the demise of the "Lone Star" in 1979 , these two major cities have been deprived of passenger rail service. It must be restored and Texas Central is the answer . Please give prompt approval , as you did for Brightline here in Florida.	Comment noted.
Andrew Bonnot	2/5/2018	Website	I fully support building a high speed rail line between Dallas and Houston. An alternative to commercial airline transportation is very important and I-45 between Dallas and Houston continues to be more crowded and more dangerous to drive. Rather than spending more tax funding on continued expansion of I-45 so that individuals can spend 4 hours getting between the two cities, a privately funded high speed rail solution makes a lot of sense. Since it is funded by investors, there appears to be little downside to taxpayers and citizens.	Refer to GN-4.
Tom Bonow	2/28/2018	Website	We've waited long enough - let get going!	Comment noted.
Lenroy Bookman	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Nancy Boone	2/1/2018	Email	My answer to the Bullet Train going through Navarro County, where I live, is a definite NO!! This whole project will only benefit a few people while you are going to have many more people funding it. This train is not going to benefit those of us in Navarro County. It is only going to be a hindrance. Let them take a plane if they want to get from Dallas to Houston or vice versa. We like our small town quiet and peaceful. We want it to stay that way. The only people this is going to benefit is the investors. Again...NO NO NO NO!!!	Refer to GN-4, PN-3 and SC-19.
Patricia Boone	2/21/2018	Website	I am excited about the enhanced transportation and ability to improve mobility in Texas.It should improve traffic on the north bound highways as well as create jobs.The addition of the train will make life easier for those who commute for employment,educational or recreational purposes.I can't wait!	Comment noted.
Karyn Booth	1/30/2018	Letter	The Draft Environmental Impact Statement ("Draft EIS") for the proposed Dallas to Houston High Speed Rail project sponsored by Texas Central Railroad (the "TCR Project") was released by the Federal Railroad Administration ("FRA") in mid-December 2017. The FRA has established a 60-day comment period, which is scheduled to close on February 20,2018. See 82 Fed. Reg. 60723 (Dec.22,2017). Delta Troy Interest, Ltd. ("Delta Troy") hereby respectfully request that FRA extend the current due date for comments from February 20,2018 to August 20,2018 (240 days total) in order to allow parties impacted by the TCR Project and the public sufficient time to review and analyze the Draft EIS which is 5,647 pages in length. A 60-day comment period is wholly inadequate given the character of the proposed TCR Project, the scope and complexity of the project, and the volume of material in the Draft EIS. This request is submitted pursuant to 49 C.F.R. 1506.10(d) and the FRA's authority under the National Environmental Policy Act ("NEPA"). Support for this request is provided below. The TCR Project is privately-sponsored and would travel through farms, natural areas, and residential areas in a 240-mile corridor between downtown Dallas and suburban Houston. In its private sponsorship, the TCR Project is similar to the 200-mile DesertXpress high-speed rail proposal between Victorville, CA and Las Vegas, NV, for which the FRA conducted an environmental review under NEPA a few years ago. In the DesertXpress case, the FRA allowed 56 days of comment on the Draft EIS, and an additional 46 days of comment on the Supplemental Draft EIS. Given that the FRA allowed 56 days of comment for the DesertXpress Draft EIS, a much longer time period is warranted for comment on the TCR	Refer to NE-1, PI-1 and PI-3.

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			<p>Project's Draft EIS for two important reasons. First, the DesertXpress rail construction and operation was planned to occur nearly exclusively within the right-of-way of Interstate 15, thereby limiting impact on landowners and existing land uses. The FRA considered two "action alternatives" for the proposed DesertXpress project: alternative A consisted primarily a rail segments "within the median" of Interstate 15, while alternative B consisted primarily of rail segments "within the fenced area" of Interstate 15. In contrast, the TCR Project would cross farms, natural areas, and residential areas, and it would require the crossing or blocking of numerous existing roads. Consequently, the TCR Project would have a dramatically greater effect on landowners and the use of their property in the immediate vicinity of the proposed rail line. Second, the DesertXpress Draft EIS consisted of a 976-page Volume I, 26 separate PDF appendices, and a total of 2,474 pages in all of Volume I, and Volume II. In isolation, this seems to be an extensive amount of material, yet the TCR Project DEIS is noticeably larger - it includes 1218 pages in Volume I, an additional 50 separate PDF appendices, and a total of 5,647 pages. In other word, the TCR Draft EIS is well over twice the size of the DesertXpress Draft EIS. It would be unreasonable to expect interested parties to read, analyze, and develop meaningful responses to such a massive amount of information in the brief 60-day time period that currently applies, especially when the less disruptive DesertXpress project featured a 56-day comment period for a much smaller Draft EIS. The private sponsorship of the TCR Project also differs substantially from the ongoing California High Speed Rail project, which is being developed by a state agency, the California High-Speed Rail Authority ("CAHSRA"). As a state agency, CAHSRA has engaged in extensive outreach to the public and is subject to various legal requirements regarding transparency, document availability, and similar issues. Moreover, the California project was approved in a statewide referendum several years ago. Despite these characteristics (which inherently enable public participation and engage, the Draft EIS for the California High Speed Rail project was subject to a 180-day comment period at the programmatic stage. In addition, individual, project-level segments of the California HSR project have subject to a further comment period (often 60 days). In aggregate, this two-tiered comment structure permitted a public commenting period of at least 240 days despite the fact that interested members of the public already benefit from the transparency inherent in the state-sponsorship of the California project. In contrast, the TCR Project is sponsored by a private entity that has not been forthcoming in providing information to the public. Under these circumstances, a significant increase to the 60-day comment period for the Draft EIS for the proposed TCR Project is more than warranted. For all the all above-mentioned reasons, Delta Troy respectfully requested that the deadline for comments on the TCR Draft EIS be extended from February 2,2018 to August 20, 2018. Given the relatively brief period of time before the February 20th due date, Delta Troy also requested that the FRA issue a decision on this request as expeditiously as possible.</p>	
Scott Born	1/29/2018	Oral	<p>My name is Scott Born, I'm the -- my wife and I own Scott Born Farms. We farm about 4,200 acres in Ellis and Dallas counties. We're a small business and we're not unlike a lot of other farming operations that this proposed rail line's gonna impact. And what it's gonna do to us is it's gonna raise our costs and farming is a narrow margin business, so you raise our costs you're just taking money right out of my family's budget and it will do it to a lot of people and here's how -- here's ways that I see it's gonna do it. When you reroute roads and we have to move this large farm equipment, I always tell people that's the most dangerous part of our job is moving from place to place. When you put us out on the road longer, it puts more hours on the machinery, it costs more fuel, it costs more labor, it increases our exposure for liability. And so if we could even get to these places through rerouted roads, it's gonna increase our cost, which lowers the amount of money that we're gonna have. So you're increasing my cost with no compensation for that. I would also say that the land that's gonna be divided in two there's gonna be no access for large equipment to the other side, due to the terrain, easements through somebody's property. Even if there is access to the other side, you're increasing -- when you divide a field into two pieces you're gonna increase the amount every time you start and stop a piece of equipment, it increases your cost. When we spray, when you start out at the end it over sprays when we apply the fertilizer. So the environmental impacts of that is we're gonna be dividing fields into smaller and smaller fields we end up over applying chemicals, fertilizer, seed. And so it's gonna it's gonna impact not just mine but a lot of agriculture people's bottom line. So I don't see that it's fair to increase my cost in a number of ways just for the just for the benefit of somebody else. And if you need more traffic to off the highway, build another airport. Let them fly over it, it doesn't affect anybody along the way. There's also the impacts of decreased land value and the taxes. It's gonna impact everybody's costs that are along the route.</p>	Refer to ED-2, LU-2, LU-11, PN-3, TR-8 and WW-9.
Glen Boudreaux	2/19/2018	Website	<p>We are so glad that the bullet train will finally come to Dallas and Houston. We will now be able to travel there, do business and travel back in the same day. What a boost to business it will be to be able to now work on projects in Houston and the surrounding area. We hope that the Department of Transportation will help in making the project a reality to help increase the economic growth in Texas for many of us as small businesses. Thanks for any help that you can give to make this a reality for all of us.</p>	Comment noted.
Sandy Bouldin	2/26/2018	Email	<p>Dear Congressman Brady, It was such a pleasure to read in our newspaper how you are fighting against this proposed High Speed Rail. So I wanted to share my views with you hoping it will help. I have been a school bus driver and school paraprofessional since 2006 and have seen how normal family job changes and other personal changes can cause people to move, thus changing school enrollment and our bus routes slightly. But the</p>	Refer to SC-6. Section 3.14.4.3, Socioeconomics and Community Facilities, Community Facilities includes a listing of all schools within a quarter mile of the LOD by county (see Table 3.14-8 through Table 3.14-17).

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			<p>proposed Texas High Speed Rail will have an enormous impact on our school districts by blocking and re-routing many roads along its path. This impact has not been addressed, as I can see, and needs to be.</p> <p>Many school districts will be divided by the THSR and associated road closures, changing their enrollment affecting both their bus routes and teacher/student ratios in the classrooms. Schools may need to hire more teachers, bus drivers and even purchase more busses. This will have a significant effect on school budgets which are funded by our taxes. It is hard to pinpoint exactly what districts it would affect and how, because the THSR has not made available a detailed map outlining their exact route; their current map is missing about 8 miles of proposed route.</p> <p>I have not been able to find the necessary maps to research this, so I am asking that you and your team research this and use it to add to your fight against this Texas country lifestyle atrocity, the THSR. If it goes through, so many lives will be changes for the worse making hard working citizens have to work longer days because of their extended commutes. Please protect us from these bullies.</p>	Maps depicting the locations of schools in relation to the Project are included in Appendix D, Community and Cultural Resources Map book.
Kenneth & Joanne Bound	NA	Website	Keep Out	Comment noted.
Alan Bounds	2/5/2018	Email	<p>I am writing to you as a rural land owner and strong opponent of the Bullet Train. My wife, Mother and I attended the hearing in Fairfield last Wednesday night and I wanted to add my comments in writing. Our family ranch is on FM 246 and is on the preferred route of the bullet train through the Power Transmission corridor. The path of the train will diagonally split our land in half. My mother currently resides on the ranch and runs cattle. She has lived on the land since 1985 and it has been a working ranch in the family since the late 1800's. She has outlived 3 husbands including my father who have all lived and died on the ranch. I am a 4th generation land owner and am currently building my retirement home on our property. We have already lost land to a rail spur, the transmission power lines and now we find that the preferred route for the bullet train will cut across our 250 acres diagonally and be at the front door of our home. This train does nothing but glorify the private investors and urban politicians while destroying the integrity, privacy, hopes and dreams of rural Texas. It provides no utility to rural Texas but takes otherwise productive land. Adding further insult, a large section of land including our home has been designated as a Temporary Construction Zone. After talking to the engineering team at the meeting we are still unclear as to exactly what that means and would appreciate your clarification on the following questions: 1. What exactly is a Temporary Construction Zone and why has such a large section of our land been designated as such. A. How will the land be used? B. How long will this land be required? B. What restoration provisions will be included? 2. Our land has significant elevation changes, as much as 50 feet in approximately 580 feet. How will a high speed train accommodate that steep of a grade and why wouldn't more level terrain such as the I-45 corridor be better suited. Power Lines can cross a lot of terrain that is not suited for a road or track. 3. Our land shows both viaduct and embankment sections for the preferred track route. A. How will embanked track sections provide for movement of people and livestock from one side to the other? B. Will Viaducts be open for free movement underneath or they the right of way be fenced off? C. If open will Viaducts be tall enough to allow movement of livestock and machinery such as tractors and trucks? 4. What is the anticipated groundbreaking date in Freestone county. As I mentioned you have designated a very large section of our land and surveyors have been on site multiple times, but we have not received any information regarding our specific land. 5. Also, please explain other designations on our land for; A. Systems B. Hydro/Drainage I would appreciate any light you can shed on these questions. Alan Bounds</p>	Refer to LU-10 and LU-11. Segment 4 (part of the Preferred Alternative) is on viaduct on both sides of FM 246.
Gene Bounds	2/5/2018	Website	<p>I am writing to you as a rural land owner and strong opponent of the Bullet Train. My wife, Mother and I attended the hearing in Fairfield last Wednesday night and I wanted to add my comments in writing. Our family ranch is on FM 246 and is on the preferred route of the bullet train through the Power Transmission corridor. The path of the train will diagonally split our land in half. My mother currently resides on the ranch and runs cattle. She has lived on the land since 1985 and it has been a working ranch in the family since the late 1800's. She has outlived 3 husbands including my father who have all lived and died on the ranch. I am a 4th generation land owner and am currently building my retirement home on our property. We have already lost land to a rail spur, the transmission power lines and now we find that the preferred route for the bullet train will cut across our 250 acres diagonally and be at the front door of our home. This train does nothing but glorify the private investors and urban politicians while destroying the integrity, privacy, hopes and dreams of rural Texas. It provides no utility to rural Texas but takes otherwise productive land. Adding further insult, a large section of land including our home has been designated as a Temporary Construction Zone. After talking to the engineering team at the meeting we are still unclear as to exactly what that means and would appreciate your clarification on the following questions:</p> <ol style="list-style-type: none"> 1. What exactly is a Temporary Construction Zone and why has such a large section of our land been designated as such. <ol style="list-style-type: none"> A. How will the land be used? B. How long will this land be required? C. What restoration provisions will be included? 2. Our land has significant elevation changes, as much as 50 feet in approximately 580 feet. How will a high speed train accommodate that 	Refer to LU-1, LU-2, LU-9, NR-6, SC-19, TC-6, TR-6 and TR-8.

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			<p>steep of a grade and why wouldn't more level terrain such as the I-45 corridor be better suited. Power Lines can cross a lot of terrain that is not suited for a road or track.</p> <p>3. Our land shows both viaduct and embankment sections for the preferred track route.</p> <p>A. How will embanked track sections provide for movement of people and livestock from one side to the other?</p> <p>B. Will Viaducts be open for free movement underneath or will the right of way be fenced off?</p> <p>C. If open, will Viaducts be tall enough to allow movement of livestock and machinery such as tractors and trucks?</p> <p>4. What is the anticipated groundbreaking date in Freestone county. As I mentioned you have designated a very large section of our land and surveyors have been on site multiple times, but we have not received any information regarding our specific land.</p> <p>5. Also, please explain other designations on our land for;</p> <p>A. Systems</p> <p>B. Hydro/Drainage</p> <p>I would appreciate any light you can shed on these questions.</p>	
Michelle Bounds	1/21/2018	Email	<p>Our ranch in Freestone county is impacted by the proposed route for the train. We have the following questions.</p> <p>The map identifies part of our land as a "temporary construction area" adjacent to the actual permanent train track. Specifically, what disruption can we expect in this "temporary" area? What is the plan for restoration of these areas after construction is complete? What is the estimated time frame for the train construction work? The path of the train on our property covers land with significant changes in elevation. How will the track accommodate those changes?</p>	<p>Refer to LU-10.</p> <p>To operate the train at high speed, the grade of the system must be relatively flat. Refer to TCRR Final Conceptual Engineering Design and Constructability Reports, Appendix F, Section 3.3, Track and Alignment Design for a description of the key design characteristics and considerations for the Project.</p>
Jaimi Boutemy De Guislain	2/19/2018	Website	<p>I support the train because it will increase business for Texans and provide more jobs. As a former Houston resident, and where all my family still lives, I am already driving, flying, or taking a bus between the cities. The time savings will significantly improve our efficiencies. When this is complete, I will use this as my main mode of transportation. As a teacher I have spoken to many who said that they will traveling for pleasure by using this train, such as eating in a different city for a lunch meeting and returning in the evening. Any business considering to move to Texas would greatly take into consideration any public or private transportation methods. I agreed to this as long as it does not use taxpayer funds, which a bill was passed to protect that. Thank you for the consideration.</p>	<p>Comment noted.</p>
Eric Bowman	1/11/2018	Email	<p>Please build it Interstate 45 is way to crowded and it will save time and fuel.As may people travel between the two cities its a no brainer.</p>	<p>Comment noted.</p>
Ross Bowman	2/19/2018	Website	<p>I support the project and the investment in transportation infrastructure that will improve mobility. It will be good for Texas and the US. The environmental footprint is small considering the transportation benefits. Smaller footprint than highways but with greater transportation benefits.</p>	<p>Comment noted.</p>
Marilyn Boyd	2/6/2018	Oral	<p>I'm going to be really short. Hi, y'all. My name is Marilyn Boyd. I'm in Montgomery County, and I'm not good with this, but I'm doing it because those young kids did it. UNIDENTIFIED SPEAKER: Put the mic up. MS. BOYD: Thank you. I'm married to my husband, who is a sixth-generation Texan. His great, great, great, great-granddad is one of the original Hayes County -- Hayes, Texas, ranchers. Okay. I wasn't going to do all my notes, but I, too, want to talk to you two young men. Why would you work for the people who spend all this money when most Texans don't want this rail? Listening to all of what's happening with you, it breaks me heart, and I'm here to fight with you and stand with you, as is my husband and all my friends and family. It's nothing but a land grab. You know that. So you need to go back to Washington, D.C. You need to get out of Texas. And you really need -- because you're not nice young men, you need to stop working for these Japanese foreign billionaires, cowards, because they don't show up at our meetings. Think about your kids, like the gentleman said. Think about your kids. Truly think about your own family, their future. If you won't think of others, think about your kids. You've already ruined California. It's just a job, and you guys are very talented and can find another decent, moral job. You're probably not Texans. I'm not a Texan, but I've gotten here as fast as I could twenty-five years ago. God knows what y'all are doing. That's why all the reasons you heard tonight in this room, that's why Texas is what it is. Okay? That's who Texas is. It's different from the states of this United States. It's why the other states can't take it down. This, I believe -- and I'm going to be really opinionated on this -- but this, I believe, is the beginning of the takeover of our Texas by the liberal (inaudible) literally, splitting Texas in half. It's not right. Not only are the all of these unreasonable things happening to you people who own all this land and has been in your family for all these years, but nobody tonight has mentioned this one thing: And I have read quite a bit on it, but I'm not going to take a lot of time because it's all available information; and that is, not only are you dealing with all these problems from these people, but even if your friends say that they're not going to be affected because it's not going through their land, they're going to be affected. The reason? All that electricity coming over the top, do you know what it does? Cancer, yes. Cancer, the big fat C. And not only because -- it doesn't have to hit your body, all the food's growing around it, the hay, the cattle that man will be eating all this. All that high-powered -- electricity, okay? Well, that's a sore subject because it is the truth. And thank y'all for listening. Good night.</p>	<p>Refer to NE-1.</p> <p>"The literature and Internet contain myriad reports of adverse health effects of electromagnetic field (EMF) exposure. Anyone can find reports claiming that EMF exposure can cause anything from rashes to cancer, and everything in between. For the purposes of this work effort, the following guidelines were used when determining whether to include published materials in the Draft Environmental Impact Statement (Draft EIS).</p> <ol style="list-style-type: none"> 1. Evaluate the source. Anyone can publish anything on the Internet. This makes Internet sources suspect, unless the source is a reputable authority on the subject, such as the World Health Organization (WHO) or the International Commission on Non-Ionizing Radiation Protection (ICNIRP). Likewise, not all scientific journals are of the same caliber. Some journals, such as the Journal of Physical Chemistry, have stringent requirements for publication as well as a rigorous peer-review system to ensure the validity and quality of the articles published. Other journals have different standards. 2. All research should be based on sound scientific principles, control for all variables, and have an experimental design that includes a study and control group. 3. The research should be repeatable. If a study reports findings that

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				<p>cannot be verified by an independent group, the results and conclusions are suspect.</p> <p>4. The research should have a relatively large sample size. A large sample size helps to ensure the applicability of the results. In other words, a small sample size (20 people or less, for example) makes the results and conclusions of the study difficult to generalize to the entire human population. Similarly, anecdotal evidence from one person may be relevant to that one person only, and not to the entire human population. On the other hand, the larger the sample size (300 or more people, for example), the more applicable the results may be to a similar population. That said, the Draft EIS did discuss the research related to health and EMF from reputable sources, including studies that evaluated long-term exposure. Please see the following sections: 1. Section 3.15.2, Electromagnetic Fields, Heath Effects of EMF: "Reputable authorities on the subject of EMFs include the WHO and the ICNIRP. The ICNIRP determined that humans can perceive EMFs in some situations and that perception can be annoying, although not physically harmful. To prevent those acute health effects and annoyance, the ICNIRP developed guidelines for human exposure to low-frequency EMF. The ICNIRP states that ""adherence to these restrictions protects workers and members of the public from adverse health effects from exposure to low-frequency EMF." As part of this effort, the ICNIRP also reviewed "epidemiological and biological data concerning chronic conditions" (i.e., effects on the neuroendocrine system, neurodegenerative disorders, cardiovascular effects, reproduction and development effects and cancer) and "concluded that there is no compelling evidence that they are causally related to low-frequency EMF exposure." Additionally, the ICNIRP concluded that insufficient reliable research exists to determine if a link is possible between the adverse health effects and long-term, elevated EMF exposure. The ICNIRP stated that more research is necessary in these areas." "The U.S. National Institutes of Health tasked the National Institute of Environmental Health Sciences (NIEHS) with studying and making recommendations on EMF and human health. The NIEHS published reports outlining their interpretations and recommendations. The NIEHS concluded that for most health outcomes, no evidence is present that EMF exposure has adverse health effects." 2. Section 3.15.4.1.1, Electromagnetic Fields, National/International: "The ICNIRP has adopted EMF exposure guidelines and standards in the extremely low frequency and radiofrequency bands of the EM spectrum. The ICNIRP standards address EMF exposure by the general public and workers in an occupational setting and are widely used within the U.S. and abroad. The ICNIRP recommendations are based on the epidemiological data available from verifiable research studies. Based on the ICNIRP's work, the European Union has adopted these same standards for EMF exposure." 3. Section 3.15.4.2, Electromagnetic Fields, Literature Review: "HSR is used in many other countries, where studies have been performed on the</p>

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				amount of EMFs that human beings are subjected to. For example, in Australia, Halgamuge et al. conducted a study to determine the long-term effects of EMF exposure from HSR systems on the passengers and workers. The study also summarizes other research on EMF exposure due to high speed trains from around the world, including the United Kingdom, China, Japan, Switzerland, Germany and Russia. The study concluded that all values measured as a part of the study were "far lower" than the ICNIRP recommended levels..."Also, as stated in the Draft EIS, Section 3.15.4, Electromagnetic Fields, Methodology , EMFs fall off markedly with distance from the source. EMFs are expected to be at ambient levels within 500 feet of the alignment. ""The inverse square law applies to EMF. The inverse-square law means that EMF levels would substantially decrease with increased distance from the source. Therefore, for the purposes of this analysis, the EMF Study Area is defined as 500 feet from the centerline of the HSR track. Beyond this distance, the EMF would be below background levels."
Mark Boyd	1/29/2018	Oral	I'm Mark Boyd. First I want to say I admire all you folks that speak so eloquently off the cuff. I want to read a statement here. My name is Mark Boyd. I'm a Texas licensed professional environmental engineer. I'm a resident of Dallas County and I'm here as a representative of LCA Environmental. I'm evaluating a particular area in it's sort of on the northern and southern part of Navarro County. They told me to mention the identifiers NW 560 plus 00580, that's an area around the vicinity of FM 709 and FM 3194, again, in Navarro county. Now I've reviewed -- I'm evaluating the Draft Environmental Impact Statement which describes possible environmental impact to waters of the U.S., whether it's a migratory bird like the bald eagle habitats, which by the way I saw a beautiful picture of a bald eagle flying over this area just the other day. And in addition to those impacts it puts their core of engineers publicly available information and on the FRA website. I'm also evaluating permanent watershed drainage and runoff patterns that might be affected which aren't directly considered as impacts by, you know, by -- in these documents and I'll include the specific core of engineers four documentation or otherwise. So a route change affected routes would avoid the small area of any reduce the overall impact the species such as bald eagles and migratory birds, but this oral statement will be followed up by an online statement with specifics on this but in my evaluation presented in writing to request from blending of routes that were already vetted and proposed in the specific area of Navarro County in order to actually reduce the environmental impact, as well as impact to the Dallas community. I'll be very much more specific in my written comments. I want to thank you for the time that you've provided to me to make this statement.	Refer to LU-5, NR-2, NR-3, WW-1 and WW-2.
Mark K Boyd	3/6/2018	Website	In addition to prior oral comments of 29 January 2018 at the Dallas County DEIS open comment meeting at Wilmer Hutchins High School, LCA Environmental, Inc. (LCA) respectfully presents this written comment presenting a project review in support of value-added wetlands impact reduction and environmental benefits through a feasible re-routing of the proposed high speed rail segment in Navarro County along alternative alignments already vetted and considered for the project (as presented on attached supporting exhibits).	Refer to LU-5 and WW-2. TCRR considered the alignment presented by LCA while evaluating avoidance options of impacts to Morgan Legacy Farms and local county roads.
Marilyn Boyer	1/29/2018	Oral	Hello. Thank you for this opportunity to speak. My name is Marilyn Gowen-Boyer. I am a fifth generation Navarro County resident. I have raised two children here. Both of them have gone off to college, and if this train goes through I am positive they will not be moving back here to raise their families. Okay. I had a note card prepared, but I get really emotional when I get angry, so I'm not crying out of fear; it's just emotion. If this train is built, it will be taken over within five years failed and broken. The infrastructure at each end is not in place. There are two trains in the world that actually turn a profit and pay for themselves, and they are in places where mega populations bigger than Dallas and Houston put together. The infrastructure at each end. Yesterday I drove through Houston. It took an hour and 15 minutes to get from one side to the other. So they can take their high speed rail to get from Dallas to Houston, and then they're still going to have to drive another hour to get around Houston. It's not a benefit to anybody, and they're fooling themselves if they think they're going to get the ridership. In Florida, the rail, as of December 2017 they have not even set their prices yet. They are so far over budget and so far behind schedule, they can't tell you what a ticket will cost. They have a couple of trains they've seen run up and down the rail in Florida, but they funded them with bond money and forced people to buy it because nobody even wanted to buy the bonds. It's \$1.15 billion over budget. The California, rail 171 percent over budget. Costs more than they thought. And let this number sink in--\$3.2 million a day being lost on this project in California; not even close to finished, seven years behind, and totally screwed up so many millions of people's lives there already. The last 30 seconds I want to give you two facts about the Japanese railway company that we're backing here. Okay? In October of 2017 they got slapped on the hand	Refer to GN-2, GN-4, GN-6, NE-1, SC-19, TC-2, TC-6, TR-3 and TR-4. FRA's Office of Safety will evaluate the technology to determine if can safely operate within the U.S. The determination from the Office of Safety will inform FRA's Rule of Particular Applicability, which TCRR must receive in order to operate the Shinkansen technology. TCRR must maintain compliance with FRA's Rule of Particular Applicability and any conditions is places on the operation or maintenance of the technology. If they fail to comply, FRA has the ability to revoke their approval, which would prohibit TCRR's operation.

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			by the Japan government for failed quality controls, faulty parts, fake data reports, substandard construction. In December of 2017 Central Japan Railway has withheld prices on contracts on all 19 works under construction in their own company, in their own country. They have rigged bids, used 3 trillion yen a day of public money, and they think they're going to come here on the other side of the world and do it cheaper, better, wrong.	
Marilyn Boyer	1/29/2018	Oral	Hello. Thank you for this opportunity to speak. My name is Marilyn Gowen-Boyer. I am a fifth generation Navarro County resident. I have raised two children here. Both of them have gone off to college, and if this train goes through I am positive they will not be moving back here to raise their families. Okay. I had a note card prepared, but I get really emotional when I get angry, so I'm not crying out of fear; it's just emotion. If this train is built, it will be taken over within five years failed and broken. The infrastructure at each end is not in place. There are two trains in the world that actually turn a profit and pay for themselves, and they are in places where mega populations bigger than Dallas and Houston put together. The infrastructure at each end. Yesterday I drove through Houston. It took an hour and 15 minutes to get from one side to the other. So they can take their high speed rail to get from Dallas to Houston, and then they're still going to have to drive another hour to get around Houston. It's not a benefit to anybody, and they're fooling themselves if they think they're going to get the ridership. In Florida, the rail, as of December 2017 they have not even set their prices yet. They are so far over budget and so far behind schedule, they can't tell you what a ticket will cost. They have a couple of trains they've seen run up and down the rail in Florida, but they funded them with bond money and forced people to buy it because nobody even wanted to buy the bonds. It's \$1.15 billion over budget. The California, rail 171 percent over budget. Costs more than they thought. And let this number sink in--\$3.2 million a day being lost on this project in California; not even close to finished, seven years behind, and totally screwed up so many millions of people's lives there already. The last 30 seconds I want to give you two facts about the Japanese railway company that we're backing here. Okay? In October of 2017 they got slapped on the hand by the Japan government for failed quality controls, faulty parts, fake data reports, substandard construction. In December of 2017 Central Japan Railway has withheld prices on contracts on all 19 works under construction in their own company, in their own country. They have rigged bids, used 3 trillion yen a day of public money, and they think they're going to come here on the other side of the world and do it cheaper, better, wrong.	Refer to GN-2, GN-4, GN-6 and NE-1.
Patricia Boyles	3/5/2018	Email	Concerned with the negative effect on the birds, migratory birds, and/or protected birds. White Ibis, Chuck Will's Widow (yes that's a bird), blue heron, cranes, etc. Will their migratory patterns be in the path of the train? Will birds cause accidents? The path would impact the wetlands and the areas they exist in or migrate to. What will the effect of the constant vibration be on our septic systems and water wells? Most Of these communities are out in the country where there is no water services and/or sewer services. I vote NO BUILD!!	Refer to NR-5, NV-5 and WW-2.
Patricia Boyles	3/5/2018	Email	Response time to HSR accidents in rural areas I concerned with the response time in rural areas for HSR accidents, terrorists incidents, etc. Rural counties are not equipped for this.	Refer to SS-23.
Patricia Boyles	3/5/2018	Email	I concerned with the fact many curves and accidents that occur. Just 100k at the numerous accidents With Amtrak on routes and curves. I vote NO BUILD!! Respectfully	Refer to SS-12 and SS-13.
Patricia Boyles	3/5/2018	Email	I concerned with the fact that out of the 12 HSR in the world, only one is breaking even. The others have had to go back to the taxpayers to bail them out. I vote NO BUILD!!	Refer to GN-2, GN-4 and NE-1.
Patricia Boyles	3/5/2018	Email	I concerned with the implications if TCR doesn't complete the project for whatever reason, since it is a privately funded endeavor. property values decimated and lifestyle Will have been fractured! and With no recourse. We Will be stuck With property that has little or no value.	Refer to VA-1.
Patricia Boyles	3/5/2018	Email	What about the emergency services? Because many roads will have to be closed, counties will have to build new emergency services facilities to accommodate the closing of roads. This will put an added burden on tax pavers and will negatively affect the response time of the emergency responders.	Refer to TR-8, SS-18, SS-23 and SS-26.
Patricia Boyles	3/5/2018	Email	Impact to school districts because of the proposed alignment would cause a negative impact to bus routes, causing them to have to purchase additional buses to transport students to accommodate delays and the private roads that Will be impacted and/or closed by the proposed High Speed Rail system. I vote NO BUILD!!	Refer to SC-6.
Patricia Boyles	3/05/18	Email	The economic impact to our County and community would cause loss of property values and in turn decrease the valuation of property causing lower tax revenues for county, and school districts. Grimes County is already a poor county and this would be an extra burden. I vote NO BUILD!!	Refer to VA-1.
Patricia Boyles	3/5/2018	Website	I concerned with impact of the whole construction process and how it will negatively affect our roads, traffic, emergency response time, etc. This Will be an added expense to taxpayers due to damage from these heavy trucks constantly running the roads. Will cause an added economic burden to the communities and counties, ultimately the tax payers!! I vote NO BUILD!!	Refer to SS-23, TR-6 and TR-7.

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Patricia Boyles	3/5/2018	Website	What about the effect the current roads? Many roads Will have to be closed causing major traffic issues. Also roads being planned won't be able to be completed and Will stifle future economic development. I vote NO BUILD!! Respectfully Patricia Boyles	Refer to TR-7 and TR-8.
Pattie Boyles	3/5/2018	Email	What will the effect of the constant vibration be on our septic systems and water wells? Has anybody bothered to check that out? Whose going to pay for the damages this may cause?? Will it force our neighborhoods/subdivisions to have to get water services elsewhere? Most of these communities are out in the country where there is no water services and/or sewer services. If we can't get it, then our property is worthless to anyone!!! I vote NO BUILD!!	Refer to NV-5 and WW-6.
Pattie Boyles	3/5/2018	Email	What the report of archeological sites and two pre-historic/historic sites that are being considered for the National Register Of Historical places. I vote NO BUILD!!	Refer to CR-9.
Pattie Boyles	3/5/2018	Email	What will the effect of the constant vibration be on our septic systems and water wells? Has anybody bothered to check that out? Whose going to pay for the damages this may cause?? Will it force our neighborhoods/subdivisions to have to get water services elsewhere? Most of these communitites are out in the country where there is no water services and/or sewer services. If we can't get it, then our property is worthless to anyone!!! I vote NO BUILD!!	Refer to NV-5 and WW-6.
Pattie Boyles	3/5/2018	Email	What about the effect the HSR will have on flooding and drainage. We already deal with flooding and drainage issues Without this HSR. There are numerous creeks, drainage ditches, and bayous that the HSR Will cross. There has been no mention of how this will effect flooding issue and drainage and what HSR will do to address it. I vote NO BUILD!!	Refer to FP-1 and WW-2.
Pattie Boyles	3/5/2018	Email	This will greatly impact our subdivision as the rail we be our western boundary and will destroy the economic viability of it and the value Of everyone's property. I vote NO BUILD!!	Refer to VA-1.
Pattie Boyles	3/5/2018	Email	What impact Will the sound, vibration, etc have on the wildlife in our area -- the constant noise, vibration and elevation of train. The route cuts thru major wetlands where hunting is vital to the economy. This will greatly diminish it if not totally destroy it!!! The sound, vibration etc. Which would be very 15 to 20 minutes, 48 times a day. This can't be good repeated over and over again 16 hrs a day into perpetuality. I vote NO BUILD!!	Refer to NR-1, NV-1, RF-2 and WW-9.
Pattie Boyles	3/5/2018	Email	I'm concerned about the economic impact on our property values and the tax base Of Grimes County. The proposed route is within % mile of our property and would cause us to lose the value and equity we have built up in our home. We are relying as most people do on the value and equity for retirement purposes and this proposed route would ruin this. It would cause us to have to work beyond our retirement age in order to compensate for the loss. And this would take years beyond what we have to replenish the loss. I vote NO BUILD!!	Refer to VA-1.
Pattie Boyles	3/5/2018	Website	Many roads Will have to be closed causing major traffic issues. Also roads being planned won't be able to be completed and Will stifle future economic development. I vote NO BUILD!!	Refer to TR-8.
Bradley Boyte	1/29/2018	Oral	Hello. I'm Bradley Boyte. I'm currently the president of Mildred Independent School District. I'm also a candidate for commissioner of Precinct 2 Navarro County. A hundred percent opposed to this project. Without repeating some of things that have already been said, I just want to bring up one thing I noticed in the question and answer section. On item 14 it says, "no public roads will be closed." And I thought, Well, okay. But as I asked the questions, they're going to be rerouted. That means it's going to be a dead end, and you still got to drive ten miles out of the way. To me, that's closed. And if we're going to split hairs with terminology, I don't really trust anything else on here if I can't trust that. Another things that disturbs me a little bit is they say it's only going to affect three percent of the farmers and ranchers and farmland. Well, if there were a preventable plague coming, I wouldn't take any comfort in knowing it's only going to kill three percent of us. And that three percent's in the room tonight. That's these here. You're the three percent. You're the ones living on these county roads that are going to get shut down. It's going to affect your life and everything about it. And I'll tell you about Navarro County. This is a God-fearing community. These are people that pray when there's a problem. And don't underestimate the power of prayer. And I'll tell you -- I like to quote an old country gospel preacher named Dr. J. Vernon McGee. And Doctor McGee said, "You know, the Lord will bless a farmer's crops when he prays over them, but when he says amen, he expects them to be leaning on a shovel." Well, I will tell you, we are going to pray about it, and these are the people that lean on the shovels. We're not going to just sit back and watch this happen. I like the don't mess Texas comment but don't mess with Navarro County and you picked the wrong place to build the first one. Thank you. God bless you.	Refer to LU-2, LU-11 and TR-8. See Appendix C: Mapbooks and the Project Footprint for more details about roadway modifications.
Juanelle Bradford	3/5/2018	Handwritten	5 Questions of Concern: How does this thorough way affect the animals *and communities surrounding it? * any cost consideration of how much it will cost individuals to ride on this high speed rail?	Refer to SC-3 and TC-3.

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Submitted By	Date Submitted	Submission Type	Comment	Response
			* Fuel Efficientness What does it cost the Texas Resident? *Would disable veterans ride for free? *Comparing times to other bullet trains is this the fastest this train can go?	
Jerry D. Bradshaw	1/30/2018	Handwritten	This will not be any benefit to any of the citizens of Ellis Co. The best method of moving forward is to totally trash this proposed train, and come up with a better idea.	Refer to SC-19.
Sanjia Bradshaw	2/14/2018	Email	Shut down this God-forsaken project!!! This is a complete waste of Texas tax-dollars. I oppose this colossal wreck of a project. It's a pathetic mismanagement of resources (both \$\$\$ & land). End it NOW. Shut this down!!!	Refer to GN-4.
Kyle Brady	3/9/2018	Website	Significant environmental impact to areas and persons in the proposed path. With the endpoints, proposed path, and ticket cost, I cannot see that this rail will be highly utilized. This project does not justify the proposed confiscation and significant devaluation of private individual's property.	Refer to BA-7, GN-2, NE-9, PN-3, SC-3 and VA-1.
John Braly	3/4/2018	Website	Federal Railroad Administration, I am writing today in regard to the Dallas to Houston High-Speed Rail Project. I am adamantly opposed to this project. It will have a detrimental impact to my livestock operation. I see no positive impact that it will have on Navarro County as a whole. I am concerned about the sound of the train for my livestock as well as my family. I am concerned about the loss of grazing land for cattle and sheep as well as the loss of water access for my animals. This project would basically shut down my ranching operation. We enjoy many other forms of wildlife such as monarch butterfly and geese migration and these would also be disrupted. This project would lower the value of my house and property to a point that it would be impossible for my family to relocate even if necessary. But as I have worked this land all my life as well as four generations before me, I do not have the desire to do that. I plan to pass my land on to my family completely intact. I have given no permission for a survey of our property, yet I was told at a meeting that the environmental impact study is complete. How can this be unless there was trespassing on my property? If my land has not been properly surveyed, this study would be null and void and the project should not be able to proceed. If there was trespassing and they were thus dishonest with me, how can this company be trusted? This project is not welcome, wanted, or needed. You cannot allow hardworking American citizens to be displaced to cater to a small upper echelon that would actually ride the train. I hope you will see the folly in this project and take your project elsewhere. Sincerely, John Braly	Refer to ED-2, GN-1, LU-2, LU-6, LU-7, LU-11, NE-8, NR-1, NR-2, NR-5, SC-19 and VA-1.
Kristi Braly	3/4/2018	Website	I am writing today in regard to the Dallas to Houston High-Speed Rail Project. I am adamantly opposed to this project. It will have a detrimental impact to my livestock operation. I see no positive impact that it will have on Navarro County as a whole. I am concerned about the sound of the train for my livestock as well as my family. I am concerned about the loss of grazing land for cattle and sheep as well as the loss of water access for my animals. This project would basically shut down my ranching operation. We enjoy many other forms of wildlife such as monarch butterfly and geese migration and these would also be disrupted. This project would lower the value of my house and property to a point that it would be impossible for my family to relocate even if necessary. But as I have worked this land all my life as well as four generations before me, I do not have the desire to do that. I plan to pass my land on to my family completely intact. I have given no permission for a survey of our property, yet I was told at a meeting that the environmental impact study is complete. How can this be unless there was trespassing on my property? If my land has not been properly surveyed, this study would be null and void and the project should not be able to proceed. If there was trespassing and they were thus dishonest with me, how can this company be trusted? This project is not welcome, wanted, or needed. You cannot allow hardworking American citizens to be displaced to cater to a small upper echelon that would actually ride the train. I hope you will see the folly in this project and take your project elsewhere. Sincerely, Kristi Braly	Refer to ED-2, FP-1, LU-2, LU-6, LU-7, LU-11, NE-8, NR-1, NR-2, NR-5, SC-19, VA-1 and WW-2.
Marcia Braly	3/4/2018	Website	Federal Railroad Administration, I am writing today in regard to the Dallas to Houston High-Speed Rail Project. I am adamantly opposed to this project. It will have a detrimental impact to my livestock operation. I see no positive impact that it will have on Navarro County as a whole. I am concerned about the sound of the train for my livestock as well as my family. I am concerned about the loss of grazing land for cattle and sheep as well as the loss of water access for my animals. This project would basically shut down my ranching operation. We enjoy many other forms of wildlife such as monarch butterfly and geese migration and these would also be disrupted.	Refer to ED-2, GN-1, LU-2, LU-6, LU-7, LU-11, NE-1, NE-8, NR-1, NR-2, NR-5, NV-1, SC-19 and VA-1.

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Submitted By	Date Submitted	Submission Type	Comment	Response
			<p>This project would lower the value of my house and property to a point that it would be impossible for my family to relocate even if necessary. But as I have worked this land all my life as well as four generations before me, I do not have the desire to do that. I plan to pass my land on to my family completely intact.</p> <p>I have given no permission for a survey of our property, yet I was told at a meeting that the environmental impact study is complete. How can this be unless there was trespassing on my property?</p> <p>If my land has not been properly surveyed, this study would be null and void and the project should not be able to proceed. If there was trespassing and they were thus dishonest with me, how can this company be trusted?</p> <p>This project is not welcome, wanted, or needed. You cannot allow hardworking American citizens to be displaced to cater to a small upper echelon that would actually ride the train. I hope you will see the folly in this project and take your project elsewhere.</p> <p>Sincerely, Marcia Braly</p>	
Wade Braly	3/4/2018	Website	<p>Federal Railroad Administration,</p> <p>I am writing today in regard to the Dallas to Houston High-Speed Rail Project. I am adamantly opposed to this project. It will have a detrimental impact to my livestock operation. I see no positive impact that it will have on Navarro County as a whole.</p> <p>I am concerned about the sound of the train for my livestock as well as my family. I am concerned about the loss of grazing land for cattle and sheep as well as the loss of water access for my animals. This project would basically shut down my ranching operation. We enjoy many other forms of wildlife such as monarch butterfly and geese migration and these would also be disrupted.</p> <p>This project would lower the value of my house and property to a point that it would be impossible for my family to relocate even if necessary. But as I have worked this land all my life as well as four generations before me, I do not have the desire to do that. I plan to pass my land on to my family completely intact.</p> <p>I have given no permission for a survey of our property, yet I was told at a meeting that the environmental impact study is complete. How can this be unless there was trespassing on my property?</p> <p>If my land has not been properly surveyed, this study would be null and void and the project should not be able to proceed. If there was trespassing and they were thus dishonest with me, how can this company be trusted?</p> <p>This project is not welcome, wanted, or needed. You cannot allow hardworking American citizens to be displaced to cater to a small upper echelon that would actually ride the train. I hope you will see the folly in this project and take your project elsewhere.</p> <p>Sincerely, Wade Braly</p>	Refer to ED-2, GN-1, LU-2, LU-6, LU-7, LU-11, NE-1, NE-8, NR-1, NR-2, NR-5, NV-1, SC-19 and VA-1.
Matt Bramanti	2/16/2018	Website	Having read the Draft EIS, I urge construction of this project at the earliest possible moment.	Comment noted.
Brian Brandon	2/6/2018	Handwritten	<p>I support the comments listed below and offer them as evidence supporting the "No Build Alternative"</p> <ol style="list-style-type: none"> 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity. 	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Randall M. Brandon	2/6/2018	Handwritten	<p>I support the comments listed below and offer them as evidence supporting the "No Build Alternative"</p> <ol style="list-style-type: none"> 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.

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			5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	
Steven P Brandt	3/5/2018	Handwritten	I would like to say I am for the building of the bullet Train. I have been in the air conditioning business for 28 yrs, and have worked/Lived in both major cities. They would both benefit from a business stand point, especially for Companies w/offices in both Dallas & Houston. I also am a Texas A&M graduate with a B.A. in Construction Science. This would reduce my business travel between both cities envaluable from a time stand point. While it might effect some land owners. Texas is in need of this innovation as a \$15 Trillion Dollar Economy & the 24 largest [sic] economy in the world.	Comment noted.
Matt Brannen	3/8/2018	Website	I support the Dallas to Houston high-speed rail project. The Federal Railroad Administration should move forward as quickly as possible with the approval of the EIS for the project.	Comment noted.
Ralph Breaux	3/8/2018	Website	We need this railway. I45 between Houston and Dallas needs an alternative to constant rebuilding/ widening improvements. The ability to get containerized shipping in and out of the port of Houston area, alone, would be worth the project	Comment noted.
John Brede	2/27/2018	Website	I think it's a great idea and it is an important part of long term growth for the city. I would like to see cargo being shipped on the bottom of the train and passengers on the top portion of the train. I would like to see the train eventually go to San Antonio, Austin as well, and back to Houston.	Comment noted.
John Bredin	2/7/2018	Website	Dallas-Houston high-speed rail is a project of vital national importance. This privately-funded project will create construction and operational jobs and will pay federal and local taxes. It will provide modern transportation for a growing Texas population, much faster than driving, and faster than flying when traveling between downtown Dallas to downtown Houston. It will be environmentally-friendly, emitting 1/12th the CO2 as a jet would between Houston and Dallas. While I do not live in Texas, I would definitely choose this train over driving or flying if had occasion to travel between Dallas and Houston.	Comment noted.
Jim Breithaupt	1/29/2018	Oral	I'm Jim Breithaupt, and I'm one of these families that's been here for over a hundred years; probably since Moses came down from the mountain. But I've asked some questions of some of the people here. I asked a lady back in the back, is it all going to be elevated or is some of it on ground grade or what. I don't know was her answer. Well, if it's elevated, how high is it going to be? Well, I don't know was the answer. I asked how much it was going to cost; where the money was going to come from. Well, I don't know was the answer. You cannot determine the impact of something unless you know the answers to those questions. It will be a lot less impact if it is all elevated than it will if it is on the ground, but how do we know if some of it's this way and some of it's that way, where is what where? You're not prepared for an Environmental Impact Statement. A few years -- several years ago there was another boondoggle project like this in Texas, multimillion dollar project. The power of eminent domain was used, much like this, where it would be transferred to foreign investment, private individual investors. It was called the Super Collider. You-all remember the Super Collider? Biggest boondoggle in Texas. The money never came forth, the project was never completed, it was a miscarriage of justice to take those people's property, and then have it laid out and the project killed because they didn't have the money. If it's going to be done--and it shouldn't be done because it's really not legal to take private property for private purpose--but if it's going to be done, at least somebody should make them post a bond or a holding account to make sure the damn money's going to be there when it's needed to build the project to completion, and nobody seems to care about that. And those are really all the things I have to say. I agree with everybody that this is going to be hard on the county. And the county has lost thousands and thousands of acres between Richland Chambers Reservoir and the new highway. And by the way, the new highway they're building, the 31 bypass, why don't they have an Environmental Impact Statement in here? They haven't. It takes an Environmental Impact Statement to build a railroad but not a highway. How is that? That's all I've got to say. Thank you.	Refer to ED-1, GN-4, NE-1, SC-22, LU-11 and TR-8. The SH 31 Relief Route project is being conducted by TXDOT and is not part of the scope of this project. Any questions regarding the environmental analysis for that project should be directed to TXDOT. A discussion regarding the SH 31 project is included in Table 4-8: Additional Projects Considered for Cumulative Impact Analysis in Chapter 4, Indirect Effects and Cumulative Impacts of the Final EIS, Indirect and Cumulative Impacts.
Betty Breithaupt	1/29/2018	Letter	To whom it may concern: I would like to approach the High Speed Rail Project from a different prospective. 1. Should the intended project fall through before it is finished, but after property has been acquired either by condemnation or willing sale, how will the property be handled? Will the farmers and landowners be offered the property back? 2. Should the HSR fall into bankruptcy after a number of years in business how will the project be maintained? Will the state maintain the property, or the counties, or perhaps the cities that have the rail in their jurisdictions?	Refer to NE-1, NE-2 and GN-4.
Betty Breithaupt	1/30/2018	Email	What will happen to the land that is taken for the project if the H.S.R. project is abandoned?	Refer to NE-1.
Gary Brian	2/6/2018	Oral	I'm going to move up front as well. My name's Gary Brian. I'm a resident here in Waller. I'm going to focus on one specific issue that was very lightly alluded to in the Draft EIS. I'll give you some background. I'm in excess of 30 years of law enforcement, 14 of which I was the Chief of Police. Judge, you're in here. In the Draft EIS, it states, "First responders, there shouldn't be any significant increase" -- They're not anticipating any significant increase in major response times. Judge, would that be an acceptable answer to you if your sheriff came in, and	Refer to SS-23.

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			there was a project going on, and they said, "No significant increase"? I think, based on what I've seen, there's no risk assessment, there's no mitigation even looked at to deal with what's going to transpire not only during construction if this thing ever moves forward but afterwards. Everybody should have gotten one of these FAQ sheets. If you look on number 14 and number 15 -- I think's what it is. It says, "Will any roads be permanently closed?" They say, "No." Okay? Number 16, it alludes to possibly having to reroute roads. So what we're talking about is not just where this track is supposed to be going based on what they said here, but you're talking about all types of issues related to how your first responders are going to get to you when you need help. If I would have walked in and talked to my police board of commissioners or any of the city councils that I reported to and said, "There's not going to be a significant increase in response time," the first thing they would have done is said, "What in the world are you talking about? I want to know what your definition of 'significant' is." Okay. There's nothing in this document that addresses anything concerning the degree of problems that may arise as it does and as it affects health and safety. Based on that alone, my background, I sure don't want my wife to die because we can't get an ambulance to our house. I sure don't want anybody here to have the same problem. I say this is a no-build. No-build for go. They should be doing something that increases the ability for our first responders to get to us, not making it more difficult -- or at least trying to address how they're going to mitigate all these rerouting, all these road closures and everything else. Thank you.	
Christi Bridwell	2/8/2018	Website	STOP THE RIDICULOUS RAIL STOP the high speed rail. I live in Hockley, Texas. There is NO NEED to disrupt our area for this nonsense. We already have enough construction via 290! We do not need any other construction delays and hazards. We have dealt with 6 years of freeway closings, lane changes and narrow stretches on 290. NO MORE CONSTRUCTION! Leave our acres alone! It won't even benefit anyone in our area, the construction will take forever, the cost to ride the stupid rail will be expensive and it is faster & cheaper to fly!	Refer to PN-3 and TR-6.
B Briers	2/6/2018	Handwritten	What Happens to our land when the train fails like most of the other? Will taxpayers have to pay for it? Lease or purchase land? If it crosses our Land that's Been in our family for appx. 80 years. get Ready for a Fight!! Very disappointed in Texas officials to allow this to ruin the integrity of rural Texas.	Refer to NE-1.
Randy Briers	2/6/2018	Oral	My name is Randy Briers. This is more on -- I guess a little bit more of on a personal note than some of the other information that's been given here tonight, but I just wanted to explain a little bit. I moved here in the late '60s, went to the good school over west of here, graduated. Went to Montgomery County for 37 years. Came back to Grimes County. We have some land over on 1774. We have lost our home and a rent house we had here on the place already to CenterPoint; were forced to move by CenterPoint. Our land is very narrow but very deep, and the train is going to come right through the middle of our property that goes -- it's back in my wife's family in the 1930s. So it's not on any historical register or anything, but it's got a little history behind it, I think. It's been in her family since the 1930s. We've got one little cabin left on there, and if this train comes through like it's proposed, we're going to lose our cabin. So we're basically almost 68 years old and we're virtually starting over. Came back to Grimes County to retire. Did retire. Lived in our house there for two years. CenterPoint took that. Now we're dealing with the train. So you talk about somebody that's been under some stress for the last couple of years. It's been a lot of stress. And I will say, I will say, CenterPoint said I was very difficult to deal with. These land acquisition people, if this does come through, they better get ready because I can be a grouchy old son of a gun. That's really all I've got to say. And I'm very, very, very much against this train, bullet train.	Refer to ED-1 and ED-2.
B Briers	2/6/2018	Handwritten	How many need to ride it to pay for it? This is Texas not China. Will the train run if it has 20 people on board?	Comment noted.
William Brigance	1/25/2018	Website	Hurry up and build it.	Comment noted.
Ethan Brisby	2/23/2018	Website	I am so encouraged by this project. I trust the leadership will continue to keep the "greater good" in mind. I live in the Brazos Valley, and despite the backlash some of the more vocal citizens are making, I fully support this project and all it will mean for mobility and accessibility. Please do not hesitate to contact me to become an ambassador.	Comment noted.
Mary Brisco	3/9/2018	Website	I'm excited by the plan and believe this is long overdue in the state of Texas.	Comment noted.
Angel Briseno	1/29/2018	Website	I'm for high-speed rail. It will improve traffic congestion around interstate highways and will save tax payers money.	Comment noted.
Kerin Brissette	2/8/2018	Website	I fully support the High-Speed rail project. I see it as providing a significant improvement to the state of Texas as a whole. It shows important and needed progress. Rail such as the proposed rail have been working quite well in Europe and Asia for many decades. It is 2018 not 1950. It is wise to embrace progress. The reduction of automobile and air traffic in this corridor should reduce pollution in our state. This should be a important point for the "green" people to embrace. I am looking forward to the rail project moving forward.	Comment noted.
Rafael Brito	2/24/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement."	Comment noted.
Scott Brittain	2/16/2018	Website	Texas is NOT of high enough population density to financially support a High-Speed train.	Refer to GN-2, GN-4 and NE-1.

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Hazel Brock	1/31/2018	Handwritten	There is no benefit for a small group. We are people living here from family properties retirement, and/or taking care of people. This is our live. We have no interest in this Railway. I haven't been told of anything this could progress for us that love our homes & life. We could never start over some where else. I would ask you to think about the people instead about the revenue for those that will not be negatively affected.	Refer to NE-1.
Jerry Brooks	2/16/2018	Website	THIS WOULD MAKE DFW AND H-TOWN A SUPER TOURIST ATTRACTION	Comment noted.
Stephanie Brooks	3/9/2018	Website	The possibilities are endless when you can make it somewhere much faster and safer. Every modern city around the world has high-speed public transportation and its time that Houston/ Dallas, Texas join the list! We needed this yesterday.	Comment noted.
Stephen L. Brooks	1/22/2018	Letter	DEPARTMENT OF THE ARMY FORT WORTH DISTRICT CORPS OF ENGINEERS P. O. BOX 17300 FORT WORTH, TEXAS 76102-0300 January 22, 2018 Regulatory Division SUBJECT: project Number SWF-2011-00483, Dallas to Houston High speed Rail Mr. Rick Welch [...] Dear Mr. Welch: Thank you for your letter received January 3, 2018. concerning a proposal by Texas Central Railroad, LLC. to construct a high-speed passenger rail line between Houston and Dallas, Texas. Mr. Darvin Messer has been assigned as the regulatory project manager. The project has been assigned Project Number SWF-2011-00483. please include this number in all future correspondence concerning this project. In response to your request for an extension of the deadline for submitting comments on the proposed project, the US. Army Corps Of Engineers has determined that an extension Of time is not warranted. Please submit any comments you would like considered in our evaluation process by February 20, 2018. as described in the Public Notice. If you have any questions about the project, please refer to information on our website at http://www.swf.usace.army.mil/Missions/Regulatory/Permittinq/Dallas-to-Houston-Hiqh-Speed- Rail-Proiect/ or contact Mr. Darvin Messer at the address above or telephone (817) 886-1744 and refer to your assigned project number. Please help the regulatory program improve its service by completing the survey on the following website: http://corpsmapu.usace.army.mil/cm_apexff?p=regulatory_survey	Comment noted.
Stephen L. Brooks	1/26/2018	Letter	DEPARTMENT OF THE ARMY FORT WORTH DISTRICT CORPS OF ENGINEERS P. O. Box 17300 FORT WORTH, TEXAS 76102-0300 January 26, 2018 Regulatory Division SUBJECT: Project Number SWF-2011-00483, Dallas to Houston High Speed Rail Mr. Rick Welch [...] Dear Mr. Welch: Thank you for your letter received January 3, 2018. concerning a proposal by Texas Central Railroad, LLC, to construct a high-speed passenger rail line between Houston and Dallas. Texas. Mr. Darvin Messer has been assigned as the regulatory project manager. The project has been assigned Project Number SWF-2011-00483, please include this number in all future correspondence concerning this project. The lead Federal agency developing the Environmental Impact Statement (EIS) for the project is the Federal Railroad Administration (FRA). The FRA has. upon reconsideration. decided to grant an extension of time to provide comments on the Draft EIS. The US. Army Corps of Engineers (USACE), as a cooperating Federal agency, will follow the FRA's lead and grant the same extension of time to comment on our Public Notice for the proposal. Please provide any comments on the Public Notice and related information by March 9, 2018. If you have any questions about the project, please refer to information on our website at http://www.swf.usace.army.mil/Missions/Regulatory/Permittinq/Dallas-to-Houston-Hiqh-Speed-Rail-Project/ or contact Mr. Darvin Messer at the address above or telephone [...] and refer to your assigned project number. Please help the regulatory program improve its service by completing the survey on the following website: http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey	Comment noted.
Terry Brooks	1/29/2018	Oral	Good evening, everybody, and thank you for inviting me. And, like I say, there's been a lot of good comments made tonight. My name is Terry Brooks. I'm also a candidate for commissioner, Precinct 4. I've lived in Pursley all my life--1969. You know what? I love going outside and looking up in the stars. And you know what I hear? Nothing? That's the way I like to keep it. I'd just like to say, don't let this deceit and disaster in California come to our county, our countryside. It's going to be a 200-mile train coming through. You don't think that's not going to make any noise? It's going to make noise. It's going to change the routes of all of those country folks and everybody traversing east and west. You know, I'm in law enforcement. The last thing I want to know is if somebody, any neighbor, my family is in trouble and law enforcement's got to drive 10 miles around to get there. Well, you know, that's not acceptable. If someone's having a heart attack or their house is on fire, we don't want them to have to drive 10, 12 miles and have our people, our neighbors and families dying from this. What about the big land grab that they're doing coming through here? What if it goes belly up? Who owns the land then? What about the Super Collider that went belly up? Who owns that land? It's still out there. So what I'd like to do is just for everyone to come out and go, like they said, to this website	Refer to ED-12, LU-14, NE-1, NV-1, PI-7, PN-3 and SS-23.

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			and vote against all of this stuff, let our voices be heard, because if not, we'll be the next video online that you'll see being made instead California. And thank you very much.	
Terry Brooks	1/29/2018	Oral	Good evening, everybody, and thank you for inviting me. And, like I say, there's been a lot of good comments made tonight. My name is Terry Brooks. I'm also a candidate for commissioner, Precinct 4. I've lived in Pursley all my life 1969. You know what? I love going outside and looking up in the stars. And you know what I hear? Nothing? That's the way I like to keep it. I'd just like to say, don't let this deceit and disaster in California come to our county, our countryside. It's going to be a 200-mile train coming through. You don't think that's not going to make any noise? It's going to make noise. It's going to change the routes of all of those country folks and everybody traversing east and west. You know, I'm in law enforcement. The last thing I want to know is if somebody, any neighbor, my family is in trouble and law enforcement's got to drive 10 miles around to get there. Well, you know, that's not acceptable. If someone's having a heart attack or their house is on fire, we don't want them to have to drive 10, 12 miles and have our people, our neighbors and families dying from this. What about the big land grab that they're doing coming through here? What if it goes belly up? Who owns the land then? What about the Super Collider that went belly up? Who owns that land? It's still out there. So what I'd like to do is just for everyone to come out and go, like they said, to this website and vote against all of this stuff, let our voices be heard, because if not, we'll be the next video online that you'll see being made instead of California. And thank you very much.	Refer to ED-12, LU-14, NE-1, PN-3 and SS-23.
Sharon Brow	1/29/2018	Handwritten	<ol style="list-style-type: none"> 1. Concern about Texas counties, Dallas, Ellis, Navarro, Freestone, Leon, Madison, Grimes, Harris and Wheeler. Endangered species-bald eagles, monarch butterfly, wood pecker, passenger pigeons, red wolf, gray wolf, migratory game birds, wood stork, Texas horn lizard, Brazos water snake, Houston toad, white face ibis, interior least tern, Cagle's map turtle, Ouachita, rock pocket mussel, including wildflowers of large fruited sand verbena, Navasota Indie tresses. 2. Concerns about water shed impact of flow and drainage of water in flood event. 3. Concerns about soil erosion. 4. concerns about livestock reproduction due to vibration and noise. 5. Noise pollution. 6. Re-routing roads and closing roads that are easier access for emergency situation. 7. Electromagnetic currents that "High Speed Rail" radiates. 8. Re-routing school districts 	Refer to NR-1, NR-2, NR-3, NR-4, NR-5, NV-1, SC-6, SC-8, SG-1, SS-16, SS-23, TR-8, WW-1 and WW-2. The Project does not radiate electromagnetic currents. Rather, the electric current used to power the Project does generate electromagnetic fields (EMFs), as discussed in Section 3.14.1, Socioeconomics and Community Facilities, Introduction . As discussed in Section 3.15.4, Electromagnetic Fields, Methodology : "The inverse square law applies to EMF. The inverse-square law means that EMF levels would substantially decrease with increased distance from the source. Therefore, for the purposes of this analysis, the EMF Study Area is defined as 500 feet from the centerline of the HSR track. Beyond this distance, the EMF would be below background levels."
Chris Brown	3/5/2018	Oral	Okay. Well, good evening, everyone. My name is Chris Brown. I'm the Houston City Controller, just here tonight to speak on behalf of the Texas High-Speed Rail. Really want to just put it in the framework from the economic perspective, because I'm the City Controller and charged with managing city tax payments, among other things. This project will generate 10,000 jobs in -- in Texas and in and around the Houston region and have over 1,500 permanent jobs after completion. Additionally, estimates are that that could translate to upwards of \$2.5 billion in increased property tax revenue. So you know, all of y'all know we've been hit with a natural disaster recently, Harvey. We've had a downturn in the economy because of that. This project can really help to lift up not only City of Houston, but all of Texas, and a lot of the areas that were going to be affected. I'll also say on a personal note -- and I was mentioning this to someone before -- my wife and I took a trip, actually, to Japan, and we rode on this exact train, the Shinkansen N 700 train. The experience from a transit experience is completely different than anything you're used to. There is no security PUBLIC HEARING - 3/5/2018 14 HANNA & HANNA, INC. [...] checkpoint lines, there are no long lines to get in. You literally get onto the train and you ride, and it's smooth, safe, on time. So it's something that you can actually get to where you're trying to go in a much faster frame of mind. So this is something I think that will revolutionize travel. It's something that I support personally; and I think from the City of Houston, absolutely, it's going to be something from an economic perspective that will help bring jobs and bring more efficiency for transportation throughout Texas. So, again, Chris Brown. Thank you very much and happy to be supporting this project.	Comment noted.
Connie Brown	2/6/2018	Handwritten	Has there been a study on ridership? How many people will ride? Is it truly feasible? How safe is it at the site & for the rider? How much is it to ride? The California train has had many problems & the tax payers had to bail it out Will that happen here? Are you applying for grants for funding? That is our tax money. We are paying for that. You have a habit modeling assessment. Why not have a real one Where will you get funding? How much land will you take? What price will you pay for animal you affect? How will you pay for electricity? Where will you get it? How will people get to their jobs or engagements from the stations as they don't go to downtown. Are you a public railroad? Crashes are being seen throughout the nation What kind of guarantee can you give. Why the changes in the documents? How greedy can you be? Road closures or reroutes, Why? NO BUILD OPTION.	Refer to BA-3, BA-6, GN-2, GN-4, GN-6, ED-1, EU-3, EU-4, LU-7, LU-14, NE-1, NR-5, PN-3, SC-3, SS-1, SS-12, TR-3, TR-4 and TR-8.
Divya Brown	2/16/2018	Website	Excellent news! Finally getting more transportation options in Texas. This is much needed and is the future for Texas.	Comment noted.

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Dorothy Brown	3/1/2018	Website	Just interested	Comment noted.
Edna Brown	2/5/2018	Handwritten	Dear Sir, I am writing in response to the high speed railroad train. I do not want this train to come through here on my property. My husband and I bought this 4.9 acres in 73' and worked hard in the hay fields, grass fields and anything else we could to pay for it so we could hand it down to our children and grandchildren. It doesn't seem right for it to be destroyed by a train. It would come close to my house and also go through the water well up on the hill where I have gotten water from since I've been here. Now my husband passed away in 2005 and I am 78 soon to be 79 and I live by myself. I don't want a train coming through here. Why not go to Interstate 45 and go that way. At least that wouldn't be going through everyone's land. So no, I do not want this train. Thank you for my have to say what I think about the train coming through here. I pray God will see to it that they go some other route. Have you ever seen a grown man cry? Well I did, this young man is my neighbor and he cried at the thought of that train coming through will [sic]. There is a lot of people that it will hurt and destroy.	Refer to BA-9, LU-7 and WW-6. The property in question would not be directly impacted by the Project, but the Project would be constructed on viaduct approximately 700 feet east of the current residential structure.
Gary Brown	1/22/2018	Website	This is a much need project for Texas. I drive several times a month between Dallas and Houston and would be much safer to take the High Speed Rail. Too many delays with airlines, especially during the spring thunderstorms. Please push this forward for the benefit of many Texans in this area. Federal Railroad Administration	Comment noted.
Greg Brown	3/9/2018	Website	LETS DO THIS MOTHER FUCKING THING!!!!	Comment noted.
Jacob Brown	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Jan Brown	2/17/2018	Website	With Interstate 45 ranked as the second-deadliest highway in the U.S., averaging 56.5 fatal accidents per 100 miles of roadway, compared to 50 years of Japanese rail and not a single passenger killed or injured in an accident - not even, during the destructive March 11, 2011 earthquake, why would Texas not support this public-private partnership opportunity?	Comment noted.
Jan Brown	2/27/2018	Website	That jaunt from Dallas to Houston is one of the deadliest trips drivers can take, according to recent road safety data. Interstate 45 is now ranked as the second-most dangerous road in the U.S. This statistic alone should lend support to the proposed Japanese bullet train. The first Japanese bullet train, linking Tokyo and Osaka, had its maiden run on Oct 1, 1964, nine days before the opening of the Tokyo Olympics. In the 53 years since, not a single passenger has been killed or injured in an accident - not even, remarkably, during the monstrosly destructive March 11, 2011 Great East Japan Earthquake. For public safety and ease of travel, please support this worthwhile endeavor.	Comment noted.
Reese Brown	1/29/2018	Oral	My name is Reese Brown, and I have property in Richland where the proposed rail is coming through. I have primarily imminent domain questions. How can a corporation be a railroad when they don't own one rail car, they don't have any passengers, they don't have any cars, and yet they've incorporated and call themselves a railroad? I incorporated not very long ago, and I don't have any rail cars and I don't have a railroad, and I don't think anybody thinks I'm a railroad. But suppose the -- I have some questions also about the imminent domain. Who -- how are they going to acquire the dirt and the water to build the elevated berms? Are they going to take that by imminent domain also, or are they going to pay market prices for it? And if so, if they pay market prices, that's fine; they can get it wherever they can sell it. But if they condemn it, how far away can they condemn the property that has nothing to do with the railroad? The other question is that -- I can't think of any other questions right now, so I'll yield the rest of my time. Thank you very much.	Refer to ED-1, ED-2 and LU-14.
Reese & Sara Brown	3/2/2018	Email	This is Reese Brown. I would like to know how the high speed rail could do an environmental impact study on my land without ever stepping on my land . TARKA Pipeline just purchased an easement across my property and their environmental study required them to be on the property at lease 3 separate times over a period Of six months. I have property in Navarro county that numerous Native Indians relics have been discovered and I have no idea what might be in the path of the proposed track. The HSR certainly will have a much larger impact environmentally than a pipeline.	Refer to GN-1 and NE-8.

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Reese and Sara Brown	1/31/2018	Email	How can a private company, like Texas Central Partners, which is financially backed by a Japanese bank claim eminent domain?	Refer to ED-1.
Sherry Brown	2/16/2018	Website	Build the train	Comment noted.
William Brown	2/16/2018	Website	The real question that needs to be asked is. Why would you not want to have another way for cheap fuel consumption. This can be and should be linked to all major cities in the USA. The thousands of jobs it will produce over the years is just one reason for a YES vote. I can hear people now say "but the cost of this train will be enormis". Just see how much it will coat you 20 years from now when you will have to have this train. Sometimes cost needs to be looked at in futor not right at this time. I hope one day after it is all done that I will be able to take this train from Houston to Dallas. I vote a thousand times YES!!!	Comment noted.
William Brown	2/16/2018	Website	This type train is what I believe to be the first one of it kind in the United States of America. This could revolutionize the long distance travel, all over the U.S.	Comment noted.
Edward Browne	3/5/2018	Website	The high-speed rail line should also be considered as an escape route when there's eminent threat from a hurricane or extreme rain event. The route is entirely elevated so is less likely to suffer flooding and can move prodigious amounts of people quickly. Recall the fiasco of Rita when much of Houston was trapped on Interstates doubling as parking lots. It's important that the FRA grant rights of eminent domain or the route will not succeed. Concerns about noise and vibration seem to be overstated. Vibration at 220 mph would literally tear the train apart. There are no pistons or any internal combustion that would would create significant vibration. Multi-phase electric motors would no create vibration. There is some noise when two trains pass, but it's of quite short duration. There is also some noise from the electrical pickup shoe, but again that's higher frequency so doesn't travel far. When inside the city limits the train reduces speed and is quite a bit quieter. With no crossings there's not the incessant train horn. Using rail on the Houston to Dallas route is about 6 times more efficient than air and produces much less CO2. Obviously greenhouse gases are linked to the source of power, but Texas seems to be increasing its mix of green energy. For most of the route, the train is elevated on a viaduct, so the actual footprint on properties and in floodplains is minimized. Most of the complaints from ranchers and farmers that I've heard seem to be a result of intrusive and obnoxious land attorneys. Our daughter will be attending Texas A&M and the prospect of being able to quickly join her should there be any issue is quite appealing. Similarly, we have family in the DFW area and would enjoy quick and comfortable visits. For a year and a half, I commuted to Dallas on an engineering project. After the first few trips, it became incredibly boring and, hence, unsafe. Since I had to carry equipment with me, airline travel wasn't an option and it wasn't much of a time-saver anyway. There's significant economic viability with this route. The Houston area where the train will terminate is blighted and in need of revitalization. It's clear that there are large economic incentives for this rail line to be successful. Retail space inside the train station will have constant traffic and will be a welcome respite for travelers. The Galleria is nearby and will be connected by METRO BRT. The Northwest Transit Center could have a light rail loop between it and the station to deliver travelers to buses departing for all parts of the city. Consider, too, possible plans to connect METRO LRT to the downtown Amtrak and LRT system by utilizing space down the center of I-10. That path could be extended west in the median of I-10 to service West Houston. Currently I-10 is gridlocked, despite being one of the largest highways in the World. (Lower emissions, increased safety, improved productivity.) Although state highway 290 will soon be finished, it will also become congested within 5-10 years. Plans to build a commuter rail line down Hempstead Highway could alleviate some of this congestion and could also terminate at the NW Transit Center or the TCR terminal. I strongly urge you to look towards the future and the positive impacts of a successful high-speed rail project. Thank you, Ed Browne	Comment noted.
Jacob Browning	1/29/2018	Oral	Jacob Browning from Downtown Dallas Inc. On behalf of Downtown Dallas Inc., we voice our support for the approval of the Draft EIS that will allow Texas Central to construct the high-speed railway and this planned station in the downtown area. Envisioned as a catalytic development area of downtown Dallas's newly adopted strategic plan, a rail station will be a substantial economic force bringing additional housing, retail, and office space to a prime location in Dallas, all the while reconnecting downtown to the southern neighborhoods. The railway's connection to Houston is also recognized as a game changer, connecting the state's largest metro centers creating a synergistic economy in which people, and ultimately their ideas, can more easily be transmitted with the implementation of this railway. We look forward to our continued partnership with Texas Central to bring about the most successful and well integrated high-speed rail station in downtown Dallas. Thank you.	Comment noted.
Shelley Broyles	3/9/2018	Website	I am looking forward to a fast, cost-effective way to get from Dallas to Houston and hope this is it. I do wish the Houston station was more centrally located.	Refer to GN-9 and TR-4.
Billy Bruce	2/17/2018	Website	HSR is not needed between Dallas and Houston. The impact on the environment will be devastating and the tax payers will be expected to pay for cleaning up the mess!!!!!!	Refer to GN-4, NE-9, and PN-3.
Billy Edd Bruce	2/9/2018	Letter	Reference: High Speed Rail/Dallas-Houston, Texas The high speed rail project proposed for the Dallas/Houston corridor is a complete waste of time and money. As a property owner in Navarro County, Texas, I am not directly affected. As a payer, this will be a huge boondoggle. It is supposed to be financed with private money but when the project gets in financial trouble and it will, the tax payers will asked to assume the burden. The rider ship, the environmental impact and the impact on state of Texas is all based on flawed information. Items pmjected as fact	Refer to GN-1, GN-2, GN-4, NE-1, NE-9 and PN-3.

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			are nothing more that fanciful imagination. The technology proposed will lock in a Japanese company as the sole supplier of trains! The proposed route will be like a dividing line across the state. The impact on the environment and the farmers whose land this will cross will be devastating. This project is not needed and should be stopped immediately!	
Velma Bruce	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Virgil Bruce	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Pat Bruegger	2/6/2018	Oral	Back in the '85, '87, sometime, we had a rail that went from Houston to Galveston so we could go to the beach. Even that couldn't be financially viable. It didn't even last a summer.	Refer to GN-4 and NE-1.
Pat Bruger	2/6/2018	Oral	My name is Pat Bruger: and this is going to be a disconnected statement You spend a lot of money presenting all of your boards. I would like to see that same effort put forth that shows me the financials: that shows me the money trail that makes this viable. This has been available since 2002 or 2009 _ In that kind of time, you should be able to prove to me that you have the funding in place that makes this cost efficient for you and no cost to me. Somebody touched on this a little bit ago about terrorism: but anything, any kind of tram accident it'll be horrific. That's never been addressed and it is again, until it happens: we don't concern ourselves with it. Big mistake. We have one of the largest veterans' community in the entire state located here. They can't even easily live through July 4th. Think about what this is going to do to all of those people that live here and what's going to happen to them. You talked about that you've gone and surveyed people's land where you've been allowed to. rm curious as to who these surveyors are, because rm really sorry. There is a very big difference between city people and country people. Is it city people who have no clue about land and the value: and the meaning to families? None whatsoever. Good or bad. That's just the reality of it. Dirt people are very different than city people. They don't even begin to understand. The last thing that I'd like to talk about is there's a real difference between learning something in a book and learning it in real life. And that appears to be what you're trying to sell us is the reality of what you're telling us and the reality of what we know to be true. Since this has been talked about for about 15 years: there is no reason that we have this little short period of time: 20, 30, 45, 100 days to respond to your environmental study. It didn't take you 15 days: 60 days: 100 days to create it. We should as much time as to respond as it did to create that document of 52000-some-odd pages Thank you.	Refer to GN-2, GN-4, NE-1, NE-8, NV-1, PI-1, PI-3, SS-6 and SS-7. For potential increased annoyance due to the startle effect of noise from passing HSR trains, this effect would only occur within about 45 feet of the HSR tracks. This distance is within the fenced ROW; therefore, increased noise annoyance due to startle would not occur as access to this area would not be permitted.
Dan Brumbaugh	2/22/2018	Email	I support the Texas Bullet Train and the mall station location! Our current situation is unsustainable. I'm absolutely certain these trains are a big part of the solution. Look at mass transit in the Northeastern USA!	Comment noted.
William K. Brune	2/5/2018	Handwritten	I support the high speed rail project. I did not read anything in the environmental impact statement which would disqualify the project. I urge its approval to proceed to construction as soon as possible.	Comment noted.

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Glen Brunkenhoefer	2/23/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Glen Brunkenhoefer	2/23/2018	Website	The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about The impact on limited areas for special charitable giving events.	Refer to LU-5.
Jill Brunkenhoefer	2/21/2018	Website	Please help save the environment and Mexican Whistler ducks residing in Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Jill Brunkenhoefer	2/21/2018	Website	I am opposed to the train destroying the Morgan Legacy Farm located near FM 709 and 3194. The ranch provides significant mental and emotional benefits every time I visit by relaxing in open and safe outdoor space. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Jill Brunkenhoefer	2/22/2018	Website	The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term.	Refer to BA-3 and BA-7.
Jill Brunkenhoefer	2/22/2018	Website	The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term.	Refer to BA-3 and BA-7.
Jill Brunkenhoefer	2/22/2018	Website	I am opposed to the train destroying the Morgan Legacy Farm located near FM 709 and 3194. The ranch provides significant mental and emotional benefits every time I visit by relaxing in open and safe outdoor space. I am a veterinarian and need a place to relieve some stress for minimal cost, the ranch provides me that charity. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Jill Brunkenhoefer	2/22/2018	Website	I would like to propose moving the rail route away from Morgan Legacy Farms. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about the bald eagle habitat near there.	Refer to LU-5 and NR-3.
Jill Brunkenhoefer	2/22/2018	Website	I am opposed to the train destroying the Morgan Legacy Farm located near FM 709 and 3194. The ranch provides significant mental and emotional benefits every time I visit by relaxing in open and safe outdoor space. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Jill Brunkenhoefer	2/22/2018	Website	I am opposed to the train destroying the Morgan Legacy Farm located near FM 709 and 3194. The ranch significant environmental aspects to be considered including many, many species of birds as well as other wild life. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Jill Brunkenhoefer	2/22/2018	Website	I am opposed to the train destroying the Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property. The currently proposed route intersects a three-way intersection requiring significant engineering and rerouting of county roads and the access roads to surrounding properties.	Refer to LU-5.
Jill Brunkenhoefer	2/22/2018	Website	I have concerns with the route going through Morgan Legacy Farms because the proposed route would destroy a highly developed economic, charitable and cultural Navarro County Ranch.If the proposed route is utilized the rail project would cause the destruction of two of the homes on the ranch, the destruction of one of the first (if not the first) rodeo arenas ever built in Navarro County. Access to the horse barns, parking and Lodge would be lost rendering the ranch unusable for it's primary purpose.	Refer to LU-5.
Jill Brunkenhoefer	2/23/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.

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Jill Brunkenhoefer	2/23/2018	Website	The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term.	Refer to LU-5, NR-2 and WW-2.
Jill Brunkenhoefer	2/24/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement."	Refer to LU-5.
Jill Brunkenhoefer	2/24/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Jill Brunkenhoefer	2/24/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Jill Brunkenhoefer	2/25/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement	Refer to LU-5.
Jill Brunkenhoefer	2/26/2018	Website	The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about the bald eagle habitat near the area.	Refer to LU-5 and NR-3.
Jill Brunkenhoefer	2/26/2018	Website	The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term.	Refer to LU-5.
Jill Brunkenhoefer	2/26/2018	Website	I am opposed to the environmental travesty the proposed route will have, there have been bald eagles spotted near the Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property	Refer to LU-5 and NR-3.
Jill Brunkenhoefer	2/26/2018	Website	A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term.	Refer to BA-5.
Jill Brunkenhoefer	2/26/2018	Website	The Morgan Legacy Farms is an invaluable and beautiful place to decompress, relax and spend time with my family and friends. It was created to serve as an oasis to family and friends of Brenda and Bob Morgan, as well as contribute to the local community, economy, and environment through development and improvement of the land and of multiple free standing buildings on the property, each with its unique purpose. It's location close to the DFW metroplex allows easy and frequent visits; I fear that if the high speed rail goes through the property there will not be a comparable location. I am a veterinarian in the DFW metroplex, a job that has makes for high stress levels daily. The Morgan Creek Ranch provides a safe location, free of charge to me, that can give me a chance to clear my head, relax and forget about the stress of the every day job. It is key to maintaining a healthy mentality. A move north towards the existing powerlines would keep the ranch intact.	Refer to LU-5.
Jill Brunkenhoefer	2/26/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Jill Brunkenhoefer	2/26/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Jill Brunkenhoefer	2/26/2018	Website	The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals	Refer to LU-5, NR-2, WW-1 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species

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			including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about the environmental detriment to animals living in the area.	and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Jill Brunkenhoefer	2/27/2018	Website	I want the rail to move north to the power lines and avoid Morgan legacy farms.	Refer to LU-5.
Jill Brunkenhoefer	2/27/2018	Website	I recommend to move the proposed route north towards the existing power lines to avoid environmental changes near morgan legacy farms.	Refer to LU-5.
Jill Brunkenhoefer	2/27/2018	Website	I vote for a move north, towards the power lines, to avoid morgan legacy farms as there is substantial chArity contribution of that farm.	Refer to LU-5.
Jill Brunkenhoefer	2/27/2018	Email	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5.
Jill Brunkenhoefer	2/27/2018	Email	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5.
Jill Brunkenhoefer	2/28/2018	Website	Morgan Legacy Farms is an invaluable and beautiful place to decompress, relax and spend time with my family and friends. The farm was created to serve as an oasis to family and friends of Brenda and Bob Morgan, as well as contribute to the local community, economy, and environment through development and improvement of the land and of multiple free standing buildings on the property, each with its unique purpose. It's location close to the DFW metroplex allows easy and frequent visits; I fear that if the high speed rail goes through the property there will not be a comparable location. I am a veterinarian in the DFW metroplex, a job that has makes for high stress levels daily. Morgan Legacy Farms provides a safe location, free of charge to me, that can give me a chance to clear my head, relax and forget about the stress of the every day job. It is key to maintaining a healthy mentality. After educating myself in the current potential location through the Morgan Legacy Farms I firmly believe the other proposed option, north of the ranch near the power lines, would have less detrimental effects on the environment but also help my family and friends maintain healthy, reduced stress life styles.	Refer to LU-5.
Jill Brunkenhoefer	2/28/2018	Website	Morgan Legacy Farms is an invaluable and beautiful place to decompress, relax and spend time with my family and friends. The farm was created to serve as an oasis to family and friends of Brenda and Bob Morgan, as well as contribute to the local community, economy, and environment through development and improvement of the land and of multiple free standing buildings on the property, each with its unique purpose. It's location close to the DFW metroplex allows easy and frequent visits; I fear that if the high speed rail goes through the property there will not be a comparable location. I am a veterinarian in the DFW metroplex, a job that has makes for high stress levels daily. Morgan Legacy Farms provides a safe location, free of charge to me, that can give me a chance to clear my head, relax and forget about the stress of the every day job. It is key to maintaining a healthy mentality. After educating myself in the current potential location through the Morgan Legacy Farms I firmly believe the other proposed option, north of the ranch near the power lines, would have less detrimental effects on the environment but also help my family and friends maintain healthy, reduced stress life styles	Refer to LU-5.
Jill Brunkenhoefer	2/28/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
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Jill Brunkenhoefer	2/28/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Jill Brunkenhoefer	2/28/2018	Email	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and	Refer to LU-5.

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			Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared. Our office staff has had over 100 employees and family members visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property....all at no cost. I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable and historic on the county that would occur if Morgan Legacy Farm is traversed.	
Jill Brunkenhoefer	2/28/2018	Email	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared. Our office staff has had over 100 employees and family members visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property....all at no cost. I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable and historic on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
Jill Brunkenhoefer	2/28/2018	Email	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared. Our office staff has had over 100 employees and family members visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property....all at no cost. I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable and historic on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
Jill Brunkenhoefer	2/28/2018	Email	The Morgan Creek Ranch (listed on tax roles as Morgan Legacy Farms) is an invaluable and beautiful place to decompress, relax and spend time with my family and friends. The Morgan Creek Ranch was created to serve as an oasis to family and friends of Brenda and Bob Morgan, as well as contribute to the local community, economy, and environment through development and improvement of the land and of multiple free standing buildings on the property, each with its unique purpose. A move north towards the existing power lines would preserve this beautiful location.	Refer to LU-5.
Jill Brunkenhoefer	2/28/2018	Email	The Morgan Creek Ranch (listed on tax roles as Morgan Legacy Farms) is an invaluable and beautiful place to decompress, relax and spend time with my family and friends. The Morgan Creek Ranch was created to serve as an oasis to family and friends of Brenda and Bob Morgan, as well as contribute to the local community, economy, and environment through development and improvement of the land and of multiple free standing buildings on the property, each with its unique purpose. A move north towards the existing power lines would preserve this beautiful location.	Refer to LU-5.
Jill Brunkenhoefer	2/28/2018	Email	The Morgan Creek Ranch (listed on tax roles as Morgan Legacy Farms) is an invaluable and beautiful place to decompress, relax and spend time with my family and friends. The Morgan Creek Ranch was created to serve as an oasis to family and friends of Brenda and Bob Morgan, as well as contribute to the local community, economy, and environment through development and improvement of the land and of multiple free standing buildings on the property, each with its unique purpose. A move north towards the existing power lines would preserve this beautiful location.	Refer to LU-5.
Jill Brunkenhoefer	2/28/2018	Email	Morgan Legacy Farms is an invaluable and beautiful place to decompress, relax and spend time with my family and friends. The farm was created to serve as an oasis to family and friends of Brenda and Bob Morgan, as well as contribute to the local community, economy, and environment through development and improvement of the land and of multiple free standing buildings on the property, each with its unique purpose. It's location close to the DFW metroplex allows easy and frequent visits; I fear that if the high speed rail goes through the property there will not be a comparable location. I am a veterinarian in the DFW metroplex, a job that has makes for high stress levels daily. Morgan Legacy Farms provides a safe location, free of charge to me, that can give me a chance to clear my head, relax and forget about the stress of the every day job. It is key to maintaining a healthy mentality. After educating myself in the current potential location through the Morgan Creek Ranch I firmly believe the other proposed option, north of the ranch near the power lines, would have less detrimental effects on the environment but also help my family and friends maintain healthy, reduced stress life styles.	Refer to LU-5.

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Jill Brunkenhoefer	2/28/2018	Email	The Morgan Legacy Farms is an irreplaceable oasis for so many people. Over 900 people have visited this ranch which include church groups, Girl and Boy Scouts, Military Personnel, Police and Fire, students, and various political and professional persons, each has gotten to reap the benefits of the ranch. There is no comparable property near DFW that provides so many positive aspects, while remaining free to so many people. I strongly encourage you to consider changing the proposed route of the high speed rail to that location north of the ranch, near the power lines, as the benefit strongly outweighs the cost to those associated with Morgan Legacy Farms.	Refer to LU-5.
Jill Brunkenhoefer	3/1/2018	Email	The Morgan Legacy Farms is an irreplaceable oasis for so many people. Over 900 people have visited this ranch which include church groups, Girl and Boy Scouts, Military Personnel, Police and Fire, students, and various political and professional persons, each has gotten to reap the benefits of the ranch. There is no comparable property near DFW that provides so many positive aspects, while remaining free to so many people. I strongly encourage you to consider changing the proposed route of the high speed rail to that location north of the ranch, near the power lines, as the benefit strongly outweighs the cost to those associated with Morgan Legacy Farms.	Refer to LU-5.
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Jill Brunkenhoefer	3/7/2018	Website	The current preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US. It will also cause the loss of multiple lakes on the Morgan Legacy Farms. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. The Morgan Legacy Farms is an irreplaceable oasis for so many people. Over 900 people have visited this ranch which include church groups, Girl and Boy Scouts, Military Personnel, Police and Fire, students, and various political and professional persons, each has gotten to reap the benefits of the ranch. There is no comparable property near DFW that provides so many positive aspects, while remaining free to so many people. I strongly encourage you to consider changing the proposed route of the high speed rail to that location north of the ranch, near the power lines, as the benefit strongly outweighs the cost to those associated with Morgan Legacy Farms.	Refer to LU-5.
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			Legacy Farms is an irreplaceable oasis for so many people. Over 900 people have visited this ranch which include church groups, Girl and Boy Scouts, Military Personnel, Police and Fire, students, and various political and professional persons, each has gotten to reap the benefits of the ranch. There is no comparable property near DFW that provides so many positive aspects, while remaining free to so many people. I strongly encourage you to consider changing the proposed route of the high speed rail to that location north of the ranch, near the power lines, as the benefit strongly outweighs the cost to those associated with Morgan Legacy Farms.	
Jill Brunkenhoefer	3/7/2018	Website	The current preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US. It will also cause the loss of multiple lakes on the Morgan Legacy Farms. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. The Morgan Legacy Farms is an irreplaceable oasis for so many people. Over 900 people have visited this ranch which include church groups, Girl and Boy Scouts, Military Personnel, Police and Fire, students, and various political and professional persons, each has gotten to reap the benefits of the ranch. There is no comparable property near DFW that provides so many positive aspects, while remaining free to so many people. I strongly encourage you to consider changing the proposed route of the high speed rail to that location north of the ranch, near the power lines, as the benefit strongly outweighs the cost to those associated with Morgan Legacy Farms.	Refer to LU-5.
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Jill Brunkenhoefer	3/8/2018	Website	I have been informed that the FRA would like to build a high speed rail through the Morgan Creek Ranch and I have concerns about the proposed location. The Morgan Creek Ranch (listed on tax roles as Morgan Legacy Farms) is an invaluable and beautiful place to decompress, relax and spend time with my family and friends. The Morgan Creek Ranch was created to serve as an oasis to family and friends of Brenda and Bob Morgan, as well as contribute to the local community, economy, and environment through development and improvement of the land and of multiple free standing buildings on the property, each with its unique purpose. It's location close to the DFW metroplex allows easy and frequent visits; I fear that if fre high speed rail goes through the property there will not be a comparable location. I am a veterinarian in the DEW metroplex, a job that has makes for high stress levels daily. The Morgan Creek Ranch provides a safe location, free of charge to me, that can give me a chance to dear my head, relax and forget atm't the stress of the every day job. It is key to maintaining a healthy mentality. The Morgan Creek Ranch has also opened its doors to many, many of my friends and coworkers (again, at no charge) so they are able to enjoy the mental and physical benefits of being outside in such a beautiful location. The ranch allows us to build relationships through time well spent together, partaking in activities including fishing in multiple ponds, raising local quail, deer, and farm animals from birth, and even horse back riding. The ranch provides culture and education to those learning about farm life. My goddaughter touched her first horse at Morgan Creek Ranch and watching her face light up with excitement, her brain working in over drive to learn something new, and then be able to teach her about animals and their importance is indescribable, for both of us. The ranch has provided me with hundreds more stories just like that precious time with my goddaughter. If Morgan Creek Ranch is destroyed with the current proposed rail route, occurrences like that will be obsolete. It's my understanding that the current proposed location of the rail would run through essentially the middle of the ranch and devastate the wildlife populations, creating a complete change and even loss in the environmental fortitude of Navarro County. The ranch is home to many species of birds, fish, and Other wildlife. With the expansion Of the DFW metroplex, we cannot allow sustainable areas like this to be destroyed.	Refer to LU-5.
Jill Brunkenhoefer	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Jill Brunkenhoefer	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Jill Brunkenhoefer	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Jill Brunkenhoefer	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
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Jill Brunkenhoefer	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.

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Jill Brunkenhoefer	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Texas AirSystems	2/23/2018	Website	I have serious concerns about the proposed route in portions of Navarro County. Area of concern is at intersection of CR3194 and CR709. The proposed route intersects a three-way intersection requiring significant engineering and rerouting of county roads and the access roads to surrounding properties. The proposed route parallels a county road which would require a large berm blocking access to property south of 3194. This would also create water shed, expansion concerns, and emergency vehicle problems. The proposed route could also block expansion of CR3194 and future development along CR3194. An Alternate Route North of the existing power line grid would provide better option and solution to issues noted. I strongly encourage you moving the rail North of existing power line grid away from intersection of CR3194/CR709	Refer to LU-5.
Texas AirSystems	2/28/2018	Website	I have serious concerns about the proposed route in portions of Navarro County. Area of concern is at intersection of CR3194 and CR709. The proposed route intersects a three-way intersection requiring significant engineering and rerouting of county roads and the access roads to surrounding properties. The proposed route parallels a county road which would require a large berm blocking access to property south of 3194. This would also create water shed, expansion concerns, and emergency vehicle problems. The proposed route could also block expansion of CR3194 and future development along CR3194. An Alternate Route North of the existing power line grid would provide better option and solution to issues noted. I strongly encourage you moving the rail North of existing power line grid away from intersection of CR3194/CR709	Refer to LU-5.
Travis Brunkenhoefer	2/23/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Travis Brunkenhoefer	2/23/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easment would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment, prove less damaging to the county in the long term, and provide better construction access.	Refer to LU-5, WW-1 and WW-2.
Travis Brunkenhoefer	2/23/2018	Website	I have been informed that the FRA would like to build a high speed rail through the Morgan Creek Ranch and I have concerns about the proposed location. It's my understanding that the current proposed location of the rail would run through essentially the middle of the ranch and devastate the wildlife populations, and even loss in the environmental fortitude of Navarro County. The ranch is home to many species of birds, fish, and other wildlife. With the expansion of the DFW metroplex, we cannot allow sustainable areas like this to be destroyed. The proposed route could also block expansion of 3194 and future development along 3194. A relocation of the rail North of the existing power line grid would provide a better route for rail. A move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Travis Brunkenhoefer	2/23/2018	Website	I have serious concerns about the proposed route in portions of Navarro County. Area of concern is at intersection of CR3194 and CR709. The proposed route intersects a three-way intersection requiring significant engineering and rerouting of county roads and the access roads to surrounding properties. The proposed route parallels a county road which would require a large berm blocking access to property south of 3194. This would also create water shed, expansion concerns, and emergency vehicle problems. The proposed route could also block expansion of CR3194 and future development along CR3194. An Alternate Route North of the existing power line grid would provide better option and solution to issues noted. I strongly encourage you moving the rail North of existing power line grid away from intersection of CR3194/CR709	Refer to LU-5.
Travis Brunkenhoefer	2/23/2018	Website	Reviewing over topographical maps for this area shows that the highest elevation is located on Morgan Creek Ranch property. The elevation changes from high point located on Morgan Creek Ranch and the area surrounding intersection of CR 709 and 3194 shows that the train would both be significantly below grade and then rapidly elevated creating watershed issues, access issues, and cosmetically detractive issues. Alternate routes need to be reviewed in this section 3 of the rail at location of CR709 / CR3194. A small change to the rail would provide an alternate route that would parallel already existing power line grid. If the proposed route was blended with a small change in this	Refer to LU-5.

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			small area, both the rail and existing high-tension power lines would run parallel thus creating less environmental and esthetic impact. It seems much more appropriate to run the train next to a high voltage power grid already existing rather than run more high towers through the middle of elevation changes. If this small move is made the train would cross 709 at an already existing utility easement and would not adversely affect the three way intersection and would not limit CR 3194. Ongoing road maintenance would be simplified as would water shed. I strongly encourage you to consider changing the proposed route of the rail to the location north of the ranch, near the existing power line grid, as the benefit strongly outweighs the current proposed route.	
Travis Brunkenhoefer	2/24/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Travis Brunkenhoefer	2/24/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easment would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment, prove less damaging to the county in the long term, and provide better construction access.	Refer to LU-5.
Travis Brunkenhoefer	2/24/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5 and TR-10.
Texas AirSystems	2/25/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Travis Brunkenhoefer	2/25/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easment would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment, prove less damaging to the county in the long term, and provide better construction access.	Refer to LU-5.
Travis Brunkenhoefer	2/26/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easment would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment, prove less damaging to the county in the long term, and provide better construction access.	Refer to LU-5.
Travis Brunkenhoefer	2/26/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.

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Travis Brunkenhoefer	2/26/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Travis Brunkenhoefer	2/26/2018	Website	will potentially cause serious watershed issues.	Comment noted.
Travis Brunkenhoefer	2/28/2018	Website	I have been informed that the FRA would like to build a high speed rail through the Morgan Creek Ranch and I have concerns about the proposed location. It's my understanding that the current proposed location of the rail would run through essentially the middle of the ranch and devastate the wildlife populations, and even loss in the environmental fortitude of Navarro County. The ranch is home to many species of birds, fish, and other wildlife. With the expansion of the DFW metroplex, we cannot allow sustainable areas like this to be destroyed. The proposed route could also block expansion of 3194 and future development along 3194. A relocation of the rail North of the existing power line grid would provide a better route for rail. A move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Travis Brunkenhoefer	2/28/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easment would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment, prove less damaging to the county in the long term, and provide better construction access.	Refer to LU-5.
Travis Brunkenhoefer	2/28/2018	Website	Reviewing over topographical maps for this area shows that the highest elevation is located on Morgan Creek Ranch property. The elevation changes from high point located on Morgan Creek Ranch and the area surrounding intersection of CR 709 and 3194 shows that the train would both be significantly below grade and then rapidly elevated creating watershed issues, access issues, and cosmetically detractive issues. Alternate routes need to be reviewed in this section 3 of the rail at location of CR709 / CR3194. A small change to the rail would provide an alternate route that would parallel already existing power line grid. If the proposed route was blended with a small change in this small area, both the rail and existing high-tension power lines would run parallel thus creating less environmental and esthetic impact. It seems much more appropriate to run the train next to a high voltage power grid already existing rather than run more high towers through the middle of elevation changes. If this small move is made the train would cross 709 at an already existing utility easement and would not adversely affect the three way intersection and would not limit CR 3194. Ongoing road maintenance would be simplified as would water shed. I strongly encourage you to consider changing the proposed route of the rail to the location north of the ranch, near the existing power line grid, as the benefit strongly outweighs the current proposed route.	Refer to LU-5.
Travis Brunkenhoefer	2/28/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easment would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment, prove less damaging to the county in the long term, and provide better construction access.	Refer to LU-5.
Travis Brunkenhoefer	2/28/2018	Email	I have serious concerns about the proposed route in portions of Navarro County. Area of concern is at intersection of CR3194 and CR709. The proposed route intersects a three-way intersection requiring significant engineering and rerouting of county roads and the access roads to surrounding properties. The proposed route parallels a county road which would require a large berm blocking access to property south of 3194. This would also create water shed, expansion concerns, and emergency vehicle problems. The proposed route could also block expansion of CR3194 and future development along CR3194. An Alternate Route North of the existing power line grid would provide better option and solution to issues noted. I strongly encourage you moving the rail North of existing power line grid away from intersection of CR3194/CR709	Refer to LU-5.

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Travis Brunkenhoefer	2/28/2018	Email	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Travis Brunkenhoefer	2/28/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easment would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment, prove less damaging to the county in the long term, and provide better construction access.	Refer to LU-5.
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Travis Brunkenhoefer	2/28/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easment would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment, prove less damaging to the county in the long term, and provide better construction access.	Refer to LU-5.

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Travis Brunkenhoefer	2/28/2018	Email	I have serious concerns about the proposed route in portions of Navarro County. Area of concern is at intersection of CR3194 and CR709. The proposed route intersects a three-way intersection requiring significant engineering and rerouting of county roads and the access roads to surrounding properties. The proposed route parallels a county road which would require a large berm blocking access to property south of 3194. This would also create water shed, expansion concerns, and emergency vehicle problems. The proposed route could also block expansion of CR3194 and future development along CR3194. An Alternate Route North of the existing power line grid would provide better option and solution to issues noted. I strongly encourage you moving the rail North of existing power line grid away from intersection of CR3194/CR709	Refer to LU-5.
Travis Brunkenhoefer	3/2/2018	Email	I have serious concerns about the proposed route in portions of Navarro County. Area of concern is at intersection of CR3194 and CR709. The proposed route intersects a three-way intersection requiring significant engineering and rerouting of county roads and the access roads to surrounding properties. The proposed route parallels a county road which would require a large berm blocking access to property south of 3194. This would also create water shed, expansion concerns, and emergency vehicle problems. The proposed route could also block expansion of CR3194 and future development along CR3194. An Alternate Route North of the existing power line grid would provide better option and solution to issues noted. I strongly encourage you moving the rail North of existing power line grid away from intersection of CR3194/CR709	Refer to LU-5.
Travis Brunkenhoefer	3/2/2018	Email	Reviewing over topographical maps for this area shows that the highest elevation is located on Morgan Creek Ranch property. The elevation changes from high point located on Morgan Creek Ranch and the area surrounding intersection of CR 709 and 3194 shows that the train would both be significantly below grade and then rapidly elevated creating watershed issues, access issues, and cosmetically detractive issues. Alternate routes need to be reviewed in this section 3 of the rail at location of CR709 / CR3194. A small change to the rail would provide an alternate route that would parallel already existing power line grid. If the proposed route was blended with a small change in this small area, both the rail and existing high-tension power lines would run parallel thus creating less environmental and esthetic impact. It seems much more appropriate to run the train next to a high voltage power grid already existing rather than run more high towers through the middle of elevation changes. If this small move is made the train would cross 709 at an already existing utility easement and would not adversely affect the three way intersection and would not limit CR 3194. Ongoing road maintenance would be simplified as would water shed. I strongly encourage you to consider changing the proposed route of the rail to the location north of the ranch, near the existing power line grid, as the benefit strongly outweighs the current proposed route.	Refer to LU-5.
Travis Brunkenhoefer	3/2/2018	Email	Reviewing over topographical maps for this area shows that the highest elevation is located on Morgan Creek Ranch property. The elevation changes from high point located on Morgan Creek Ranch and the area surrounding intersection of CR 709 and 3194 shows that the train would both be significantly below grade and then rapidly elevated creating watershed issues, access issues, and cosmetically detractive issues. Alternate routes need to be reviewed in this section 3 of the rail at location of CR709 / CR3194. A small change to the rail would provide an alternate route that would parallel already existing power line grid. If the proposed route was blended with a small change in this small area, both the rail and existing high-tension power lines would run parallel thus creating less environmental and esthetic impact. It seems much more appropriate to run the train next to a high voltage power grid already existing rather than run more high towers through the middle of elevation changes. If this small move is made the train would cross 709 at an already existing utility easement and would not adversely affect the three way intersection and would not limit CR 3194. Ongoing road maintenance would be simplified as would water shed. I strongly encourage you to consider changing the proposed route of the rail to the location north of the ranch, near the existing power line grid, as the benefit strongly outweighs the current proposed route.	Refer to LU-5.
Travis Brunkenhoefer	3/8/2018	Website	Reviewing over topographical maps for this area shows that the highest elevation is located on Morgan Creek Ranch property. The elevation changes from high point located on Morgan Creek Ranch and the area surrounding intersection of CR 709 and 3194 shows that the train would both be significantly below grade and then rapidly elevated creating watershed issues, access issues, and cosmetically detractive issues. Alternate routes need to be reviewed in this section 3 of the rail at location of CR709 / CR3194. A small change to the rail would provide an alternate route that would parallel already existing power line grid. If the proposed route was blended with a small change in this small area, both the rail and existing high-tension power lines would run parallel thus creating less environmental and esthetic impact. It seems much more appropriate to run the train next to a high voltage power grid already existing rather than run more high towers through the middle of elevation changes. If this small move is made the train would cross 709 at an already existing utility easement and would not adversely affect the three way intersection and would not limit CR 3194. Ongoing road maintenance would be simplified as would water shed. I strongly encourage you to consider changing the proposed route of the rail to the location north of the ranch, near the existing power line grid, as the benefit strongly outweighs the current proposed route.	Refer to LU-5.
Travis Brunkenhoefer	3/8/2018	Website	Reviewing over topographical maps for this area shows that the highest elevation is located on Morgan Creek Ranch property. The elevation changes from high point located on Morgan Creek Ranch and the area surrounding intersection of CR 709 and 3194 shows that the train	Refer to LU-5.

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Craig Bryant	1/31/2018	Email	Please give at least a 90 day extension to the public comment time. This is a very short timeframe to go over the entire report. This will completely ruin my property value along with my peace and quiet of living in the country so I require a little more time to look over the report.	Refer to PI-3.
Jo Bryant	1/24/2018	Email	The bullet train is another idea that should be put to bed. It's a money pit, will be under construction so long it will be out of date if it is ever finished. It will cost billions more than estimated and will uproot people from their homes supposedly for the public good. There is a fast way between Dallas and Houston. It's called an airplane!	Refer to BA-12, NE-1, PN-3 and TC-2.
Sam Bryant	1/29/2018	Oral	Good evening. Thank you for the opportunity. I'm Sam Bryant. I'm a veteran. I did 14 years in the service in the Army. I was Airborne. I spent my time in the Airborne infantry. I was deployed two times in Iraq and one in Afghanistan. My dream was to get out and buy me some land, build a ranch. And I never think back. I'll never forget the fact that I look back and the longest ambush I was ever in was 49 minutes and 26 seconds on a combat search and rescue mission for two Navy guys. I come home. I bought my place. It was a dream. I settled down got married to my wife, which she is in the Military, too. We met back in 2006. So here we are; a new baby girl, healthy as can be, now by a miracle, and we're going to build a life. It turns out where I bought my land where my ranch sits today, my PawPaw, Roy Louis Bryant, used to pick cotton on my place as a boy. I never knew that until he came out and told Blooming Grove was on my PawPaw's family [sic]. So I was kind of reunited back with this side of the family after all these years having been away from home. And to hear about this imminent domain, how could the very government that I swore to defend the Constitution against foreign enemies, foreign and domestic, to find out that they're going to attempt to try to use a scare tactic of imminent domain to scare these people out of their land? What kind of dream is that? I mean, I'd be nuts to be on that. I mean, I need raise a family here, though. Some of these people have raised their kids. You can't put a price tag on the memories that you're going to take away by running this rail right through their land. I tell you what, I mean, when they say don't mess with Texas, I tell you what, you might as well take all them fancy boots you bought before you came out here to put on a good show like you was some country, take them boots back. Get a refund on those boots.	Refer to ED-1.
Gary Brye	2/6/2018	Handwritten	Public Comments for FRA re: TCR HSR EIS: There is the potential that some of the land and environmental survey data that is included in the draft EIS was obtained without the approval of the landowner. The majority of the landowners chose not to allow access to their property on the permission form issued by the survey company (acting under the authority of TCR). Until it can be proven that any such data was obtained lawfully and without coercion, by and through an affidavit or other legally binding document from each affected property owner, the FRA should abstain from utilizing any such information until it can be validated and shown to be lawfully obtained. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved The NO BUILD option should be chosen as the only viable option in the final EIS.	Refer to GN-1, NE-1 and NE-8.
Gary Brye	2/6/2018	Handwritten	The TCR HSR is required to obtain County building permits for construction. In order to obtain such permits, TCR is required to show proof of Eminent Domain powers/authority. Although representatives from TCR have implied they have Eminent Domain rights and powers, TCR has been unwilling or unable to prove they have such authority. No further work should be taken on the draft EIS until this issue is resolved. As a	Refer to ED-1, ED-3, NE-1 and NE-8.

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			result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS.	
Gary Brye	2/6/2018	Handwritten	Public Comments for FRA re: TCR HSR EIS: The draft EIS apparently is utilizing a large amount of regional non- specific data versus specific studies and field inspections "boots-on-the- ground" evaluations. The information contained in the draft EIS is fatally flawed is that it is not using project specific data such as the identification of endangered species. The draft EIS does not contain information concerning the inspection, evaluation, and analysis of areas where the endangered Houston Toad and the Navasota Ladies Tresses live. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS.	Refer to NR-4.
Gary Brye	2/6/2018	Handwritten	Public Comments for FRA re: TCR HSR EIS: The draft EIS does include information about expected property values at and around the proposed HSR stations, but does NOT include specific information on proposed property value "decreases" away from the stations and along the proposed route. These areas, such as my own, must be evaluated to credibly and fully understand the effect the HSR will have on property values. The proposed HSR will cause property values to decrease, thus leading to a severe loss oftax revenues. The proposed HSR can and will have an affect on the sales prices of property not only in close proximity to the actual proposed HSR track site, but within h to 1 mile from the proposed site. With this project on the drawing board, the HSR should be disclosed to potential buyers. Why would someone want to purchase property in a rural setting close to this proposed HSR, just to listen to a loud train two to three times per hour (this is how often TCR has stipulated the train will pass by)? The simple answer is, they will not. They will purchase elsewhere. The draft EIS shows no correlation to the property values near the proposed track route. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS.	Refer to NE-1 and VA-1.
Gary Brye	2/6/2018	Handwritten	Public Comments for FRA re. TCR HSR EIS: The draft EIS fails to adequately address and mitigate the damage the HSR can cause to the current sources of water utilized by residents in the rural areas. Surface springs or spring fed creeks potentially would be destroyed by soil disturbance and the movement/run-offof fill materials and excavation materials from the proposed construction project. Although not as detrimental in the urban areas, these creeks an springs are very important for the farmers and ranchers in the rural areas at they pertain to the growing of crops and feeding of livestock. No mitigation plan or evaluation/analysis of how this project can affect the sources Of water we rely on. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS.	Refer to WW-2.
Gary Brye	2/6/2018	Handwritten	Public Comments for FRA re. TCR HSR EIS: The draft EIS is significantly lacking in the evaluation and analysis of the expected harm that the noise, vibration, and electrical current would have on the public's health and wellbeing, as well as the integrity of buildings in close proximity to the proposed rail site. The discussion in the draft EIS needs to be much more detailed in that the subdivision I live in with within 1500 feet ofthe proposed rail line. Table 3.4-12 indicates that in Waller County, the train noise would be over the mid and severe limits/levels for FRA at locations up to 1000 feet away from the tracks. The draft EIS only reports levels for one train, but it is expected that two trains will pass each other at frequent intervals. The draft EID should be much more specific in the analysis and evaluation of noised factors contributed by the proposed HSR. The draft EIS must address under what parameters noise mitigation must be installed, just as is the case with roadway and freeway planning. Why should TCR be exempted from this requirement? As to the vibration table 3.4-14, there is no base line for current measurements. The draft EIS states vibration levels for Waller County will be 54. To what percent increase does this figure equate to in comparison to current environmental factors? Woefully lacking in analysis and of noise and vibration impacts. As a result of the aforementioned information, The FRA must cease andfurther work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS.	Refer to NV-1.
Gary Brye	2/6/2018	Handwritten	Public Comments for FRA re: TCR HSR EIS: The draft EIS does not adequately address the issue of water run-off, pooling, retainage, or flooding. There is no specific information contained in the document that directly speaks to the potential impacts residents and communities can and will face as this construction project relates to water run-off, pooling, retainage, or flooding. I reside in the Spring Creek watershed area where five creeks are going to be affected by the proposed rail route. What residual problems are going to be created by the displacement of water in these creeks and watershed? The EIS has not taken this into consideration. My property has been covered with water during the last two storm events. With the HSR's displacement of water, this flooding can only get worse. With new construction, building requirements stipulate retention ponds are to be "designed" in order to mitigate this dilemma. I found nothing in the EIS that addresses this concern. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS.	Refer to FP-1, NE-1, WW-1, WW-2 and WW-8.
Gary Brye	2/6/2018	Handwritten	Public Comments for FRA re: TCR HSR EIS: The draft EIS does not address the environmental requirements or expectations regarding temporary construction sites. The EIS is silent on what condition these sites must be maintained after construction is completed. Can the sites	Refer to BA-6 and LU-10.

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			be left as is? He EIS should stipulate that these temporary construction sites should left at their original or better condition. No stipulation as to after-the-fact environmental conditions have been included in the EIS. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS.	
Gary Brye	2/6/2018	Handwritten	Public Comments for FRA re: TCR HSR EIS: The draft EIS does not specifically address or evaluate the environmental impact to property on or near where fill material is removed from private or public property for use during the TCR construction project. The draft EIS does not identify or stipulate to what condition the land must left or maintained. No stipulation as to environmentally friendliness. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved The NO BUILD option should be chosen as the only viable option in the final EIS.	Refer to LU-10 and LU-14.
Gary Brye	2/6/2018	Handwritten	Public Comments for FRA re: TCR HSR EIS: The construction of the rail line will cause, potentially irreparable harm, to existing private, City, County, State, and Federal road and highway infrastructures. The expectation of these damages has not been satisfactorily address in the draft EIS, as they relate to the increased traffic flow and transport weights vs. normal traffic. Furthermore, the draft EIS should contain language on who is responsible for the costs associated with any such maintenance/repairs as a result of these damages. It is only fair to the public that they are made aware of any and all financial obligations that may arise out Of this construction project. Not only should the draft EIS contain information on who is responsible for the costs associated with the above instances, but furthermore, the time line for any such repairs. Lastly, if the construction access requires the building of new roadways, etc., upon completion, who will own such roadways and who will be responsible for the maintenance and upkeep of such roadways, Lack of presentation and documentation on who is ultimately responsible for the maintenance and repairs Of such roadways. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS.	Refer to NE-1, TR-6 and TR-7. The traffic control plan would require safe and efficient travel during construction, which would require that roads be repaired so that travel can be completed safely. Coordination would occur between TCRR and local agencies as permits are released.
Gary Brye	2/6/2018	Handwritten	Public Comments for FRA re: TCR HSR EIS: The construction of the rail system will have increased traffic flow disruptions. The draft EIS does not adequately evaluate and address issues that will result because of the increase in traffic, permitted loads, and re-routing of existing traffic during the construction phases. More importantly, the draft EIS contains language that stipulates there will be no "significant" impact to First Responder response times. This is a significant failure on the part of the draft EIS in addressing such a life-safety consideration. I retired from active law enforcement with over 30 years of experience, with the last fourteen years as a Chief of Police. I can guarantee, based on personal experience, that if I used the terminology of "not significantly affecting response time" I would be hard pressed to convince any group of citizens or elected officials that the terminology of "not significantly.. was nothing to worry about. There is no risk assessment on the ability of emergency response vehicles to reach any more "rural" area along the proposed 240 mile route. Any delay in First Responder times is unacceptable to the public. More detailed and quantifiable measures must be incorporated into the final EIS to ensure the public understands the ramifications of increasing response times. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS.	Refer to SS-23 and TR-6.
Gary Brye	2/6/2018	Handwritten	Public Comments for FRA re: TCR HSR EIS: The construction of the TCR rail system will reportedly require an enormous amount of aggregate. The draft EIS does not address in specifics the full impact to the supply chain and how TRC's need for aggregate can impact current and/or proposed TXDOT roadway projects as it relates to construction delays or cancellations due to lack of available materials. No analysis of the availability of aggregate and conflicts with current and/or proposed TXDOT projects. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS	Refer to SG-4.
Gary Brye	2/6/2018	Handwritten	Public Comments for FRA re: TCR HSR EIS: The proposed route near my house will be located dangerously close to an active gas pipeline (actually right next to a gas pipeline), yet both the Federal Regulatory Commission and the Pipeline and Hazardous Materials Safety Administration were omitted from the draft EIS. In the proposed route (pictorials), several pipelines have been omitted. What is the effect of the vibration issues on these pipelines? Furthermore, with the proposed route traveling within about 600 feet o fa natural gas compressor station, there was no mention or evaluation in the draft EIS of considering what hazard this may create by this close proximity to the compressor station. Lack of awareness or consideration of hazards as they relate to existing gas pipelines and compressor station. As a result of the aforementioned information, The FR4 must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS.	Refer to EU-1, EU-2, EU-6, EU-7, GN-1 and NV-5.
Gary Brye	2/6/2018	Handwritten	Public Comments for FRA re: TCR HSR EIS: Throughout all the meetings I have attended, hearing from both representatives from TCR and from others who are against the establishment of a rail line from Houston to Dallas, there has been no disagreement on the fact that the	Refer to BA-4, BA-6 and TC-2.

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			technology being proposed by TCR is proprietary in that it utilizes a Japanese system that does not integrate with any other available system. Not only is this system proprietary, it is most probably outdated technology, and if not now, will be in the future if and when this project is completed. Proprietary technology - outdated technology at best. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS .	
Gary Brye	2/6/2018	Handwritten	Public Comments for FRA re: TCR HSR EIS: Over the past three years I have seen and/or heard about different proposed routes that the TCR has explored for the purposes of providing rail service between Houston and Dallas. One such route was designated as HC-4 that placed the rail traveling through Waller County and Northwest Harris County on an existing electrical easement. However, due to some unforeseen reasoning, that route was abruptly dropped from consideration and moved approximately 3 miles to the West and aligned with a small gas pipeline easement. This action was taken without any public notice or ability for public comment. Another route initially considered had the rail line following the IH-45 corridor. This was a direct route from Houston to Dallas, however; it has been described as cost prohibitive because of the additional costs associated with the acquisition of property and barriers for the separation of autos/trains. Consequently, a more direct route has been dismissed solely on economic factors. But the route should be reconsidered if this project is even to be considered at all because using the existing IH-45 corridor decreases the potential negative impact to the environment as it related to the current proposed rail route. Current proposed route along small gas pipeline easement is environmentally unfriendly and other proposed routes were more environmentally friendly. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS.	Refer to BA-6 and BA-9.
Gary Brye	2/6/2018	Website	REFERENCE: FARM, AND SHOW ANIMALS, AND THE MAJOR IMPACT OF HIGH SPEED RAIL WILL PLACE ON THEIR GROWTH, PERFORMANCE, PRODUCTION AND SUPPLY OF LAND TO TABLE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as well as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one of these is a big source of our daily nourishment. As we all know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Train. I feel our family has supplied generations to come with the lifestyle of animal life, which so many never benefit from. As we all know THE FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high Speed rail protect could lose over \$500 Million a year. Stop this madness, let today's, tomorrow's, and future generations enjoy this lifestyle of Farm Of Nature, Land and Animals, which so many miss in today's world. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY OPTION FOR TEXAS	Refer to GN-3, NE-1 and NR-1.
Gary Brye	3/9/2018	Website	Throughout the draft EIS report, in advertisements, and during meetings, the TCR, nor anyone else, has adequately shown that there is a definite need for a high speed rail system between Houston and Dallas, Texas. The implementation of a rail system does not provide a greater means of travel between Houston and Dallas. The existing means of travel (car, bus, plane, etc.) provide ample means of commuting between the two cities. In my personal case, being a resident of Far Northwest Harris County/Waller County area resident, I commuted to Dallas three months ago on business. It took me 3 hours to get from my home to my destination in south Dallas via automobile. For me to take the train (commuting from my house to the Houston terminal, then train to Dallas, then renting a car or acquiring another mode of transportation in order to reach my final destination) would not only take longer than the three hours I spent on the road, but would cost me significantly more than the twelve gallons of gas I used to make the trip up there. I had my own transportation while there and did not have to rely on anyone else to get to where I needed to go. It is ridiculous that I would want to buy a ticket on the train, at the outrageous costs predicted, in lieu of purchasing twelve gallons of gas. No need or purpose for a high speed rail. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS. Gary Brye, Far Northwest Harris County/Waller County area resident	Refer to NE-1, PN-3 and SC-3.
Gary Brye	3/9/2018	Website	The projected costs for this "private rail system" have been all over the board. I have attended different meetings where I have heard different expected build-out costs. In the recent cost estimates contained in the Reason Foundation Policy Brief, it projected cost estimates are actually more than the \$26,000,000,000 (\$26 BILLION) figure with a \$537,000,000 (\$537 MILLION) revenue shortfall. In California, recent cost estimates for 110 mile of track are in the neighborhood of \$10.6 BILLION. Where does that put the TCR's plan for future costs expenditures? The FRA has a duty to be responsible and provide the public (its taxpayers) with a review and evaluation of not only the cost estimates provided by TCR, but also include in the draft EIS benchmark comparisons with other like or similar projects. This comparison should also include a true fiscal impact analysis of realistic revenues as a result of realistic ridership projections against the true projected build-out costs and operational costs of the project. This information should be included in the EIS. Lastly, nowhere was I able to locate any information on covering the costs associated with the project's failure and abandonment of any infrastructure. Who is responsible for those costs? As expected, I'm sure that will rest with the taxpayers. No substantial or quantifiable justification for making this a fiscally sound and	Refer to GN-2, GN-3, NE-1 and SC-22.

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Gary Brye	3/9/2018	Website	Throughout all the meetings I have attended, hearing from both representatives from TCR and from others who are against the establishment of a rail line from Houston to Dallas, there has been no disagreement on the fact that the technology being proposed by TCR is proprietary in that it utilizes a Japanese system that does not integrate with any other available system. Not only is this system proprietary, it is most probably outdated technology, and if not now, will be in the future if and when this project is completed. Proprietary technology – outdated technology at best. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS. Gary Brye, Far Northwest Harris County/Waller County area resident.	Refer to BA-4, BA-6 and TC-2.
Gary Brye	3/9/2018	Website	The proposed route near my house will be located dangerously close to an active gas pipeline (actually right next to a gas pipeline), yet both the Federal Regulatory Commission and the Pipeline and Hazardous Materials Safety Administration were omitted from the draft EIS. In the proposed route (pictorials), several pipelines have been omitted. What is the effect of the vibration issues on these pipelines? Furthermore, with the proposed route traveling within about 600 feet of a natural gas compressor station, there was no mention or evaluation in the draft EIS of considering what hazard this may create by this close proximity to the compressor station. Lack of awareness or consideration of hazards as they relate to existing gas pipelines and compressor station. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS. Gary Brye, Far Northwest Harris County/Waller County area resident	Refer to EU-1, EU-2, EU-6, EU-7, GN-1 and NV-5.
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Gary Brye	3/9/2018	Website	The construction of the rail system will have increased traffic flow disruptions. The draft EIS does not adequately evaluate and address issues that will result because of the increase in traffic, permitted loads, and re-routing of existing traffic during the construction phases. More importantly, the draft EIS contains language that stipulates there will be no "significant" impact to First Responder response times. This is a significant failure on the part of the draft EIS in addressing such a life-safety consideration. I retired from active law enforcement with over 30 years of experience, with the last fourteen years as a Chief of Police. I can guarantee, based on personal experience, that if I used the terminology of "not significantly affecting response time" I would be hard pressed to convince any group of citizens or elected officials that the terminology of "not significantly...." was nothing to worry about. There is no risk assessment on the ability of emergency response vehicles to reach any more "rural" area along the proposed 240 mile route. Any delay in First Responder times is unacceptable to the public. More detailed and quantifiable measures must be incorporated into the final EIS to ensure the public understands the ramifications of increasing response times. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS. Gary Brye, Far Northwest Harris County/Waller County area resident	Refer to SS-23 and TR-6.

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Gary Brye	3/9/2018	Website	The construction of the rail line will cause, potentially irreparable harm, to existing private, City, County, State, and Federal road and highway infrastructures. The expectation of these damages has not been satisfactorily address in the draft EIS, as they relate to the increased traffic flow and transport weights vs. normal traffic. Furthermore, the draft EIS should contain language on who is responsible for the costs associated with any such maintenance/repairs as a result of these damages. It is only fair to the public that they are made aware of any and all financial obligations that may arise out of this construction project. Not only should the draft EIS contain information on who is responsible for the costs associated with the above instances, but furthermore, the time line for any such repairs. Lastly, if the construction access requires the building of new roadways, etc., upon completion, who will own such roadways and who will be responsible for the maintenance and upkeep of such roadways, Lack of presentation and documentation on who is ultimately responsible for the maintenance and repairs of such roadways. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS. Gary Brye, Far Northwest Harris County/Waller County area resident	Refer to NE-1, TR-6 and TR-7. The traffic control plan would require safe and efficient travel during construction, which would require that roads be repaired so that travel can be completed safely. Coordination would occur between TCRR and local agencies as permits are released.
Gary Brye	3/9/2018	Website	The draft EIS does not specifically address or evaluate the environmental impact to property on or near where fill material is removed from private or public property for use during the TCR construction project. The draft EIS does not identify or stipulate to what condition the land must left or maintained. No stipulation as to environmentally friendliness. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS. Gary Brye, Far Northwest Harris County/Waller County area resident	Refer to LU-10, LU-14 and NE-1.
Gary Brye	3/9/2018	Website	The draft EIS does not quantify the amount of water needed for the construction of this project, nor the means in which water will be made available. I believe the draft EIS is silent on where any such water will be obtained. Will the TCR be allowed to drill water wells for the acquisition of needed water or will they be obtaining water from surface water providers? It is anticipated that an enormous amount of water will be needed not only for concrete plants, but for use at construction sites, mitigating dust levels, watering erosional control plantings, etc. The amount and supplier(s) of water should be identified in the draft EIS. Furthermore, the draft EIS should contain safeguards, both environmentally and publically, ensuring the existing water usage methods of the public are not damaged or contaminated, as well as ensuring there are no adverse environmental factors fromthis water usage AND runoff. No quantifiable measurement or evaluation of environmental impact to water usage or runoff. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS. Gary Brye, Far Northwest Harris County/Waller County area resident	Refer to HZ-5, WW-1 and WW-6.
Gary Brye	3/9/2018	Website	The draft EIS does not address the environmental requirements or expectations regarding temporary construction sites. The EIS is silent on what condition these sites must be maintained after construction is completed. Can the sites be left as is? He EIS should stipulate that these temporary construction sites should left at their original or better condition. No stipulation as to after-the-fact environmental conditions have been included in the EIS. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS.	Refer to LU-10.
Gary Brye	3/9/2018	Website	The draft EIS does not adequately address the issue of water run-off, pooling, retainage, or flooding. There is no specific information contained in the document that directly speaks to the potential impacts residents and communities can and will face as this construction project relates to water run-off, pooling, retainage, or flooding. I reside in the Spring Creek watershed area where five creeks are going to be affected by the proposed rail route. What residual problems are going to be created by the displacement of water in these creeks and watershed? The EIS has not taken this into consideration. My property has been covered with water during the last two storm events. With the HSR's displacement of water, this flooding can only get worse. With new construction, building requirements stipulate retention ponds are to be "designed" in order to mitigate this dilemma. I found nothing in the EIS that addresses this concern. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS. Gary Brye, Far Northwest Harris County/Waller County area resident	Refer to FP-1, NE-1, WW-1, WW-2 and WW-8.
Gary Brye	3/9/2018	Website	The draft EIS is significantly lacking in the evaluation and analysis of the expected harm that the noise, vibration, and electrical current would have on the public's health and wellbeing, as well as the integrity of buildings in close proximity to the proposed rail site. The discussion in the draft EIS needs to be much more detailed in that the subdivision I live in with within 1500 feet of the proposed rail line. Table 3.4-12 indicates that in Waller County, the train noise would be over the mid and severe limits/levels for FRA at locations up to 1000 feet away from the tracks. The draft EIS only reports levels for one train, but it is expected that two trains will pass each other at frequent intervals. The draft EID should be much more specific in the analysis and evaluation of noised factors contributed by the proposed HSR. The draft EIS must address under what parameters noise mitigation must be installed, just as is the case with roadway and freeway planning. Why should TCR be exempted from this requirement? As to the vibration table 3.4-14, there is no base line for current measurements. The draft EIS states	Refer to NV-1. The vibration assessment is not based on existing vibration levels, only on the project vibration levels. At that distance, the project vibration levels will be well below the threshold for human perception or damage to structures.

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			vibration levels for Waller County will be 54. To what percent increase does this figure equate to in comparison to current environmental factors? Woefully lacking in analysis and of noise and vibration impacts. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS. Gary Brye, Far Northwest Harris County/Waller County area resident	
Gary Brye	3/9/2018	Website	The draft EIS fails to adequately address and mitigate the damage the HSR can cause to the current sources of water utilized by residents in the rural areas. Surface springs or spring fed creeks potentially would be destroyed by soil disturbance and the movement/run-off of fill materials and excavation materials from the proposed construction project. Although not as detrimental in the urban areas, these creeks and springs are very important for the farmers and ranchers in the rural areas as they pertain to the growing of crops and feeding of livestock. No mitigation plan or evaluation/analysis of how this project can affect the sources of water we rely on. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS. Gary Brye, Far Northwest Harris County/Waller County area resident	Refer to LU-11, NE-1, WW-2 and WW-9.
Gary Brye	3/9/2018	Website	The draft EIS does include information about expected property values at and around the proposed HSR stations, but does NOT include specific information on proposed property value "decreases" away from the stations and along the proposed route. These areas, such as my own, must be evaluated to credibly and fully understand the effect the HSR will have on property values. The proposed HSR will cause property values to decrease, thus leading to a severe loss of tax revenues. The proposed HSR can and will have an affect on the sales prices of property not only in close proximity to the actual proposed HSR track site, but within ½ to 1 mile from the proposed site. With this project on the drawing board, the HSR should be disclosed to potential buyers. Why would someone want to purchase property in a rural setting close to this proposed HSR, just to listen to a loud train two to three times per hour (this is how often TCR has stipulated the train will pass by)? The simple answer is, they will not. They will purchase elsewhere. The draft EIS shows no correlation to the property values near the proposed track route. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS. Gary Brye, Far Northwest Harris County/Waller County area resident	Refer to NE-1 and VA-1.
Gary Brye	3/9/2018	Website	The draft EIS apparently is utilizing a large amount of regional non-specific data versus specific studies and field inspections "boots-on-the-ground" evaluations. The information contained in the draft EIS is fatally flawed is that it is not using project specific data such as the identification of endangered species. The draft EIS does not contain information concerning the inspection, evaluation, and analysis of areas where the endangered Houston Toad and the Navasota Ladies Tresses live. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS. Gary Brye, Far Northwest Harris County/Waller County area resident	Refer to NR-4. NEPA does not require 100 percent of the Project to have field surveys conducted.
Gary Brye	3/9/2018	Website	The draft EIS does not include a comprehensive risk management system. There is no mention in the draft EIS of specific risk assessments as they relate to the identification of disaster scenarios, the potential likelihood of any such occurrence, as well as any "mitigation" steps to be put into action to reduce or eliminate the risk(s). There needs to be a risk assessment for not only the utility corridor crossings, but for any other potentially dangerous crossings in order that there is a credible understanding of what safety risks are probable and/or imminent. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS. Gary Brye, Far Northwest Harris County/Waller County area resident	Refer to EU-2, SS-18 and SS-19.
Gary Brye	3/9/2018	Website	The TCR HSR is required to obtain County building permits for construction. In order to obtain such permits, TCR is required to show proof of Eminent Domain powers/authority. Although representatives from TCR have implied they have Eminent Domain rights and powers, TCR has been unwilling or unable to prove they have such authority. No further work should be taken on the draft EIS until this issue is resolved. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS. Gary Brye, Far Northwest Harris County/Waller County area resident	Refer to ED-1, ED-3, NE-1 and NE-8.
Gary Brye	3/9/2018	Website	There is the potential that some of the land and environmental survey data that is included in the draft EIS was obtained without the approval of the landowner. The majority of the landowners chose not to allow access to their property on the permission form issued by the survey company (acting under the authority of TCR). Until it can be proven that any such data was obtained lawfully and without coercion, by and through an affidavit or other legally binding document from each affected property owner, the FRA should abstain from utilizing any such information until it can be validated and shown to be lawfully obtained. As a result of the aforementioned information, The FRA must cease and further work on the TCR HSR EIS until this issue is appropriately addressed and resolved. The NO BUILD option should be chosen as the only viable option in the final EIS. Gary Brye, Far Northwest Harris County/Waller County area resident	Refer to GN-1, NE-1 and NE-8.

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Johnnie Sue Bucek	2/1/2018	Website	Active pipelines error on Sheet 188 Of 257 Of Segment 4 - Mineral and Uti ity Resources - Dallas to Houston High Speed Rail & also issue with Sheet 388 of 536 - of Segment 4 Project Footpntt (1) My name is Johnnie Sue Bucek " ". I have an interest in property located at "12711 County Road 408, Leon County, TX" (I call the Vaughn Place) and sheet 188 referenced above appears to reflect two active oil/gas pipelines in the wrong location. Such pipelines are east of an Oncor Electric Transmission Line and not west as this plan shows. For certain, one of the pipelines is within the "dog leg" clearing to the right of the electric transmission line as such line crosses County Road 408. This parcel may be known by Texas Central as "9257". Please provide me a drawing or plan that shows the pipelines correctly located. (2) Also, the portion of parcel "9257" east of the proposed rail line (that consists of approximately 100 acres) appears to be landlocked with no access to County Road 408. If it has access to a public road would you please provide me a drawing or a plan that reflects how this acreage can reach a public roadway. The approximate 100 acres west Of the proposed rail line appears to have access to County Road 408. (3) Additionally, I have an interest in property located at "11573 County Road 408, Leon County, TX" (I call the Randall Place) and sheet 388 referenced above appears to reflect that such road existing east of my property is being closed by the bullet train. Our livestock tenant (who resides off FM 977) currently reaches our property by traveling west on FM 977 and turning south on County Road 408 and it appears now that he will have to reach our property by traveling east on FM 977 to Interstate 45 then west on State Hwy "OSR" and then turning north to travel down County Road 407 which when it turns to the east becomes County Road 408 that appears to deadend into our parcel. This parcel may be known by Texas Central as "9277". Such route would increase our tenants travel time from about 2 miles to 15 miles. If my livestock tenant can still reach our parcel from FM 977 please provide me a drawing or plan that reflects how this is accomplished.	Refer to EU-2, LU-11 and TR-10. The rear of parcel 9257 is blocked by the Project. Approximately 61% of the parcel would lose access to County Road 408. The rear northeastern corner of the parcel would be impacted by the Project. This accounts for approximately 5.4% (5.5 acres) of the 101-acre parcel would be affected.
Michael Bucek	1/29/2018	Oral	That is just for you to look along. Thank you. I want to just first start to say that the state of Texas spent a lot of money in 2010 to say where they wanted the corridors, and there was the BNSF Corridor Line, the UPRR Corridor Line, and the I-45 Greenfield Corridor. I can't believe we just threw those lines away, those positions away with something called the Utility Corridor, which is where our property is. Our problem is we have two tracks, each one about a mile long -- a mile apart, and the train hits both tracks. And the train splits one of our properties that my father-in-law bought I want to say in 1948. He had fought in New Guinea in World War II, and with his veteran benefits he and his brother-in-law, who fought in the European corridor, bought this tract. This property -- this train goes right down the center of it. When it's over with, we have a hundred acres on each side. There's no viaduct. It looks like there's an embankment or a cut all the way through; nothing about a viaduct. On that picture is the tank. We have one tank to feed the cattle on that place. The tank is going to be on the landlocked part, because you're also closing the county road. You're putting the embankment right on the county road that goes next to that property. On the second property there's also a county road -- the same county road fronts on it. Right now I have a mile of frontage on that county road, and it appears when this is over I'll have maybe 600 feet. The tenant on that property, who leases it for cattle for us, right now he can drive two miles from his house to be there on that property to feed our cattle. When that entrenchment or that embankment is there, it will be a 15-mile drive from where he is to get to our property. Closing county roads cannot be done. If it has to come, we have to protect our county roads, not only for police and fire; just for all the kind of things that farming and ranching requires. So I ask you to keep those items in mind. And I think how ironic that my father-in-law fought for freedom for this country against the Japanese. There are very fine Japanese people out there. But isn't it ironic that the property he bought as a veteran now is going to be split in half and his ancestors, his heirs, will lose it, because what they'll just say is the right-of-way, Well, that hundred acres that's landlocked, we'll just buy it from you. Thank you.	Refer to BA-5, B-8, ED-1, ED-2, LU-11, LU-14, TR-8, TR-10 and SS-23. Unable to verify address of property based on comment. The majority of Project is on viaduct. TCRR shall negotiate with the landowner to provide adequate crossings or compensation for land that is severed.
Michael A Bucek	1/24/2018	Letter	JBJQ RANCH'S RESPONSE TO FEDERAL RAILROAD ADMINISTRATION (FRA) DRAFT ENVIRONMENTAL IMPACT STATEMENT (Draft EIS) FOR DALLAS TO HOUSTON HIGH-SPEED RAIL PROJECT (HSR) PROPOSED BY TEXAS CENTRAL RAILWAY (Texas Central) INTRODUCTION The undersigned submits this response on behalf of the heirs of Maggie Zula Dawkins James, who are collectively known as "JBJQ Ranch". JBJQ Ranch is comprised of three parcels but the Draft EIS identifies two parcels ofland totaling 450 acres (12711 CR 408 and 11573 CR 408, Normangee, TX 77871) that are within the corridor identified as the "Utility Corridor" in the Draft EIS for the HSR proposed to be built by Texas Central. ARGUMENT AGAINST "UTILITY CORRIDOR" JBJQ Ranch reminds the FRA that the citizens of the State of Texas never envisioned that HSR would be constructed along the Utility Corridor alignment. From 2010 to 2014 the Texas Rail Plan prepared by TxDOT identified three general corridors for HSR. These corridors were: (a) BNSF Corridor (b) UPRR Corridor (near College Station) (c) 1-45 Greenfield Corridor Many landowners along the Utility Corridor were not prepared to offer alternatives to the Utility Corridor at the earlier public hearings on the HSR because we were sucker punched into believing comments publicly made in 2015, by the then CEO of Texas Central, Timothy B. Keith, who told the media that the HSR would include a stop in College Station, TX. Mr. Keith went on to say that Texas Central will try to stick to existing rail lines. Mr. Keith's comments lead us to believe that the HSR alignment would be adjacent to the Union Pacific Railroad (UPRR) alignment that runs through the College Station/Bryan area. The Utility Corridor alignment proposed by Texas Central to the FRA is not about protecting the citizens of this State it's about buying the cheapest land available and building the cheapest infrastructure available. If building near existing rail lines is dangerous because of a possible catastrophic accident then why is Texas Central attempting to connect with existing regional and local rail facilities when the lines reach Dallas and Houston. If Texas Central is all about safety then why would it suggest the	Refer to BA-5, BA-7, BA-8, BA-9, BA-10, BA-11, ED-1, ED-2, EU-2, GN-3, LU-9, LU-11, NE-1, NR-1, SS-1, SS-23 and TR-8. In regards to the cited article by Chester and Horvath, the occupancy rate range of 90 percent and 10 percent were extremes used to frame uncertainty around emissions impact benefits of mass transit caused by occupancy variations, and the median of that range was 50 percent, and the median of another range in a companion study by one of the authors was 67 percent. The TCR ridership represent average occupancy of 44 percent and 62 percent for 2024 and 2040 respectively. The source of electricity used to power the HSR was considered in the emissions estimate as described in the Power Consumption in Section 3.2, Air Quality , and is detailed in Appendix E, Technical Memorandum . This includes the mix of coal, natural gas, nuclear, wind, and other generation types in the ERCOT power region that the project would draw from. Because of the

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			<p>Utility Corridor for the HSR that is basically parallel to two petroleum pipelines in Madison and Leon Counties and crosses one natural gas pipeline on JBJQ Ranch. We ask the FRA not to approve an alignment because it's the cheapest route for HSR. The motivation of Texas Central is all about the cost- not about protecting property rights, safety or protecting the environment. In Texas Central's pleadings and affidavits filed with the Surface Transportation Board (STB) then CEO Keith was consumed with meeting deadlines and states in paragraph 4 of his verified statement that "Project delays add costs and will threaten the financial integrity of this project". Mr. Keith's attitude against using due diligence in proceeding with the first bullet train in Texas infected his attorneys as well since at page 10 of Texas Central's Petition to the STB it stated "Such delays would have a cascading effect on Texas Central's overall schedule, adding costs and potentially threatening the viability of this important project". These two statements confirm, to those who seek the best environmentally beneficial and safe route for the bullet train, that Texas Central was not about performing due diligence in the construction of the first bullet train in Texas but was all about shoring up a project that doesn't have sufficient funding. We would hope the FRA would not abandon the thought of putting the HSR as close to College Station and Texas A & M University as possible rather than following the Utility Corridor alignment and placing the stop near the current town of Roan's Prairie, TX. An article in The Eagle on March 8, 2015 stated "The state demographer's latest predictions show 419,114 people in Brazos County by 2050 -twice the 2015 population of 203,056." With such population growth in the College Station-Bryan area shouldn't the HSR be as close to such area as possible? We understand that following the UPRR corridor alignment might be undesirable to the FRA because it would require the bullet train to cross the Navasota River. Recently, the Texas Parks and Wildlife Department (TPWD) recommended to the Public Utility Commission of Texas (PUC) a corridor for an Electric Transmission Line that was very close to the College Station/Bryan area that did not cross the Navasota River and was identified by the PUC as Route 18. Detailed information on this alignment can be obtained by accessing PUC Docket No. 44649 relating to the application of Cross Texas Transmission, LLC (Cross Texas) for a proposed 345 kV Transmission Line. Attached hereto as Exhibit A is a 4-pages map we downloaded off the website for Cross Texas that reflects Route 18. The Texas Central Utility Corridor alignment as it crosses through Madison and Leon Counties was called route "WW" by Cross Texas. Both Route 18 (BEC 69kV and BEC 138kV) and "WW" (Centerpoint/Oncor 345kV) were parallel to existing electric transmission lines but the TPWD recommended Route 18 to the PUC in order to protect the large amount of upland forests (that form much needed habitats for wildlife) that would have to be removed for a 100 feet wide transmission line right-of-way if it went along route "WW". Also, only two property owners objected to the Route 18 alignment where over 30 property owners objected to the transmission line going along route "WW". It is difficult for the owners of JBJQ Ranch to understand how property we own should be protected from an electric transmission line but not from a bullet train when other alignments closer to the College Station/Bryan area (that have a lesser negative impact on wildlife) were never proposed by Texas Central for consideration by FRA. One would surmise that Texas Central's due diligence in providing the FRA alternative routes to consider for the health and safety of the public pales in comparison to the due diligence provided by Cross Texas to protect the public. ARGUMENTS AGAINST COMMENTS THAT HSR WILL IMPROVE THE ENVIRONMENT In a 2016 article in Metro Magazine (business oriented publication) an agent for Texas Central is quoted for saying: "The bullet train that will be deployed on the track is environmentally friendly - the electrified trains will have little impact on air and water quality along its route. With significantly lower emissions per passenger mile it will preserve clean air." Such statement is a canard. Texas Central takes comments that might be correct in one route in one area of the United States and applies it specifically to the corridors that FRA is evaluating in Texas. Many factors must be considered in determining if air quality will be better or worse by reason of a project. In an article from Access Magazine (academic based publication) in 2010 Professors Mikhail Chester and Arpad Horvath opine: "For example, a light rail with 90% occupancy would compare favorably with just about any other mode if we consider only the energy expended and emissions created in operating the system. But building the infrastructure and producing the fuel essentially double the energy intensity of light rail. And if we change our assumptions further and assume the light rail system will be only 10 10% full, as opposed to 90%, then light rail starts to look much worse, and is less environmentally beneficial than a gasoline sedan with a solo driver." The authors say that the cleanliness of the electricity used by cars, trains, etc. is a key factor in determining if high speed rail will be environmentally beneficial. The article states "High Speed Rail proponents have recently acknowledged the need to augment any new train infrastructure with investments in wind and solar electricity generation in order to reduce emissions." With coal and natural gas plants being in the vicinity of the HSR one would assume if these plants are the source of energy for the HSR then this source would have a negative environmental impact on the project. The article says that "Greenhouse gas emissions increase by about 15% in HSR projects primarily because of the concrete used in construction - half a kilogram of CO2 is emitted for every kilogram of cement produced". The depth of the hoax that Texas Central is performing on the public is even more noticeable when you consider that the Utility Corridor crosses more Texas Forest than the corridors referenced in the Texas Rail Plan at the beginning of this submittal. In sworn testimony before the STB then CEO for Texas Central Tim Keith stated building the HSR in the Utility Corridor will have a positive impact on the environment and reduce carbon emissions. To quote a March 10, 2012 article by Professors William Brock Most and Steven Weissman in Berkeley Law: "Global climate change is caused by high levels of carbon dioxide and other greenhouse gasses in the atmosphere trapping heat from the sun. As trees grow,</p>	<p>interconnectedness of the power grid in ERCOT, power demand for the train would not be solely from the nearest power plant. As explained in those sections, wind power has become a significant portion of the total ERCOT generation mix and continues to grow. These emissions produced by power consumption was compared to emissions reduced which is relevant to assessing the net impact of the project. It is not appropriate to only state that the project is environmentally detrimental solely because power consumption produces emissions. With regards to citing greenhouse gases increase of 15 percent due to concrete production used in HSR construction, this is solely citing that emissions associated with an HSR increases by that much, not a net impact when considering reduction of other more polluting modes of travel. This also does not account for the life cycle emissions of manufacturing an automobile, which the cited paper acknowledges exist. Besides concrete used in the plants to manufacture cars, there would be concrete and asphalt associated emissions associated with road construction and repair, not to mention materials mining, processing and manufacturing of both trains and cars. Accounting for a full life cycle analysis for trains and cars (and planes and buses that would also not be used) in the emissions estimate for this EIS would be beyond the intent and scope of NEPA decision making for FRA. There are many other factors that go into selecting the best alignments for the HSR with respect to the project proponent's purpose besides avoiding forest. There are considerations such as minimizing residential structure impacts, avoiding difficult-to-relocate infrastructure, minimizing road impacts, and proximity to power sources. The largest forested impact of HSR alternatives was 2,540 acres of woodland/shrubland habitat. Sequestration rates vary greatly according to tree species, climate, age etc. and trees provide more sequestration than shrubs. Given annual tree sequestration rates from forest extension service sources (U. of Minnesota, Southern Regional Extension Forestry) ranging from 0.7 to 9 tons/year per acre, the associated removal would range from 2 percent to 32 percent of the net reduction of the HSR operation. This is without accounting for the lower rate that the shrubland portion would contribute, and without accounting for replanting that TCRR would implement in the impact corridor. The net reduction of GHG from the HSR would still be significantly greater than sequestration eliminated by impacts to forested areas. The Project at this location is on embankment (non-elevated). TCRR would coordinate with landowners regarding those areas that would be temporarily and permanently disturbed regarding crop and/or livestock production. TCRR's negotiations could result in fragmented fields/pastures (i.e., remnant parcels) being absorbed by adjacent landowners. TCRR shall negotiate with the landowner to provide adequate crossings or compensation for land that is severed.</p>

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			<p>they absorb carbon dioxide (CO2) and release Oxygen (O2) ... By this process, the growth of trees in an urban forest can reduce atmospheric levels of carbon dioxide and slow the process of global heating". The best tool that nature has given Texas for eliminating CO2 and creating Oxygen is the mass amounts of Forestry in this state. It is difficult to understand how eliminating forested lands will benefit the environment when the other corridors considered by the Texas Rail Plan were mainly deforested. ARGUMENTS THAT HSR SHOULD PROVIDE VIADUCTS FOR PROPERTIES THAT ARE SPLIT BY THEIR TRAINS AND VIADUCTS FOR EVERY COUNTY ROAD CROSSED BY THE HSR Should the HSR be allowed to be constructed through the Utility Corridor, it crosses JBJQ Ranch properties we refer to as the Vaughn Place ([...] Normangee, TX) [250 acres] and the Randall Place ([...] Normangee, TX) [200 acres]. This alignment would allow the HSR to be constructed over a tenant's manufactured home site as well as result in the removal of a like "new" adjoining barn on the Vaughn Place. [Attached as Exhibit B is a photograph taken in 2016 that shows the rear of the manufactured home site and attached as Exhibit C is a photograph that shows the like "new" barn and the side of the manufactured home site]. Texas Central's original drawings appeared to reflect that the HSR would be an embankment as it crosses the Vaughn Place. If this has not changed it would result in probably 80 to 100 acres of land on the Vaughn Place east of the HSR being landlocked. Also attached as Exhibit D is a photograph of the tank/fishing pond on the Vaughn Place where cattle drink water while grazing on the Vaughn Place. If the HSR is built this tank will be on the landlocked portion of the Vaughn Place. There is no tank for cattle grazing on the 130 to 150 acres of land of the Vaughn Place on the west side of the HSR (that will continue to have access to CR 408 after the HSR is built) which will result in a loss of pasture lease revenue. However, the Environmental Impact Statement (EIS) (See "Project Footprint" Segment 4 - Sheet 389 of 536 and Parcel 9257) shows a partial "cut" but not a "viaduct" in this area and we don't know if a "cut" allows cattle and deer to travel to each side of the HSR. Texas Central's original drawings appeared to reflect that County Road 408 would be closed by an embankment near the Randall Place because of the HSR. The Environmental Impact Statement (EIS) maps appear to reflect that County Road 408 in Leon County in the vicinity of the Randall Place will have a "cut" adjacent to the Randall Place and not a "viaduct" (See "Project Footprint" Segment 4 -Sheet 388 of 536 and Parcel 9277). The original Texas Central drawing indicated that the one mile of frontage the Randall Place currently has adjacent to County Road 408 would reduce to approximately 200 yards [Attached as Exhibit E is County Road 408 east of the Randall Place]. Currently the cattle grazing lessee on the Randall Place drives about 2 miles east on FM 977 to get from his home to feed his cattle on the Randall Place. If a "cut" in CR 408 doesn't allow for vehicular traffic to cross under or over the HSR, the cattle grazing lessee will have to drive about 15 miles to get to the Randall Place. Closing County Roads will impair the ability of Police, Fire, and EMS personnel getting to our property when an emergency arises. We were originally lead to believe in newspaper accounts that no County Roads would be closed by the HSR. We would request that the final EIS require that no County Roads be closed by HSR building an embankment across such roads. We would also request that the final EIS provide that properties that are crossed by the HSR, leaving 50 or more acres on each side of the HSR be provided a Viaduct or opening that allows livestock, wildlife and farming equipment to move freely between such separated tracts.</p> <p>IDENTIFICATION OF UTILITIES THAT EXIST ON JBJQ RANCH There is an existing Oncor maintained Electric Transmission line west of the manufactured home referenced above on the Vaughn Place. Adjacent and east of the existing Transmission line are rights-of-way for one pipeline installed around 1975 and a new pipeline installed in 2014 (we believe these pipelines convey petroleum products). The photograph attached identified as Exhibit F shows the 2014 pipeline right-of-way and in the distance you can see one of the electric transmission line towers. County Road 408 runs east to west to the north of the Vaughn Place and there is an existing Atmos Natural Gas Pipeline that crosses under the existing electric transmission line and the two petroleum lines approximately 2553 feet south of such County Road 408.</p> <p>IDENTIFICATION OF OWNERSHIP INTERESTS IN JBJQ RANCH JBJQ Ranch ownership is as follows: Walter P. and Margaret Faye Jett, Michael A. and Johnnie Sue Bucek, Carrie Jett Quinn and James M. Bucek, own undivided interest equaling 100% in 250 acres of land in Leon County commonly known as [...] Normangee, TX 77871 and referred to by such individuals as the "Vaughn Place". Michael A. and Johnnie Sue Bucek, own 200 acres of land in Leon County commonly known as [...] Normangee, TX 77871 and referred to by such individuals as the "Randall Place". CONCLUSION More importantly, we ask you to remember who Texas Central says it is (as reflected in the Petition for Exemption it filed in its STB case): Petitioners TCRI and TCRR are wholly-owned subsidiaries of Texas Central Rail Holdings, LLC. which, in turn, is a subsidiary of Texas Central Partners, LLC ("TCP") a Delaware limited liability company (hereinafter TCP. TCRI, TCRR and other affiliates, including Texas Central High-Speed Railway, LLC, are referred to as "Texas Central"). Texas Central clearly isn't an entity like a municipality, county or state that has councilmembers, commissioners or legislators who are elected by the voters to look out for the public interest. If a landowner's adjoining property is damaged by a true public project administered by a governmental unit then a landowner has a claim for inverse condemnation to make them whole. The entities forming Texas Central are all about limiting their liability and based on Mr. Keith comments referenced above, if Texas Central goes bankrupt, landowners that have been damaged by them will probably be looking for recourse from an entity buying Texas Central's interests out from a bankruptcy court that will void unsecured claims. Our only protection is for the FRA to require due diligence of Texas Central in providing a viable route for the bullet train and that appropriate safeguards be placed in the final EIS that require Texas Central to protect our remainder properties. The FRA is the only real protection we landowners have against the laissez</p>	

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			<p>faire attitude of Texas Central.</p> <p>Many landowners along the Utility Corridor were not prepared to offer alternatives to the Utility Corridor at the earlier public hearings on the HSR because we were sucker punched into believing comments publicly made in 2015, by the then CEO of Texas Central, Timothy B. Keith, who told the media that the HSR would include a stop in College Station, TX. Mr. Keith went on to say that Texas Central will try to stick to existing rail lines. Mr. Keith's comments lead us to believe that the HSR alignment would be adjacent to the Union Pacific Railroad (UPRR) alignment that runs through the College Station/Bryan area. The Utility Corridor alignment proposed by Texas Central to the FRA is not about protecting the citizens of this State it's about buying the cheapest land available and building the cheapest infrastructure available. If building near existing rail lines is dangerous because of a possible catastrophic accident then why is Texas Central attempting to connect with existing regional and local rail facilities when the lines reach Dallas and Houston. If Texas Central is all about safety then why would it suggest the Utility Corridor for the HSR that is basically parallel to two petroleum pipelines in Madison and Leon Counties and crosses one natural gas pipeline on JBJQ Ranch. We ask the FRA not to approve an alignment because it's the cheapest route for HSR. The motivation of Texas Central is all about the cost- not about protecting property rights, safety or protecting the environment. In Texas Central's pleadings and affidavits filed with the Surface Transportation Board (STB) then CEO Keith was consumed with meeting deadlines and states in paragraph 4 of his verified statement that "Project delays add costs and will threaten the financial integrity of this project".</p> <p>IDENTIFICATION OF UTILITIES THAT EXIST ON JBJQ RANCH There is an existing Oncor maintained Electric Transmission line west of the manufactured home referenced above on the Vaughn Place. Adjacent and east of the existing Transmission line are rights-of-way for one pipeline installed around 1975 and a new pipeline installed in 2014 (we believe these pipelines convey petroleum products). The photograph attached identified as Exhibit F shows the 2014 pipeline right-of-way and in the distance you can see one of the electric transmission line towers. County Road 408 runs east to west to the north of the Vaughn Place and there is an existing Atmos Natural Gas Pipeline that crosses under the existing electric transmission line and the two petroleum lines approximately 2553 feet south of such County Road 408.</p>	
R. Chris Buckner	2/19/2018	Website	This project could well be a boon to Teas travelers going between Hou and Dal. I certainly would use it and enjoy it. No more airport hassles!!!!YK4C	Comment noted.
Shirley Buckner	2/7/2018	Email	<p>Please see attached form and respond asap. I am not against the rail, however I am against giving my property away, especially a private company.</p> <p>My business is located near station HNI 210+00. 14507 Sommermeyer 77041 (along the RR track). Can you please explain procedures as to</p> <p>1) whether or not our property/business be impacted with a) construction, b) congestion to our business, c) effects of working directly under a 450 high - high speed rail and safety issues to consider.</p> <p>2) Do you make a payment offer OR do you plan to just take by "eminent domain." Since this is a PRIVATE COMPANY operation I did not think eminent domain was possible since they are NOT government.</p>	<p>Refer to ED-1 and ED-2.</p> <p>The property at 14507 Sommermeyer is not located within LOD. The Project is located within the existing right-of-way of Hempstead Road. During construction, TCRR would be required to follow compliance and mitigation measures to minimize travel impacts to the property. See Section 3.11.6.1, Transportation, Compliance Measures and Section 3.11.6.2, Transportation, Mitigation Measures for more information.</p>
Mark Bucol	2/12/2018	Website	I support the Texas Central Railways effort to build this new high speed rail line. But, it should connect seamlessly to public transportation and current rail passenger routes. Putting the Dallas station two to three blocks from DART will hinder ridership and not serve riders that use public transportation. The same is true for the planned Houston station not being near the downtown and not served by the light rail system. In order to attract the auto traveler and decrease congestion, the potential high speed rail line must be accessible by the light rail lines in both cities. Current planned station location in Dallas should be next to Dallas Union Station, perhaps where the Reunion Arena now sits (largely unused). Likewise, in Houston the Texas Central station could be at the site of the now unused Postal Center (next to current Amtrak station), allowing direct transfer to intercity trains and being near the light rail route. The Houston Texas Central station site is 7 miles from the nearest light rail line and intercity rail passenger station. These planned endpoint stations will not serve the transit riding public very well and that will hinder the train's ridership.	Refer to GN-7, GN-8, TR-3, TR-4 and TR-12.
Mark Buie	1/29/2018	Website	I fully support high-speed rail in Texas and look forward to this long overdue project.	Comment noted.
Edwin Burger	1/29/2018	Email	This high speed rail project is yet another government boondoggle that has absolutely no purpose other than to waste a lot of money. This is a joke, someone stands to make a lot of money from this and has a big enough influence to make it happen. It has no other purpose but to line the pockets of a few people. The airlines serve this route very effectively.	Refer to BA-4, BA-12, PN-3.
Casey Burgess	1/29/2018	Oral	Good evening, I'm Casey Burgess, Mayor of the City of Elmer, but I'm here tonight strictly in my individual capacity. I've been working with Texas Central probably for about the last three, three-and-a-half years on the Dallas County alignment, and I'm here to say that I'm fully in support of the alignment through Dallas County They've been pretty accommodating with the city. They've worked with us. We had a couple of public work projects that were in the original alignment and some large economic developed projects, they worked with us to move their alignment to avoid those. And I can also say that I've gotten some pretty significant interests from companies wanting to locate in the	Comment noted.

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			area that had interest in being close to the Cedars station, but they want enough land they can expand out and do investor-type stuff.· So, I'm in full support of the project and thank you.	
Justin Burgess	2/17/2018	Website	To whom it may concern: I fully support the Dallas-Houston bullet train as planned and approved. Let's get this magnificent project built as soon as absolutely possible! Why you may ask? 1) The route is right The preferred route, known as the Utility Corridor, was chosen by the FRA because of its minimal environmental and community impacts. 2) Creates jobs for Texans More than 10,000 direct jobs per year will be created during construction and more than 1,500 jobs will be permanent when operational -- at least 25% permanent jobs will be in rural counties along the route. 3) Brings the safest mass transportation technology in the world to Texas Shinkansen trains boast a 53-year history with ZERO crashes or fatalities while in operation. Tracks will be built above or below all roads, so there will be no at-grade crossings, removing the risk of intersecting with vehicles and allowing for free movement of wildlife, pedestrians and cars. 4) Cleaner, greener technology An electric alternative to flying and driving, the Texas Bullet Train will operate in an area where 4 of the counties served are already air quality non-attainment status. It will also lead to net reductions in volatile organic compounds, nitrous oxides and greenhouse gas emissions. 5) Increases county tax rolls in ALL impacted counties Estimates in the DEIS show the project generating a net-positive tax impact in counties along the route of between \$6.5 and \$7 billion by 2040. Let the dirt start flying as soon as possible and move this major initiative from planning and approval stages to actual construction! Sincerely, Justin Burgess	Comment noted.
Tracy Burgess	2/18/2018	Website	I am so excited for the job opportunities this rail system will open for those not wanting to relocate North or South yet allow them to commute to jobs in their career field in other areas. This will be the future gateway for many generations to come and open so many doors for the children in college as well.	Comment noted.
Christa Burk	NA	Website	I support the comments listed below and offer them as evidence supporting the No Build Alternative 1. I support the No Build Alternative on the Texas Central Railway High Speed Rail Project from Dallas To Houston. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration. US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use Of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance. such as cemeteries, farms and buildings that may qualify as historical Sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation Of HSR results in land take. noise and air pollution, visual disruption and a high consumption of electricity.	Refer to BA-6, ED-1, NE-1 and NE-9.
Craig Burk	NA	Website	I support the comments listed below and offer them as evidence supporting the No Build Alternative 1. I support the No Build Alternative on the Texas Central Railway High Speed Rail Project from Dallas To Houston. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration. US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use Of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance. such as cemeteries, farms and buildings that may qualify as historical Sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation Of HSR results in land take. noise and air pollution, visual disruption and a high consumption of electricity.	Refer to BA-6, ED-1, NE-1 and NE-9.
Nell Hope Burke	NA	Website	I am very opposed to High Speed Rail. It got to be dangerous.	Refer to SS-4 and SS-12.
Daniel Burken, Limestone County Judge	12/21/2017	Email	Would like to receive updates.	Refer to PI-1.
Desi Burns Porter	1/29/2018	Email	The public comment period needs to be extended by at least 90 days. Texas Central's information can not be trusted so everything needs to be independently verified. 60 days plus an extra two weeks is nowhere near enough time for a proper vetting of this project. If it took FRA over 2.5 years to put it together, I'm sure an extra 90 days won't cause any bananas to rot on a dock.	Refer to PI-3.
Glenda Burres	2/11/2018	Website	As a resident of Navarro County, the Dallas-Houston High Speed rail will disrupt farmland and ranchland. With a right-of-way through Navarro County, the wildlife will be disrupted, in particular eagles and owl nests, and all ground nesting birds. Our ranch land and farm lands are very important to the well being and survival of Navarro County. Please do not go forward with this detrimental blight on our countryside.	Refer to LU-11, NR-2, NR-3 and NR-5. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species

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				and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Guy Burroughs	1/30/2018	Oral	Hello. A lot of you know me. I am fifth generation, sixth generation in Leon County but just bought in this county last week. We have braved 8,000-acre forest fires together. We got through the 2011 drought together and sold off our cows. We have been through a lot together as a community and we are going to get through these yahoos too. With that being said I'd like to bring your attention to number 16 on this paperwork they passed out. The timeline process for property acquisition is not part of the environmental project if TCRR obtains federal, national assistance for the project. Such as a federal loan. I wonder who is going to provide that money for that federal loan is they decide they need it. You're dadgum right. You know as previous speakers have noted over and over on all this paperwork, it is nothing but lie after lie after lie filled with a lack of transparency of these TCR people. And I would like to see if they can make it available to us where the money is going. Because if you follow the money you usually find out who's behind it and what's moving the wheel that turns on this thing because somebody is obviously getting paid to keep pushing this thing on. In 1980 is when we made it the last time. Obviously, somebody is trying to get their pockets lined on this thing for it to be back in our face again right now. So I am curious. I would like to know who is getting paid or who is hoping to go get paid by this big push on this? Regardless of what they say they do not have eminent domain authority to come on your land and do anything. They can't force you off your land. They can't bully their way on your land and tell you they have a legal right to be here. They ain't got no right. That's just the bottom line to all of it. So thank you.	Refer to NE-1, GN-4, ED-1 and ED-2.
Ralph Burton	3/8/2018	Email	Count me as another of the many people who are opposed to the Texas High Speed Rail Project. Newer innovations in Technologies will render the proposed train obsolete not long after construction of the rail system has been completed, if not before. The hyperloop system would have trains that reach speeds of over 700 mph, more than twice the speed of proposed Texas High Speed Rail Project, and it won't be long before the first trains are operational: "The study is five- to six-month study and will do some really detailed engineering work," Bam Brogan told Forbes. "We think we could be shovels in the ground in 2019, and get into certification and testing in 2020, which is ordinarily a 400-day process, and then be operational in 2021." https://www.forbes.com/sites/alanohnsman/2017/11/14/hyperloop-Station-arrival-has-plans-for-high-speed-colorado-tube-train-network/47793261e44d8 Self-driving automobiles will be commercially viable within the next few years. A similar project in California has turned out to be a massive boondoggle, with cost overruns in the billions. The same is likely to happen with the Texas Project if it should move forward. Taking property from citizens, uprooting their lives, and ruining a way of life for anyone living anywhere near the train tracks, for this boondoggle, is insane. I will be writing my state representatives soon to urge them to support any form of legislation that will shut down this project.	Refer to BA-4 and TC-2.
Jason Burts	2/16/2018	Website	I am all for safe affordable travel between Dallas and Houston, which means I am all for the bullet train.	Comment noted.
Marvin Burzynski	2/6/2018	Handwritten	No one is for the high speed rail. No one wants to see Texas divided and land lost to high speed rail. It won't benefit most people, just a select few. It is the worst thing to ever happen to Texas. People in Texas own and drive cars not ride trains. It will never pay for itself. Put it 20 ft in the air and people might accept rail in Texas, but not taking up land.	Refer to SC-19 and NE-1.
Sara Buses	2/6/2018	Website	The high speed rail is a for profit endeavor. It is in no way altruistic and serves no benefit to the community that it wants to take a piece of. If there are projected demands for more transportation routes in the future, there are other ways to address them. This is only one solution that does not benefit those it seeks to use for gain. This community adamantly rejects the building of this structure at our expense for the profit of outsiders with no foreseeable net gain to ourselves. A go ahead on the project is to simply ignore the overwhelming opposition for personal gain.	Refer to SC-19.
Carol Bush	3/1/2018	Letter	Several areas of the proposed route are shown to be located in the floodplain, how will floodplain permitting be handled and will the same process be used in all counties? Will there be Base Flood Elevations determined for all floodplain crossings? Will detailed flood studies be performed? Appendices G and H have footnotes indicating that all peak flows are approximate, base flood elevations are estimated, and that several Stream crossing were not hydraulically modeled and assumed to be sufficient. What level of detail was used to develop this information? Will a higher level of detail be used to determine more accurate hydrology and hydraulics at a later phase of the project? Will the proposed access roads along the tracks be maintained by the railroad or are they proposed to be county maintained roads? If the	Refer to ED-4, EU-1, EU-2, EU-3, EU-4, FP-1, NR-6, NV-1, NV-5, SG-1, SG-2, SS-6, SS-18, SS-27, TR-7 and TR-8. Floodplain permitting will occur through coordination with each county floodplain administrator. Additional information regarding hydrology, hydraulics, and drainage for the Project are located in

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			<p>access roads alongside the proposed route are to be county maintained, where will the additional funding for maintenance of the roads come from? Where a "road Over rail" crossing for a county road is proposed, who will maintain the overpass? If the county is responsible for maintaining "road over rail" overpasses, where will the additional funds for maintenance come from? Who is responsible for the maintenance of the fencing/railings on overpasses? Who is responsible for the maintenance Of the multiple detention basins along the project? To what extent will county road right of way be affected by the need for new and/or relocated utility crossings? The information in Appendix C: Roadway Grade Separation Database does not show the same "treatment" (road over rail, road under rail, reroute, etc.) as Table 3.16-16. For example, Appendix C shows Old Boyce Road to be a "road under rail" crossing and Table 3.16-16 shows that Old Boyce Road will be rerouted. It appears that this is related to different build alternatives, but it is not clear. Which set of information is correct? Who will maintain the land between the rail right-of-way and access roads, if they are not parallel to each other? What are the thoroughfare plan implications on the affected roads? What methodology was used to come up with six (6) wildlife crossings? What are the specifications for the fencing, retaining walls, gates, etc., and have the wildlife fences been field tested/proven?</p> <p>Who will pay for the utility adjustments? TO whose specifications will the utility crossings be constructed? Will there be a permit and/or fee system for future utility work at utility crossings? Will repair of existing utilities (those in place prior to construction of the tracks) be treated differently from new utility work? What will the time frame be for approval to repair utilities? Future repairs at utility crossings will be more costly, how will the utility providers pay for these increases without passing the costs on to their customers? What is the protocol if there is a problem at a utility or road crossing that is severe enough to necessitate shutting down the train? If a utility or road issue causes a shutdown of the train, will there be a financial liability of the owner of the utility or road. In Ellis County, the train is proposed to cross a 90" waterline and a 72" waterline. How will these crossings be protected? Where is the power source for this train and how will it be affected by brownouts/blackouts? If there are any gas wells present or in the future, whose rights supersede?</p> <p>How will firefighting personnel and equipment access property on both sides in the event of grass, brush fires? What security plans are proposed along the corridor? The documents show law enforcement agencies that are not within the proposed segment (exaggerating the public safety presence). Not enough emergency medical personnel within the section should the need arise.</p> <p>Are there plans to install a noise mitigation wall similar to Ones placed along toll roads?</p> <p>What are the plans to remove any septic systems?</p> <p>Will there be soils analyses performed?</p>	<p>TCRR Final Conceptual Engineering Design and Constructability Reports, Appendix F, Section 13.</p> <p>In both Segment 2A (part of the Preferred Alignment) and Segment 3B, Old Boyce Road is crossed by the Project (road under rail). Refer to Table 3.11-30: Roadway Crossings in Ellis County for references to Appendix D: Project Footprint Mapbook pages.</p>
Rick Bush	2/17/2018	Website	This project is totally unnecessary it will cause unnecessary hardships on both people and wildlife. This is a boondoggle from start to finish and there are safety concerns as well. This will completely destroy many people's lives and businesses. I know it will destroy my business and ruin my property value.	Refer to ED-2, LU-7, NE-9, NR-5, PN-3, SS-1, SS-4 and VA-1.
Rick Bush	2/24/2018	Email	this project is a boondoggle and will leave taxpayers straddle with huge debt when the private is he claims they need more money to complete the railway. In addition to that it will upset wildlife and take away habitat for wildlife. it will also destroy the lives of people and families who have been on their land for over 100 years. There is no benefit to high speed rail Texas there is no benefit too high speed Raelynn Texas there are plenty of ways to get from Dallas to Houston already in existence. I should know I travel from Houston to Dallas several times a week.	Refer to BA-4, GN-4, NE-1, NR-5, PN-3 and SC-19.
Tim Bush	2/5/2018	Website	I took a picture of a American bald eagle perched in a dead tree off of CR407 off 977 right where the proposed path for the HSR would go. Just wondering what the habitat range is for American Bald Eagles because aren't they considered endangered. Normangee, Leon county area.	Refer to NR-3. Bald Eagles were delisted by USFWS but are protected under the Bald and Golden Eagle Act and are state listed as threatened by Texas Parks and Wildlife. Their range spans across East Texas and along major water resources.
Tim Bush	3/8/2018	Email	I took a picture of a American bald eagle perched in a dead tree off of CR407 off 977 right where the proposed path for the HSR would go. Just wondering what the habitat range is for American Bald Eagles because aren't they considered endangered. Normangee, Leon County area	Refer to NR-3. Bald Eagles were delisted by USFWS but are protected under the Bald and Golden Eagle Act and are state listed as threatened by Texas Parks and Wildlife. Their range spans across East Texas and along major water resources.
Vivian Bush	2/5/2018	Website	<p>I am pleased that the Texas Bullet Train is nearer to becoming a reality. I have the following comments/ questions:</p> <ol style="list-style-type: none"> 1. How will the Northwest Mall location be linked to the existing Northwest Transit Center? The two are close, but too far to walk from one to the other. There has been talk of Houston's existing light rail system being extended to the NW Transit Center... could it be carried on up past that to the Bullet Train station? 2. What is the plan for parking cars at the Houston terminal? How much parking will be available? Will it be in a garage, or surface lot? Will there be a charge for short-term parking? Long-term parking? Can the parking also serve as a local park-and-ride for the light rail system, if 	Refer to GN-9, TC-5 and TR-4.

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			the system is extended to this site? Thanks for working through these issues to bring us affordable, feasible long-distance transportation options.	
Sara Bushell	3/9/2018	Website	Please make this project a reality. This would greatly help me as I make trips from Houston to Dallas for both business and personal reasons. The rail would be a safer, faster, and more environmentally friendly option compared to driving.	Comment noted.
Darrell Bushman	2/6/2018	Handwritten	1. I have a water well as shown on attached map that I want included in the water well table (3.3-4, pg 3.3-16). This well was the only water on my land in 2011 for my cattle and I want it recorded in DEIS in case the train vibrations cause it to collapse and fail to produce water. 2. There is a new house [sic] just on the north side of hwy 30 as shown on the map. 3. Table on pages 3.13-42 & 43 show Grimes county "produces chickens." It should show "livestock" and "forage." 4. Is it true about a 2 mile limit and the "right" HSR to access property for construction materials?	Refer to LU-14, NV-5 and SG-4. Agricultural statistics for Grimes County were collected using the most up to date data from the USDA, including: 1. USDA "2012 Census of Agriculture, Texas State and County Data," Volume 1 Geographic Area Series Part 43A. Table 1 County Summary Highlights and Table 8 Farms, Land in Farms, Value of Land and Buildings and Land Use: 2012 and 2007. May 2014. 2. USDA "2012 Census of Agriculture County Profile Sheets" for Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller and Harris counties.
James Busler	2/9/2018	Website	As a 73 yr old with know heart issues I find the rerouting necessary not only during but after completion impacting EMS response times.	Refer to SS-23.
James Busler	2/9/2018	Website	I make frequent trips to Dallas every year and the proposed routes will all impact my travel time to visit friends in that city.	Comment noted.
James Busler	2/9/2018	Website	Considering the bogus ridership projections being cited by this project in deference to the unbiased independent studies available, I see no guarantee that this project will end up any better off than the 60 billion dollar bondongle in California and becoming a tax payer burden for all of Texas	Refer to GN-2 and NE-1.
Harry Butaud	1/26/2018	Letter	Navarro County is a rural and agricultural county. The land I purchased is in Navarro County. Routing the Dallas to Houston High-Speed Rail Project through Navarro County would be detrimental to my ranching operation. My property adjoins the proposed route and running my cattle ranch under these conditions would be difficult and costly for me. Many factors play into this project and none of them is good. Therefore I OPPOSE this project. Please consider this opinion in your data regarding this project.	Refer to LU-11.
Brad Butler	1/31/2018	Oral	You're the court reporter; right? I'm talking to you. And I'm just going to bullet point this so I can get through it. I'm not sure that the economic assessment accounts for the net impact of the sales tax revenue. It looks like it talks about what it takes to Houston: and Grimes, and Dallas: but does it subtract for all the people it takes off the road on 1-45 that don't stop at Buc-ee's: and don't stop at the Texas Burger? All of that needs to be considered. You're taking money out of the rural counties: taking it to the cities. Our representatives and elected officials need to get on that: too. Aesthetically and visual impact is — I think you listed it as moderate. I believe it's adverse in rural areas because of the way people see their property: their quality of lives, and I've heard they want to look at. Just because ifs less than what it is in Dallas: doesn't mean it's not adverse to these people. That needs to be reconsidered. I know ifs going to be elevated: but — if you fence some parts of it: but if you have a chain link fence and it doesn't allow for movement of game: that's going to be a problem. Like the previous guy says, we will be divided along those places. And so: deer and things like that will go — to move cross game. That's going to impact and owners on opposite sides of the tracks. How does electric power figure into this? I know it's: like: .26 percent of the state usage: but when there's a brownout, do they get priority over the homeowners: or do the homeowners get lights: and the train slows down? Because we have plenty of people coming here to use electricity already. There's going to be a liability risk on hunters up to a mile away that will have to monitor exactly where they are shooting because there's a train coming through. That needs to be considered. The rain runoff on the streams that are supplying ponds: not big streams: little streams: but all the contours of the land needs to be taken into account, because if the water is running downhill and hits the train berm and can't get to the other guy's tank, then he doesn't have water _ Now: when you put in culverts to redirect that water: you create erosion issues where you concentrate the water on the downhill side. Are the train owners going to maintain clear culverts: and replace the erosion that they create for the life of the project? They should. Also, I'm not convinced of the vibration studies. I live three miles from the railroad: and I can feel it. And this one may not be carrying coal: but I'm just not convinced that your study is perfect. And the economic impact on landowners will go far beyond the rail: up to a mile in some cases, because we'll no longer be able to sell pieces of our property for the people that are moving to the state because that railroad is there, and they want to move to the country where ifs quiet. So, please take that into consideration.	Refer to EU-3, EU-4, NR-5, NR-6, NV-5, SC-15, SG-1, SS-10, WW-1 and WW-2. In response to public comments, the analysis has been updated in the Final EIS to provide more detail on potential impacts, based on the types of engineering construction: viaduct, embankment, cut. Please refer to Section 3.10.5, Aesthetics and Scenic Resources, Environmental Consequences for the impact assessment. At that distance, the project vibration levels will be well below the threshold for human perception or damage to structures.
Brad Butler	1/31/2018	Website	In the rural areas, any water passing through a chain link fence will collect debris from the pastures abutting the right-of-way. This will be a constant maintenance issue and is necessary to avoid water back up on the up-grade side of the right-of-way. The landowners need a quick and easy mechanism, that includes leverage, to force immediate compliance with needed attention. FRA should require rules prescribed to protect neighbors including fines significant enough to get immediate response. Railroads create fires. How will this be addressed. Rules with	Refer to ED-2, FP-1, GN-5, NE-1 and SS-27.

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			compensation for damage should be implemented. Currently, residents of a county with a burn ban are prevented from starting a fire except under prescribed conditions. This should be addressed.	
Darrell Butler	3/9/2018	Website	I have reviewed the route, maps, impact statements, and alternates. The route should start at the BNSF Roe St. location. It is a larger area, will require less bridge/underpass construction, and will have a small eminent domain footprint. The line should follow the utility easement route from Hutchins all the way to Houston, especially since the electricity you need is right there. That will reduce construction costs by not having to bury underground cable for miles to reach the BNSF line. The green route around Teague is better for the reasons listed above. I am very glad you announced the station will be at 290 and 610. It would be a huge waste of EVERYTHING if you brought it to where your maps indicate directly atop Buffalo Bayou (the dumbest choice anyone could make, flood zones and electricity do not mix). I am very excited about the new train, and I can't wait to ride just for the heck of it.	Refer to BA-5, BA-7, BA-8 and GN-9.
KARL BUTLER	2/16/2018	Website	I lived in Europe for 2 years. The trains are a part of every day life to move around the country side. The first high speed train I travel on was from London to Paris under the English Channel. It was safe and very fast. I believe this High Speed train will be super positive for economic growth in Texas. It will help the environment. We must have this train in Texas and I am 100% i support of it	Comment noted.
Julienne Byers	3/9/2018	Website	Please don't build this. We are Texas! Let's keep our land wide open, clean, safe. Besides what are people going to do when they get to Dallas, walk? Not enough rental cars as it is. We love our cars, small towns along I-45 depend on Our business to thrive. There are cars, buses and planes. That seems like enough options. I say NO.	Refer to BA-4, BA-12, GN-6, PN-3, SC-15 and TR-3.
Biova L. Byrd	NA	Website	I am against the High Speed Rail...	Comment noted.
Chris Byrne	2/7/2018	Website	This project is important for many reasons. 100% pivately funded infrastructure unlocks more local investment. It Creates 10,000 construction jobs each year and 1,000 permanent jobs. Texas Central will be a tax-payer, not a tax-taker, paying an estimated \$2.5 Billion in taxes in 25 years. It is estimated to inject \$36 Billion into the Texas economy over the next 25 years. The project is an investment in a better balanced transportation system. It creates a vital piece of a 21st century transportation system and becomes a model for similar projects all over the country. The N700 Bullet Train emits 1/12th the CO2 as a jet would between Houston and Dallas. The current 4-hour, 240 mile mile trek up I-45 is expected to increase to 6.5 hours by 2035, making alternatives all the more important. I-45 is the nation's 2nd deadliest interstate in the U.S.; rail keeps more cars off roads and saves lives. With a 90-minute travel time, end to end travel time even beats air travel when time at airports is included. Our country needs more rail lines, not less. Rail is environmentally;y friendly, relaxing and sociable for the passengers, safer than airlines and hi ways, both with regard to accidents and terror attacks.	Comment noted.

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Submitted By	Date Submitted	Submission Type	Comment	Response
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Greg C.	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Loy C.	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Miles Cagney	2/5/2018	Website	I am strongly in favor of this high speed rail project. I would like to take a rail to Austin and Dallas and would use the train to go to sporting events, concerts and weekends away. Everyone at the hearing seems to be against anything new. The environmental benefit of taking cars off the road is also a plus. Please ignore the naysayers.	Comment noted.
Edith Caiame	1/31/2018	Handwritten	No job creation, only during construction. Not respect private property. You do not understand Texans and our land. Ours is 4th generation. Many others are more than that. Where all dirt coming from for elevated line? Not reduce traffic as only two! People will use train. No email, no computer, [sic] no phone. Boondoggle.	Refer to GN-2, LU-14, PN-3, SC-21 and SG-4.
Casey Caldwell	2/13/2018	Website	ELLIS COUNTY LOSS: This proposed rail will cut our county, Ellis County, in half. TCR states no roads will be closed but they fail to state they will propose rerouting some. This is a severe detriment to Farmers, Ranchers, First Responders and School Districts. If our County needs additional roads in the future we would be tied to existing roads that TCR would initially have. Installing any over passes would be at a huge cost to our county.	Refer to LU-11, SC-6, SS-23, TR-7 and TR-8.
Casey Caldwell	2/13/2018	Website	Emergency services, fire, ambulance, and police will require longer access times traversing the few underpasses available, thereby jeopardizing the health, safety and well being of all county residence. Minutes and seconds can make the difference between life and death.	Refer to SS-23.
George Caldwell	2/10/2018	Website	The rail if not totally elevated will have a negative impact on our First Responders and School District along with farming and livestock ranching. It should be totally elevated. This must be a top priority.	Refer to LU-11, SC-7, SC-8, SS-23 and TR-8.
Jimmy Caldwell	2/5/2018	Oral	Hello there, I am Jimmy Caldwell and I am the president of the 10-mile Cemetery Association of Madison County. Madison County has three cemeteries on the route proposed by the high-speed rail. The 10-mile cemetery was established in 1887 and was designated as a Texas historical cemetery 2015. The 10-mouth cemetery is less than 300 feet from the power line that they want to put the bullet train next to. In fact, when I say it's 300 feet, their survey team measured 254 feet. I don't know how they could put a berm over a cemetery. It's just that I don't understand that. Only the state of Texas has the power to move a grave. And if the state agrees to move these bodies, where would you put these bodies. The pioneers of Madison County deserve a great deal of respect. Imagine holding a funeral, or for that matter a church service, with four trains, to running in each direction passing over the cemetery at over 200 miles per hour. There would be extreme vibration as well as disruption when you are trying to pray. In their own words, they say that the extreme vibration would be over 275 feet. Additionally, between the high line in the cemetery is the church, as Kerry just spoke, and there are also two 30-inch oil pipelines that run in	Refer to CR-8. If it is determined that burials cannot be avoided or are effected in an unexpected manner, they will be handled according to the requirements of the Texas Health and Safety Code Chapter 711, Title 13 Part 2 Chapter 22, Rule 22.4(b) of the TAC - Unknown and Abandoned Cemeteries, and Rule 22.5 of the TAC - Removal of Remains from an Abandoned or Unknown Cemetery.

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			that vicinity. And that you know that the pipeline companies now have a dedicated right of way and will never allow a train track to be built on top of a pipeline. I think the environmental impact survey is flawed and did not take this information into account. They were obviously misconstrued or did not know what they were looking at. We have buried over 300 people in the cemetery and we told them to rest in peace and that's exactly what we would expect from the train people at this time.	
Jimmy Caldwell	2/5/2018	Website	Our ranch and home will be effected. Do not allow this train to ruin our land.	Comment noted.
Mary Ann Caldwell	NA	Website	Our home and ranch are within the 2 mile zone. Please don't allow this to happen.	Refer to LU-14.
Monica Caldwell	NA	Website	Twin Daughters are 9th generation Texans! Please don't let the land grab take their ranch!!	Comment noted.
Rodney Caldwell	2/13/2018	Website	This proposed project is detrimental to all seven counties it crosses, especially the Counties between Dallas and Houston. It cuts counties into two segments. It will limit growth. It takes away homeowner rights, county tax base is lowered. All neutral observers cannot be financially viable without a future tax payer subsidy. It lowers the efficiency of Ranchers and Farmers. This has no positive impact to the majority of Texas. All facts lead me to believe the developers are the only ones, if approved, will have an overall gain. The landowners, Counties and Tax Payers of Texas will suffer if the project is allowed to proceed. The negative Environmental Economic impact is huge.	Refer to LU-11, SC-13, SC-19, TR-8, VA-1 and VA-3.
Rodney Caldwell	2/13/2018	Website	: It would not be good for us to lose our land, but it would be terrible to lose our land and then later have to subsidize the Company that was allowed to take our land. If you will please take a little time and read Barach Feigenbaum's report at http://reason.org/files/texas_high_speed_rail.pdf	Refer to GN-3 and NE-1.
Rodney Caldwell	2/13/2018	Website	There will be few crossings available to farmers and ranchers. they will be forced to drive farm equipment many miles to have access to their property on the other side. This will raise cost further and reduce farming and agricultural production which produces over \$160 million annually.	Refer to LU-11.
Rodney Caldwell	2/13/2018	Website	Public funding: Considering the private Toll Roads here in Texas were supposed to be revenue neutral yet we see where the taxpayers and commuters are forced to pay the difference in perpetuity. This will require state funding and/or county property taxes required from counties that already do not benefit economically from HSR thus creating a double economic hardship on counties affected	Refer to NE-1, SC-19, SC-22 and VA-1.
Ronny Caldwell	1/29/2018	Oral	My name is Ronny, I'm against the high-speed rail. I'll tell you why. The financial situation is all studies showed it cannot be profitable, will not be profitable without building subsidies. They came two years ago and said there's gonna be private funding but then they turn right around and apparently couldn't get cost. There's something wrong with that. They say there's gonna be zero roads closed, but they failed to say rerouting roads. We can still reroute roads. You look out here and see the roads being rerouted. In our counties in between Dallas and Houston, those counties will be split down the middle like a bowling ball. You hit future growth there's gonna be you know on both sides of the rail and in order to if they're installed at ground level you have to put overpasses. Check with TXDOT, what does it cost to put an overpass and a new road. 15 years from now, 10 years from now we need another road in one of these counties, who's gonna pony up and build an overpass. It can cost up to over a million dollars per lane and it takes a mile and by the time you get the ramp to come up over the rail, 'cause right now it would cost so you've got a cost factor there. So then you know, I'll get into it. You know, we have a ranch, we have a farm. We're gonna be personally impacted if they say they have eminent domain, they do not have eminent domain. They sued us to come onto our property, then they backed out 'cause they knew that they couldn't wing it. How would you like someone to come in your living room, you know, unannounced, just come in. Government party. What's the difference between your living room and my pasture, you know, what is what difference does it make? What difference is it from your living room and my pasture, so it's unfair. I say come and take it. No matter what you ask for and what you're willing to pay through the funds you pay for us pay to us. I'm sorry, I'm stuttering but there's no money in the world that's gonna be able to take our land. They may take it through court and, potentially, if our legislature changes their mind and gives them eminent domain in the future, you know, they may be able to take it, but it'll be a fight. It's wrong. It's unprofitable. And all you taxpayers you wait and see they're gonna come back. They're gonna come back to you when it fails. It cannot be profitable. I've been on the bullet in Japan, I know it's timely, but yet it cannot be profitable. We're gonna pay through the nose for it. We're gonna pay later.	Refer to ED-1, ED-2, ED-3, GN-3, GN-4, NE-1, TR-1, TR-7, TR-8 and TR-10.
Ronny Caldwell	1/29/2018	Oral	RONNY Caldwell Ellis County. My concern is that Ebenezer Road is not mentioned in the environmental impact study. That's one. Two-- the TCR states that no funding is required from county, state or federal. But yet they are asking for the Federal guaranteed funds. Three-- consideration should be given to future roads that may be necessary for growth in Ellis County and all counties. And the cost impact to these counties which TxDot states could be up to 1 million per lane. Which limits growth in the future. Major impact to our land personally. Church activities such as A-rides, four wheeling, etc. I guess the last one would be there are no studies that state this project would be profitable. The recent report states it twice. But my opinion is it will be a tax burden for all of us in the future.	Refer to GN-4, NE-1, TR-1 and TR-8. Ebenezer Road is shown on Mapbook pages 35 and 67. It is a local road that is would be crossed by the Project in the preferred alternative. See Table 3.11-10: Roadway Crossings in Ellis County for more information about Ebenezer Road.

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Ronny Caldwell	2/13/2018	Website	They state they will not close roads but now they show to re-route roads.	Refer to TR-8.
Ronny Caldwell	2/13/2018	Website	() Any portion of the train that is not elevated will have a great negative impact on future roads, present farming access and present livestock operations. If it goes at all, every foot should be elevated so the large farm implements can travel under it and livestock could go from one side to the other. TXDOT states a overpass costs more than a million dollars per lane. A two lane road will cost well over \$2 million in today's dollar. Only the State can afford that, a County cannot. It will impact future growth.	Refer to LU-11, TR-7 and TR-8.
Ronny Caldwell	2/13/2018	Website	() It will impact the county tax base. TCR states it will have a positive impact on taxes for the County. Taxes are based on value and for Rails the value is set by the State. All the rail systems that cross the county pay only around \$80,000 (combined) in taxes. There is no tax on rolling stock which a engine and cars are. The only major property tax benefit will be at the rail stations.	State and local assessors have sometimes assessed government-owned property or public railroads at below-market rates. However, there is no reason to believe they would do so for a privately owned and operated company like TCRR. The economic assessment presented in Section 3.14.5.2.3, Socioeconomics and Community Facilities, Economic Impacts presumes TCRR's property and improvements would be fairly assessed and subject to all applicable local property tax rates. This analysis finds a net positive tax revenue impact for each economic analysis area, including for the subset of counties and local jurisdictions between Dallas and Harris County. A number of negative tax impacts were assessed, including property tax losses associated with the displacement of built improvements. However, tax revenue increases associated with property assessments on the Project's built infrastructure, the conversion of currently tax-exempt land uses to TCRR ownership, and the sales tax associated with induced spending as a result of TCRR's capital investment were large enough to produce a net positive impact to taxes. Tax impacts were calculated following the methodology described in Section 3.14.3, Socioeconomics and Community Facilities, Methodology .
Ronny Caldwell	2/13/2018	Website	() Federal Corporate taxes are on profits. This project cannot be profitable without government subsidizing it, therefore not Corp. tax benefit	Refer to GN-4.
Ronny Caldwell	2/13/2018	Website	() Their maps show new connector roads along with public service roads with some existing roads having overpasses. If built these new roads, which are only needed for the convenience of the train, would be dedicated to the counties. Then the counties will take over the ongoing maintenance expense.	Refer to TR-7.
Ronny Caldwell	2/13/2018	Website	() Rerouting roads will have a negative impact on School districts and First Responders.	Refer to SC-6, SC-7, SS-23 and TR-8.
Ronny Caldwell	2/13/2018	Website	Not having the proposed rail TOTALLY ELEVATED will have a very negative long term impact for all the Counties it crosses. The construction cost for any future public road, if it has to go over the ground level rail, will be a huge cost to the counties. This will have a negative impact to growth and in most cases kill growth in certain areas. The cost of building an overpass is huge.	Refer to TR-7 and TR-8.
Ronny Caldwell	2/13/2018	Website	There is a maintenance cost impact to the Counties for overpasses. Overpasses will also cost more to maintain as time goes by. Overpasses require more land area than a ground level road and are dramatically more costly. NOT HAVING THE RAIL FULLY ELEVATED WILL HAVE A MAJOR ENVIRONMENTAL IMPACT TO ALL COUNTIES BOTH NOW AND ESPECIALLY IN THE FUTURE.	Refer to TR-7 and TR-8.
Ronny Caldwell	2/13/2018	Website	TCR advises that the cost to the taxpayer will be zero. They state this will be a private funded project with no cost to the taxpayer. At the same time they are applying for Federal Government Guaranteed Funds. They state one thing and do another.	Refer to GN-4.
Ronny Caldwell	2/13/2018	Website	3). LAND OWNER RIGHTS . My wife and I personally oppose the rail cutting through our Ranch and Farm Land. We could find in more acceptable it we did not feel that this proposed rail could be beneficial to Texans as a whole. The ridership will be very low per all independent studies benefiting only the Houston and Dallas metroplexes. Giving up our land for the benefit of our fellow Texans is one thing but to give it up to a Corporation financed by foreign investors using foreign equipment with no chance of being financially fit is not right, it is not Texan.	Refer to GN-2, NE-1 and SC-19.
Ronny Caldwell	2/16/2018	Website	() Any portion of the train that is not elevated will have a great negative impact on future roads, present farming access and present livestock operations. Every rail foot should be elevated so that large farm implements can travel under it and livestock could go from one side to the other. TXDOT states a overpass costs more than a million dollars per lane. A two lane road will cost well over \$2 million in today's dollar. Only	Refer to LU-11, TR-7 and TR-8.

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			the State can afford that, a County cannot. A developer sure could not. It will impact future growth. The FRA should require TCR to calculate the cost for each county.	
Ronny Caldwell	2/16/2018	Website	() It will have a negative impact on the county tax base. TCR states it will have a positive impact on taxes for the County. Taxes are based on value. For Railroads, the value is set by the State. All the rail systems that cross Ellis county pay only around \$80,000 (combined) in taxes annually. There is no tax on rolling stock which a engine, passengers and cars are. The only major property tax benefit will be at the rail stations. TCR should be required to calculated what the tax impact is for each county. TCR should be required to calculate the over all cost and the benefit for each individual county.	State and local assessors have sometimes assessed government-owned property or public railroads at below-market rates. However, there is no reason to believe they would do so for a privately owned and operated company like TCRR. The economic assessment presented in Section 3.14.5.2.3, Socioeconomics and Community Facilities, Environmental Consequences, Build Alternatives, Economic Impacts presumes TCRR's property and improvements would be fairly assessed and subject to all applicable local property tax rates. This analysis finds a net positive tax revenue impact for each economic analysis area, including for the subset of counties and local jurisdictions between Dallas and Harris County. A number of negative tax impacts were assessed, including property tax losses associated with the displacement of built improvements. However, tax revenue increases associated with property assessments on the Project's built infrastructure, the conversion of currently tax exempt land uses to TCRR ownership, and the sales tax associated with induced spending as a result of TCRR's capital investment were large enough to produce a net positive impact to taxes. Tax impacts were calculated following the methodology described in Section 3.14.3, Socioeconomics and Community Facilities, Methodology .
Ronny and Tommie Caldwell	1/29/2018	Letter	A TOTAL ELEVATED RAIL IS A MUST Not having the proposed rail TOTALLY ELEVATED will have a very negative long term impact for all the Counties it crosses. The construction cost for any future public road, if it has to go over the ground level rail, will be a huge cost to the counties. This will have a negative impact to growth and in most cases kill growth in certain areas. The cost of building an overpass is huge. Also there is a maintenance cost impact to the Counties for overpasses. Overpasses will also cost more to maintain as time goes by. Overpasses require more land area than a ground level road and are dramatically more costly. NOT HAVING THE RAIL FULLY ELEVATED WILL HAVE A MAJOR ENVIRONMENTAL IMPACT TO ALL COUNTIES BOTH NOW AND ESPECIALLY IN THE FUTURE. COST IMPACT TO THE TAX PAYERS TCR advises that the cost to the taxpayer will be zero. They state this will be a private funded project with no cost to the taxpayer. At the same time they are applying for Federal Government Guaranteed Funds. They state one thing and do another. There are only two High Speed Rails in the world that operate in the black that are not government subsidized. These two are in highly dense populated areas. Dallas to Houston is not very dense. The area cannot financially support this project. DESTINED TO FAIL WITHOUT GOVERNMENT SUBSIDY. The Reason Foundation Policy Brief 139 dated February 2017 reports in detail why TCR cannot be financially stable in the long term without a government subsidy. HOW OUR HOME AND PROPERTY WILL BE IMPACTED (Please see location Dallas-Ellis County line 1 Segment 2A) The proposed route crosses approximately two and one-half miles of our property. It appears it will take out one seven acre and two half acre ponds. It will cut our property into two sections. We presently farm and ranch approximately 800 acres that the rail would have a negative impact on. It will cross three roads. It will limit future development of which we already have utilities run to. Out property has already been devalued due to this ongoing looming threat to our property. The home lots are not saleable. This in turn affects not only our income but also the future local community tax base. It will remove trees in both Bone Branch and Grove Creek. It will be very detrimental to both our family and the citizens of Ellis County. It will impact future growth of our County in a major way. HOW OUR FAMILY, COMMUNITY AND CULTURE WILL BE IMPACTED. We use our property for both income and recreational purposes. We actively Farm and Ranch our property. We share our property with both our Church and School. Palmer Texas ISD annually brings Head Start and Pre-K students out on field trips. This has been done for the last 14 years. The School facilities are 2 to 4 miles away. On Church has Holiday Events here on our property every year. Our family uses the property for fishing, four wheeling, camping etc. The proposed route comes within a few hundred feet of our home. SUMMARY This proposed project is detrimental to all seven counties it crosses, especially the Counties between Dallas and Houston. It cuts counties into two segments. It will limit growth. It takes away homeowner rights, County tax base is lowered and per all neutral observers cannot be financially viable without a future tax payer subsidy. It lowers the efficiency of Ranchers and Farmers. This has no positive impact to the majority of Texas. All facts lead me to believe the developers are the only ones, if approved, will have an overall gain. The landowners, Counties and Tax Payers of Texas will suffer if the project is allowed to proceed. The negative Environmental Economic impact is huge.	Refer to BA-7, ED-2, GN-3, GN-4, LU-11, NE-1, NE-9, SC-19, TR-1, TR-6, TR-7, TR-8 and VA-1.

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Submitted By	Date Submitted	Submission Type	Comment	Response
Susan Caldwell	NA	Website	Please No!!	Comment noted.
Tommie Caldwell	2/13/2018	Website	My main objection to TCR's proposal is that all independent projections show this rail cannot be profitable, for it to exist in the long run is it must be financially subsidized. TCR state it is privately funded and yet they are asking for Federal Government back funds. (Texas Central is planning to apply for Railroad Rehabilitation and Investment Financing (RRIF) loans). Baruch Feigenbaum's Reason Report gives details showing that this project is destined for tax payer bailout. You can review this brief at http://reason.org/files/texas_high_speed_rail.pdf	Refer to GN-3, GN-4 and NE-1.
Tommie Caldwell	2/13/2018	Website	School Districts will have to realign school boundaries affecting student allocations and school property tax revenues. Connectivity between neighborhoods, communities and student's access to school, between businesses and customers, between family and friends, and emergency services all are of great concern.	Refer to SC-6, SC-19 and SS-23.
Tommie Caldwell	2/13/2018	Website	Condemnation of private property, Texas statutes allow a railroad a 4 mile wide path (2miles on either side of the railroad) to gather dirt, sand, gravel, water, etc, to build a railroad. Real HSR width measurements of the confiscate property will be anywhere from 119 to 218 feet. The rail is 46 ft. wide, then sloping earth berm, then a drainage, then an access road then drainage again comes to 218 feet wide according to the EIS. Again where does Ellis County and the other counties between Dallas and Houston benefit?	Refer to LU-14, PN-3 and SC-19.
Tommie Caldwell	2/16/2018	Website	() The proposal shows both installed elevated track areas and a lot of ground level track areas. The grade or ground level areas will have a large negative effect on the present land value, its use and the future development of the County. A 100% elevated track would be less damaging than an at grade installation. It would lessen the impact on farming, livestock production and take away the need for future overpasses. TCR should be required to compare the cost impact to each county with a grade level installed rail compared to an elevated rail.	Refer to LU-11, TC-7, TR-8 and VA-1.
Tommie Caldwell	2/13/2018	Website	HOW OUR FAMILY, COMMUNITY AND CULTURE WILL BE IMPACTED. We use our property for both income and recreational purposes. We actively farm and ranch our property. We share our property with both our Church and School. Palmer Texas ISD annually brings Head Start and Pre-K students out on field trips. This has been done for the last 14 years. The School facilities are 2 to 4 miles away. Our Church has holiday events on our property every year. Our family uses the property for fishing, four wheeling, camping etc. The proposed route comes within a few hundred feet of our home.	Refer to LU-2, LU-12 and RF-2. No changes to agricultural practices or recreational activities would be required as a result of a property's proximity to the Project.
Ronny Caldwell	2/13/2018	Website	The proposed route crosses approximately two and one-half miles of our property. It appears it will take out one seven acre and two half acre ponds. It will cut our property into two sections. We presently farm and ranch approximately 800 acres that the rail would have a negative impact on. It will cross three roads. It will limit future development of which we already have utilities run to. This in turn affects not only our income but also the future local community tax base. It will remove trees in both Bone Branch and Grove Creek which is partially on our property. It will be very detrimental to both our family and the citizens of Ellis County. It will impact future growth of our County in a major way.	Refer to ED-2 and VA-1.
Charlie Calhoun	1/29/2018	Email	The public comment period for the proposed high speed train between Dallas and Houston should be extended to 90 days. The public needs enough time to review the lengthy document. TCR delayed the publication of this document for years, to have enough time to create it. We, the public, the people whose homes and lands are threatened also need sufficient time to review the document.	Refer to PI-3.
Charlie Calhoun	1/29/2018	Email	The public comment period for the proposed high speed train between Dallas and Houston should be extended to 90 days. The public needs enough time to review the lengthy document. TCR delayed the publication of this document for years, to have enough time to create it. We, the public, the people whose homes and land are threatened also need sufficient time to review the document.	Refer to PI-3.
Randa Calhoun	1/29/2018	Email	The public comment period for the proposed high speed train between Dallas and Houston should be extended to 90 days. The public needs enough time to review the lengthy document. TCR delayed the publication of this document for years, to have enough time to create it. We, the public, the people whose homes and lands are threatened also need sufficient time to review the document.	Refer to PI-3.
Randa Calhoun	2/5/2018	Oral	Years ago when my husband and I were married, we were thinking about where we were going to raise our children. I wanted to enter the public education system, we could have lived anywhere in the state of Texas. However, we always knew that Texas was where we would call home and establish our family. Our family has since started including 4 1/2 twin boys. They are tough, rowdy and sweet cowboys. It is important for my husband and I to involve our children in the livestock show industry to help raise and mold us into hard-working citizens we are today. More importantly than the livestock show, we wanted to emerge in the life of agriculture. We wanted them to learn firsthand about this state that makes it as great as it is. We want our children to experience and appreciate the cycle of life that God created and to know the hard that farmers and ranchers invest in daily to provide food for all. We wanted them to be able to explore God's country and creation daily and give thanks for the simple things in life. Our family has been able to experience these things in the last four and a half years. Our boys love to help in our show operation that raises FHA students across the nation. They love to ride the Kubota and love to ride in the buddy seat in their grandfather's John Deere. They love to drive their dump trucks across the pasture and dig their shovels into the dirt. They love to go fishing in our ponds. Our beautiful property saw so many more things to offer and more so as they grow older, things that will create memories and they become law-abiding citizens. Unfortunately these things are starting to become uncertain as the high speed rail	Refer to AS-1, GN-2, NR-5, PI-1 and SS-1.

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			coming is being proposed. The high speed rail coming at 205 miles an hour and 68 times a day would come straight through our property dividing it in half. It would destroy the production in not only the wildlife on our land but also the for our children and for our future grandchildren. You have numerous other families fighting to save their land and the train is not the answer for transportation for Texas. The impact it would have on Texans 20· far outweighs any benefits that TCR may try to sell. Please help us to preserve the quality of life that we want to provide for our family and so far have been able to provide. The bright light that would shine from the train would shine all night would not only cause a nuisance of our sleep, but would prevent us from admiring the natural light and stars. The thought of this train for the safety of our family. to ensure that no animal or terrorist is imposing danger to the track, with very few passengers on the train, for my family. I could go on and on about the devastation this train would cause but three minutes is not enough time. I simply ask you to help me to preserve God's beautiful land that we are fortunate enough to call our home and raise our boys on.	
Randa Calhoun	2/6/2018	Handwritten	<p>During one of the presentations by TCR, I heard a TCR employee talk about how it only seemed right for Texas to be the state to lead the way with this type of transportation. All I could think about was how wrong he was. Let me tell you a little about this great state. Texas has the most farms and land in farms in the United States. Texas has over 130 million acres of land in farms. Texas has more acres of farmland than 48 states have acres. Texas has more than 248,000 farms. Texas is the largest producer of hay and cotton in the United States. Texas ranks first in the nation in total number of cattle and calves with 13 percent of the total United States inventory. Texas has more cattle than 43 states have people. These are only a few of the statistics that document the ways Texas leads the way. Texas does not need a high speed rail. Production of this high speed rail would destroy what makes Texas the great state that it is.</p> <p>My family is one of the many families that are in the direct path of this proposed train. We are prideful of being able to be a small part of the statics that Texas is known for. Our land allows for our cow-calf operation, show pig business, hay production, recreation, and homestead. In addition, the land provides daily, spontaneous lessons to our 4.5 year old twin boys about nature, the circle of life, and God's creations. My family has worked hard to do improvements to our place. We have built a large equipment barn, a hay barn, a covered working pen, two hog barns and numerous fencing projects which should add value to our property, but with this high-speed rail system, we will be faced with decreasing property values. In addition, the fenced pastures may no longer be accessible or useful in the way that they were originally designed.</p> <p>There are several other concerns with having this high-speed rail through our property. We are worried about the negative effects of the vibration, lights and noise levels. What factors will these obstacles play on the stress level of the reproduction and health of the livestock and the beautiful wildlife that shares our property with us. Will the wildlife be forced to move on and find a more peaceful living environment? Leaving behind the livestock to deal with less land to graze and less hay for the winter months since the hay fields will have diminished due to the obstruction of cattle movement and access to property created by the Dallas Houston High-Speed Rail.</p> <p>Our family bought this property to be able to experience its beauty, produce agriculture on it, and to be able create memories as a family. It is not right that a private company can come in and destroy this for their benefit.</p> <p>These 600+ acres have served as acres of joy for our entire family as well as friends and in-laws. It is our little Utopia! Every weekend is a family reunion for us. Friends and family are always calling asking if they can come for the weekend and bring their family and animals. Our gate is always open to share the beauty and Glory of our lives. We have been blessed. We enjoy working with our friends and family and then sitting back and admiring together what God has bestowed upon us. Our property was never meant for a high-speed rail system. It was meant for mankind and animals to respect the nature God has created. Glory be to God!</p>	Refer to AS-1, ED-1, LU-2, LU-11, NR-1, NR-5, NR-6, NV-1, NV-5, TR-10 and VA-1.
Carol Calix	1/29/2018	Website	I think the bullet train is a great idea. It is a way to connect our some of our big cities in Texas. Which will make it easier for communiting for work and fun.	Comment noted.
Keli Call	2/6/2018	Handwritten	<p>I support the comments listed below and offer them as evidence supporting the "No Build Alternative"</p> <ol style="list-style-type: none"> 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual diruption and a high consumption of electricity. 	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

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Corinne Cammarata	1/25/2018	Website	Yes yes yes!! Please build the train! Texas NEEDS more mass transit to move into the 21st century. Bring it down to Brazoria County, instead of more stupid lanes on the hwy. I would LOVE to be able to get a train to Pearland and Houston.	Comment noted.
Augustus Campbell	3/8/2018	Website	We are writing to express concerns regarding Texas Central Partners' (TCP) Highspeed Rail Project (HSR Project). The West Houston Association has advocated for better infrastructure and better quality of life in Greater West Houston since 1979. The HSR Project has the potential to provide an exciting transportation alternative for our region; we request that the Federal Railroad Administration's Final Order include key provisions to ensure that the HSR Project comply with state and local requirements to benefit the region. Background. Representatives of the West Houston Association have met on several occasions privately with TCP and attended various stakeholder events at which TCP has provided information. Based on our review of the Draft Environmental Impact Statement (DEIS): we are concerned that the preferred route and design are likely to significantly harm local transportation and development. Our foremost concern is that segments of the proposed design in Waller County and Northwest Harris County rely on berms instead of viaducts (as previously discussed with TCP). These berms appear to divide communities that would otherwise be connected: reducing regional mobility options and impeding development of the major thoroughfare plan. The cost of future mobility projects within the major thoroughfare plan will likely increase by tens of millions of dollars per project (in 2018 dollars) since these projects will require extensive grade separations. Land Use. The investment-backed expectations of numerous landowners within the area should cause concerns to any permit-granting agency. The commercial value and number of compatible uses for land near the HSR Project route appear significantly and demonstrably lower if a berm (versus a viaduct) is permitted. Landowners near the route have told us that their land values have already diminished and land deals have been interrupted by the change in conceptual design. Flood Control. Additionally, the berm concept may cause significant and undesirable flood risks to areas near the route and across the Katy Prairie. To avoid preemption concerns: the Final Order should require the HSR Project to meet state and local drainage requirements. Our Request. The HSR Project could greatly benefit our region but: as proposed in the DEIS, appears to impose costs and risks on our region that warrant further consideration and mitigation. We request that the Final Order require the HSR Project to maintain the integrity of the City of Houston's Major Thoroughfare and Freeway Plan for existing and proposed thoroughfares and meet state and local drainage requirements.	Refer to FP-1, TR-1, TR-6, TR-8, WW-1 and WW-2. In Harris County, approximately 94% of the Project would be built on viaduct, which would allow travel underneath the Project. For a complete list of roads would be crossed by the Project, see Table 3.11-31: Roadway Crossings in Harris County . For a complete list of roadway modifications for roads in Harris County, see Table 3.11-51: Harris County Roadway Modifications .
Drew Campbell	1/29/2018	Oral	Good evening, my name's Drew Campbell. I'm the executive director of the Dallas Regional Building Coalition and on behalf of that coalition, which represents five of the counties here in the Dallas region and over 30 cities, I'm here to say that we fully support this privately funded project, look forward to the project coming to Texas and connecting obviously two of the most dynamic economies in the world, that would be the Houston region and the Dallas economy. It also is gonna provide quick and reliable transportation to one of the largest universities in the United States, that being Texas A&M University. And so without being redundant and repeating what I think Mayor Athas said very succinctly and eloquently, we're here to support the project and we look forward to we see it as a project that's private funded and we look forward to it. And I know I heard something about Japan and I noticed a lot of Toyotas out in the parking lot too. That technology serves us all very well. But, again, thank you for the opportunity and we looking forward to this project moving forward.	Comment noted.
Robert Campbell	3/5/2018	Website	I am against the HSR. Who will have to pay for it when it goes broke. I will not pay to ride this white elephant and don't think many will pay 300 dollars to ride this thing.	Refer to GN-2 and SC-3.
Steve Campise	3/4/2018	Email	To whom it may concern, My name is Steve Campise and I live with my wife Angela at [...]. We have lived here for 10 years and we never would have expected the nightmare that was to come with this THSR proposal. We will be living 176 feet from this Bullet Train. This was to be our retirement home in the country. I am one of many rural residence that have had to endure the wrath of big city politics and investors whom start these "Money Pit" projects and leave the tax payer to pick up the bill. This train will be roaring through my neighborhood every 90 min. at near deafening levels.	Refer to GN-4 and NV-1.
Ariana Campos	3/5/2018	Oral	Good morning. I'm going to read this way because I'm holding the letter from Representative Ferrar. My name is Ariana Campos. I'm here to represent the Office of State Representative Jessica Ferrar. Thank you for the opportunity to submit a comment on the proposal for the Texas Bullet Train project. I also appreciate the Federal Railroad Administration and Texas Central Railway for their willingness to hold a public meeting in Houston to hear the opinions and gather feedback from the community. The Texas Bullet Train project within the City of Houston will empower the City's economy, communities, and neighborhoods. Residents of northwest Harris County can quickly be connected to the Central Business District, the Texas Medical Center, and the Energy Corridor through partnerships with the City, Harris County, and the Metropolitan Transit Authority of Harris County, Metro. Implementing the transit-oriented development with its creation of compact, walkable pedestrian-oriented mixed-use communities centered on high-quality train systems in the areas surrounding TCR's preferred location will benefit area businesses and residents. Incorporating these characteristics into the development of the area surrounding the Northwest Mall will supplement the cost of urban sprawl and create more jobs, since the development of urban sprawl requires the expansion of public infrastructure and utilities. The Environmental Impact Statement states, "TCR's proposed line will operate on a dedicated right-of-way and would not share track or infrastructure, existing trains, or rail lines because this system is required to be a closed system."	Comment noted.

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			Although this will cause difficulty in the already ongoing construction projects in Houston, the result will bring much needed development to the areas as the proposed project will expand into communities with limited access to mass transit. Currently, the option for travel between Houston and Dallas are either via automobile or airline. Without the addition of another travel option, the travel times between both regions will continue to increase with the addition of more vehicles on this heavily-traveled route. The dedicated tracks for the high-speed rail will improve the efficiency of traveling to Dallas from Houston. For those still choosing to travel via automobile, the high-speed rail will still maintain the speed and timing of travel time. Again, thank you for the opportunity to provide comment on this project, as well as the efforts from both the FRA and TCR to consider input from stakeholders and residents. My office appreciates the (inaudible) of this project by representatives from the national, state, county, and city levels. Please feel free to contact my office if you have any questions. Thank you.	
Cee Cee Candler	2/12/2018	Email	<p>Comment #1: Waters of the US - Surfaces Water Resources The proposed DHHSR route crosses 1.25 miles of my 380-acre tract, essentially splitting it lengthwise into two tracts. The land is currently used for livestock and hay production. Man-made ponds supplement and enhance the natural flow and ponding of water, thereby providing water to all pastures for cattle. Based on the FRA DEIS issued in December 2017, about a half of the track configuration bisecting my property will be an embankment as shown on Sheets 433-435, Segment 5, Project Footprint DHHSR DEIS (see Attachments 1-3). Drawings in the DEIS also indicate that water collected on the up-dip side of the embankment will be routed to detention ponds within the train property. Currently, all ponds on the east side of the proposed train route are fed by surface run-off from the west side of the route. The embankment will essentially cut off water supplies for ponds on the east side of my property and the DHHSR project will capture all runoff on the west side leaving no water for my livestock operation or surface flow across my hayfield. FRA Procedures for Considering Environmental Impacts as published in the May 26, 1999 Federal Register Pages 28545-28556, require the FRA to evaluate water quality, ecological systems, and use of natural resources such as water, as well as existing and planned land use. These water bodies are valuable and crucial to existing cattle and hay operations and will continue to be needed by the landowner for ongoing operations. The landowner's use of his surface water will be negatively impacted by the alteration, restriction, obstruction or capture of the natural flow and impoundment of his surface water. Capture of surface water by the DHHSR project implies an intended on-going use of this natural resource by the DHHSR owners. The DEIS fails to address the gross adverse impacts DHHSR will have on the property, natural resources, availability of water, and thus production on the Candler Ranch and other landowners, and fails to propose any mitigation for such impacts.</p>	<p>Refer to BA-10, CR-12, FP-1, FP-3, GN-1, GN-4, LU-2, LU-11, LU-14, NR-5, SC-19, SS-18, SS-26, TR-6, TR-8, VA-3, WW-1, WW-2 and WW-6.</p> <p>Engineering refinements made between the publication of the Draft EIS and Final EIS resulting in a roadway modification change for County Road 176. County Road 176 would no longer be built over the Project. The Project would be on viaduct at this location, which would no longer require the construction of an overpass. The Project would be viaduct at this location from approximately half a mile north of County Road 39 to approximately 1.6 miles south of County Road 176.</p>
Jim Candler	2/12/2018	Letter	<p>As stated in the Federal Rail Administration (FRA) December 19, 2017 Notice regarding the release of the Draft Environmental Impact Statement (DEIS) for the Dallas to Houston High Speed Rail (DHHSR) Project, the FRA is accepting comments from the public and other interested parties in order to consider and evaluate the impacts of the proposed project. As a land owner directly impacted by this project, I offer the following comments. My property is located at 2816 CR 176, Singleton, Texas in close proximity to FRA Station Number HN2 1510+00.</p> <p>Comment #1: Waters of the US - Surfaces Water Resources The proposed DHHSR route crosses 1.25 miles of my 380-acre tract, essentially splitting it lengthwise into two tracts. The land is currently used for livestock and hay production. Man-made ponds supplement and enhance the natural flow and ponding of water, thereby providing water to all pastures for cattle. Based on the FRA DEIS issued in December 2017, about a half of the track configuration bisecting my property will be an embankment as shown on Sheets 433-435, Segment 5, Project Footprint DHHSR DEIS (see Attachments 1-3). Drawings in the DEIS also indicate that water collected on the up-dip side of the embankment will be routed to detention ponds within the train property. Currently, all ponds on the east side of the proposed train route are fed by surface run-off from the west side of the route. The embankment will essentially cut off water supplies for ponds on the east side of my property and the DHHSR project will capture all runoff on the west side leaving no water for my livestock operation or surface flow across my hayfield. FRA Procedures for Considering Environmental Impacts as published in the May 26, 1999 Federal Register Pages 28545-28556, require the FRA to evaluate water quality, ecological systems, and use of natural resources such as water, as well as existing and planned land use. These water bodies are valuable and crucial to existing cattle and hay operations and will continue to be needed by the landowner for ongoing operations. The landowner's use of his surface water will be negatively impacted by the alteration, restriction, obstruction or capture of the natural flow and impoundment of his surface water. Capture of surface water by the DHHSR project implies an intended on-going use of this natural resource by the DHHSR owners. The DEIS fails to address the gross adverse impacts DHHSR will have on the property, natural resources, availability of water, and thus production on the Candler Ranch and other landowners, and fails to propose any mitigation for such impacts.</p> <p>Comment #2: County Road 176 Grimes County The elevation of Grimes County CR 176 over the DHHSR track, as proposed on Sheet 433, Segment 5, Project Footprint DHHSR DEIS (see Attachment 1), completely eliminates access to Candler Ranch and neighboring landowners. FRA Procedures for Considering Environmental Impacts as published in the May 26, 1999 Federal Register Pages 28545-28556, require the FRA to evaluate impacts on transportation, including local travel perspectives. As currently designed, the DHSSR will cross County Road 176 at</p>	<p>Refer to BA-5, BA-10, CR-3, CR-12, FP-1, FP-3, GN-1, GN-4, GN-5, LU-2, LU-7, LU-11, LU-14, NE-1, NE-7, SS-1, SS-18, SS-19, SS-23, TC-7, TR-6, TR-7, TR-8, WW-1, WW-2, WW-6 and WW-9.</p> <p>Engineering refinements made between the publication of the Draft EIS and Final EIS resulting in a roadway modification change for County Road 176. County Road 176 is no longer being built over the Project. The Project would be on viaduct at this location, which would no longer require the construction of an overpass. The Project would be on viaduct at this location from approximately half a mile north of County Road 39 to approximately 1.6 miles south of County Road 176.</p>

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			<p>grade and County Road 176 is to be rebuilt as an overpass. The construction of an overpass at this location will cause orders of magnitude more damage to the environment than building a viaduct and will unnecessarily burden landowners along County Road 176. The proposed footprint as shown on Attachment #1, shows total disregard for landowner impacts. Building the DHHSR track on a viaduct north and south of CR 176 imposes fewer adverse impacts than the re-building of CR 176 as an overpass, which then becomes the taxpayer and county's responsibility to maintain. A viaduct for this portion of the route preserves access for multiple landowners on CR 176, greatly reduces the permanent land disturbance footprint, creates less obstruction to natural drainage patterns, reduces the number of borrow pits for construction material and eliminates the need for detention ponds. The least impactful design where the DHSSR crosses County Road 176 in Grimes County is to leave the road at grade and have the DHSSR cross the road on a viaduct. Comment #6: Impacts to Transportation FRA Procedures for Considering Environmental Impacts as published in the May 26, 1999 Federal Register Pages 28545-28556, require the FRA to evaluate impacts on transportation, including local and regional perspectives and traffic congestion. Although the DEIS tabulates road closures, reroutes and rebuilds within the DHHSR route, and proposes to build overpasses and new access roads, the DEIS does not evaluate impacts to the structural integrity of county roads outside the DHHSR route. County roads in Grimes County are designed for rural and residential traffic and will be in constant need of repair during the construction phase of the DHHSR project. The DEIS does not speak to the adequacies of county roads to handle the increased traffic in terms of volume or weight. Impacts to county maintenance crews and equipment is not addressed in the DEIS. Likewise, the impacts to local taxpayers to upkeep county roads for use by DHHSR contractors is not addressed.</p> <p>Comment #3: Floodplain Management According to FEMA Floodplain Maps (and personal experience), the floodplain associated with Sulphur Creek is wide and floods often. Sulphur Creek is highlighted on Sheet 209, Segment 5, Natural Resources, DHHSR DEIS (see Attachment 4). In addition to rain fall, Sulphur Creek accepts industrial discharges from the Tenaska Frontier Generating Station (TPDES Permit No. WQ0003996000). Sulphur Creek flows to the Gibbons Creek Reservoir, then to Gibbons Creek, and finally to the Navasota River which is part of the Brazos River Basin. FEMA maps indicate that a base of flood elevation has not been determined for Sulphur Creek. During times of industrial discharge and/or heavy rainfall, Sulphur Creek floods, making it impossible for people or livestock to cross. Since I own property on both sides of Sulphur Creek, any minor reduction of floodplain capacity will negatively impact current use of my land. FRA Procedures for Considering Environmental Impacts as published in the May 26, 1999 Federal Register Pages 28545-28556, require the FRA to evaluate flood hazards and floodplain management. The DEIS acknowledges that all Build Alternatives will impact regulatory floodplains and tabulates the impacts on a county-wide basis. The DEIS further states that adverse effects on floodplains will be minimized during construction but does not quantify these temporary impacts nor describe how the floodplain will be restored after the multi-year construction period. What assurances do landowners have that floodplains on their property will remain unchanged?</p> <p>Comment #4: Historic Properties The majority of the alignment for the proposed DHHSR project has not been investigated for the presence of Historic Properties or other cultural resources. Several old buildings on property at 2816 CR 176, Singleton, Texas as shown on Sheet 209, Segment 5, Land Use, DHHSR DEIS (see Attachment 5) are remnants of a bygone era and should be preserved. Two of the buildings are pump houses used for gathering oil in the 1930s and were relocated to the present location in the mid-1950s. There is a hen house and old barn in addition to the pump houses, as well as an old hand dug well adjacent to the 1930 structures and a functioning 60' deep water supply well for human consumption and livestock. Latitude and longitude coordinates for the center of the group of historic structures are 30' 38' 48.77" N and 95' 97" 49.50" W. FRA Procedures for Considering Environmental Impacts as published in the May 26, 1999 Federal Register Pages 28545-28556, require the FRA to evaluate locations of historic, archeological, architectural, or cultural significance. The DEIS dedicates little discussion to the preservation of historic and cultural resources other than to include a brief literature review and explain that many cultural resources are not protected by law. Achieving a place on the National Register of Historic Places or being recognized by the Texas Historical Commission as worthy of preservation can be a lengthy and expensive endeavor. Although there is mention of a Programmatic Agreement to establish a process for evaluating cultural resources, the DEIS does not recognize that the route alignment has not been investigated for the presence of Historic Properties or other cultural resources and does not require DHSSR to address the issue. As the current owner of these pump houses, I request that they (and other similar situations) be protected and preserved under the proposed Programmatic Agreement for phased identification and treatment of Historic Properties as discussed in the DEIS, or by other binding means.</p> <p>Comment #5: Impacts to Socioeconomic Environment FRA Procedures for Considering Environmental Impacts as published in the May 26, 1999 Federal Register Pages 28545-28556, require the FRA to evaluate impacts to the socioeconomic environment, including impacts to commerce and existing businesses. Ranching is a primary occupation in Grimes County. These self-employed businessmen and businesswomen are taxpayers and are the backbone of Grimes County commerce. Although the DEIS distinguishes between agricultural land and non-agricultural land, the DEIS does not assess the overall impacts to the business side of ranching and does not recognize the huge role ranching plays in providing a livelihood and food supply for residents in Grimes and surrounding counties. Clearly the DEIS does not evaluate</p>	

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			<p>impacts to commerce and existing businesses along the DHHSR route through Grimes County.</p> <p>Comment #6: Impacts to Transportation FRA Procedures for Considering Environmental Impacts as published in the May 26, 1999 Federal Register Pages 28545-28556, require the FRA to evaluate impacts on transportation, including local and regional perspectives and traffic congestion. Although the DEIS tabulates road closures, reroutes and rebuilds within the DHHSR route, and proposes to build overpasses and new access roads, the DEIS does not evaluate impacts of the structural integrity of county roads outside the DHHSR route. County Roads in Grimes County are designed for rural and residential traffic and will be in constant need of repair during the construction phases of the DHHSR project. The DEIS does not speak to the adequacies of county roads to handle the increased traffic in terms of volume or weight. Impacts to county maintenance crews and equipment is not addressed in the DEIS. Likewise, the impacts to local taxpayers to upkeep county roads for use by DHHSR contractors is not addressed.</p> <p>Comment #7: Impacts to Local Government Services and Revenues FRA Procedures for Considering Environmental Impacts as published in the May 26, 1999 Federal Register Pages 28545-28556, require the FRA to evaluate impacts to local government services and revenues. In Grimes County, some emergency services are provided by local communities. The DEIS acknowledges that road closures, detours and localized automobile congestion will increase response time for law enforcement, fire and emergency services personnel. Although the DEIS discusses emergency response time, the DEIS does not discuss the impact of increased demand on these services, which are provided often on a volunteer basis with limited resources and personnel. Although these services are well prepared to respond to emergencies in their current rural setting, the DEIS does not evaluate the capabilities of these services to respond to construction and operational emergencies associated with the high-speed train project nor does the DEIS discuss the extra demand on these services due to increased traffic accidents. These impacts affect every taxpayer in the county, not just the landowners along the route.</p> <p>Comment #8: Current Land Use FRA Procedures for Considering Environmental Impacts as published in the May 26, 1999 Federal Register Pages 28545-28556, require the FRA to evaluate impacts to existing and planned land use. The DEIS states that land use conversion will be primarily agricultural land with minimal conversion planned for industrial and other land types. The DEIS estimates that more agricultural land will be converted in Grimes County than in any other county. Specifically, 1,378 acres of agricultural land will be converted permanently and 391 acres of agricultural land will be converted temporarily in Grimes County as a result of the DHHSR project. These estimates only include land use conversions along the route and do not include associated adverse impacts or land use conversions such as disturbance of nearby land due to excavation of material to build berms, creation of borrow pits, restrictions on movement of livestock and wildlife where berms are constructed, limitations to the movement of agricultural equipment to manage agricultural operations, mitigation of wetlands, loss of water wells, and disruption of water runoff to surface impoundments. The FRA has eliminated certain resources, including land use, from further review due to the undeveloped nature of the area. Agricultural land is not undeveloped land nor is it idle land. The DEIS does not recognize the significance of this agricultural land and the severe adverse impact these disturbances will have on livestock and crop production both during the construction phase and ongoing operational and maintenance phase. Perhaps the greatest failure of the DEIS is the lack of understanding of the agriculture community and the adverse impacts the DHHSR will impose on the water quality, ecological systems, wetlands areas, wildlife, and use of natural resources such as water and soil that agricultural operations depend on for survival. These adverse impacts not only have a direct local impact, they have an adverse impact on county-wide commerce, revenue and taxes as well as a state-wide impact on food supply.</p> <p>Comment #9: Build Alternatives As part of the corridor screening process, the FRA eliminated the BNSF (Burlington Northern Santa Fe) and UPRR (Union Pacific Railroad) corridors predominantly because BNSF and UPRR declined consent to share their right-of-way. For the record, please note that Candler Ranch and many other landowners decline consent to share our land with the DHHSR.</p> <p>Comment #10: Federal Funding The public has been led to believe that the DHHSR project is a privately funded enterprise. The DEIS clearly states that one or more companies affiliated with the Texas Central Rail may apply for federal funding assistance. This statement is confusing and disconcerting to the general public. Will the DHHSR project be a privately funded venture or not?</p> <p>Summary: I appreciate the opportunity to offer these comments regarding the DHHSR project for your serious consideration. I respectfully ask the FRA to withdraw the current Draft Environment Impact Statement (DEIS) issued on December 15, 2017 and re-issued a revised DEIS once these deficiencies have been addressed. Based on the incomplete information contained in the current DEIS, the only defensible option is the No Build Alternative.</p>	
Jim Candler	2/12/2018	Email	<p>As stated in the US Army Corps of Engineers (USACE) December 22, 2017 Public Notice for the Dallas to Houston High Speed Rail (DHHSR) Project, the USACE is soliciting comments from the public and other interested parties in order to consider and evaluate the impacts of the proposed project. As a land owner directly impacted by this project, I offer the following comments and requests.</p> <p>Historic Properties</p>	Refer to CR-12, FP-1, FP-3, WW-1, WW-2 and WW-9.

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			<p>As recognized by the USACE, the majority of the alignment for the proposed DHHSR project has not been investigated for the presence of Historic Properties or other cultural resources. Several old buildings on property at 2816 CR 176, Singleton, Texas as shown on Attachments 1 and 2 are remnants of a bygone era and should be preserved. Two of the buildings are pump houses used for gathering oil in the 1930s and were relocated to the present location in the mid-1950s. There is a hen house and old barn in addition to the pump houses, as well as an old hand dug well adjacent to the 1930 structures and a functioning 60’ deep water supply well now used for human consumption and livestock. Latitude and longitude coordinates for the center of the group of historic structures are 300 38’ 48.77” N and 950 97’ 49.50” W. Some of the structures are identified on Sheet 209, Segment 5, Land Use, Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement prepared by the Federal Railroad Administration (Attachment 3).</p> <p>As the current owner of these pump houses, I request that they be protected and preserved under the proposed Programmatic Agreement for phased identification and treatment of Historic Properties between the applicant (Texas Central Railroad, LLC) and the USACE, or by other binding means. The buildings can be moved to a secure location agreed to by the landowner.</p> <p>Floodplain Management According to FEMA Floodplain Maps (and personal experience), the floodplain associated with Sulphur Creek is wide and floods often. Sulphur Creek is located on the southern part of USACE Sheet 404-HN02045 (Attachment 4) and highlighted on Sheet 209, Segment 5, Natural Resources, Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement prepared by the Federal Railroad Administration (Attachment 5). In addition to rain fall, Sulphur Creek accepts industrial discharges from the Tenaska Frontier Generating Station (TPDES Permit No. WQ0003996000). Sulphur Creek flows to the Gibbons Creek Reservoir, then to Gibbons Creek, and finally to the Navasota River which is part of the Brazos River Basin.</p> <p>FEMA maps indicate that a base of flood elevation has not been determined for Sulphur Creek. During times of industrial discharge and/or heavy rainfall, Sulphur Creek floods, making it impossible for people or livestock to cross. Since I own property on both sides of Sulphur Creek, any minor reduction of floodplain capacity will negatively impact current use of my land. I request the applicant be prohibited from modifying floodplain capacity without providing a means to cross Sulphur Creek.</p> <p>Waters of the US – Surfaces Water Resources The proposed DHHSR route crosses 1.25 miles of my 380-acre tract, essentially splitting it lengthwise into two tracts. The land is currently used for livestock and hay production. Man-made ponds supplement and enhance the natural flow and ponding of water, thereby providing water to all pastures for cattle.</p> <p>Based on the Federal Railroad Administration Draft Environmental Impact Statement (DEIS) issued in December 2017, about a half of the track configuration bisecting my property will be an embankment as shown on Attachment 6. Drawings in the DEIS also indicate that water on both sides of the embankment will be routed to detention ponds within the train property. Currently, all ponds on the east side of the proposed train route are fed by surface run-off from the west side of the route. The embankment will essentially cut off water supplies for ponds on the east side of my property and the applicant will capture all runoff on the west side leaving no water for my livestock operation.</p> <p>Current drainage is shown on USACE Sheet 404-HN-02045 (see Attachment 7). Although some of the water bodies are labeled as potentially non-jurisdictional waters, they are valuable and crucial to cattle operations and should not be altered or restricted by a long linear man-made obstruction impacting approximately 3,500 – 4,000 feet of drainage on my property.</p> <p>I request that the USACE not allow the applicant to completely or partially remove ponds and essentially take control of all surface water on my property by capturing or obstructing the natural flow of water that has been used historically by the landowner.</p> <p>I appreciate the opportunity to offer these comments regarding the DHHSR project for your serious consideration. Again, I respectfully ask the USACE to 1) protect and preserve historic buildings located at [...]; 2) ensure that floodplain capacity is not reduced along Sulphur Creek just west of US Highway 90 and 3) prohibit the applicant from capturing or obstructing the natural flow of water across my 380-acre tract located at [...], Singleton, Texas.</p>	
Candler Ranch, LLC	2/12/2018	Letter	<p>Comment #8: Current Land Use FRA Procedures for Considering Environmental Impacts as published in the May 26, 1999 Federal Register Pages 28545-28556, require the FRA to evaluate impacts to existing and planned land use.</p> <p>The DEIS states that land use conversion will be primarily agricultural land with minimal conversion planned for industrial and other land types. The DEIS estimates that more agricultural land will be converted in Grimes County than in any other county. Specifically, 1,378 acres of agricultural land will be converted permanently and 391 acres of agricultural land will be converted temporarily in Grimes County as a result of the DHHSR project.</p> <p>These estimates only include land use conversions along the route and do not include associated adverse impacts or land use conversions</p>	Refer to LU-2, LU-11, LU-14, NR-5, SC-19, VA-3, WW-1, WW-2 and WW-6.

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			<p>such as disturbance of nearby land due to excavation of material to build berms, creation of borrow pits, restrictions on movement of livestock and wildlife where berms are constructed, limitations to the movement of agricultural equipment to manage agricultural operations, mitigation of wetlands, loss of water wells, and disruption of water runoff to surface impoundments.</p> <p>The FRA has eliminated certain resources, including land use, from further review due to the undeveloped nature of the area. Agricultural land is not undeveloped land nor is it idle land. The DEIS does not recognize the significance of this agricultural land and the severe adverse impact these disturbances will have on livestock and crop production both during the construction phase and ongoing operational and maintenance phase.</p> <p>Perhaps the greatest failure of the DEIS is the lack of understanding of the agriculture community and the adverse impacts the DHHSR will impose on the water quality, ecological systems, wetlands areas, wildlife, and use of natural resources such as water and soil that agricultural operations depend on for survival. These adverse impacts not only have a direct local impact, they have an adverse impact on county-wide commerce, revenue and taxes as well as a state-wide impact on food supply.</p>	
Stella Cannefax	3/3/2018	Website	We need trains instead of continuing to build highways, please	Comment noted.
John Cannizzaro	2/7/2018	Website	High Speed Rail funded by any source is important to the transportation development of the entire nation. Texas , and every other state, should be supported when they endeavor to build high speed rail infrastructure or improve existing rail transit facilities. Rail transit needs to be greatly expanded in the U.S. if we are to meet present and future transportation demands. One just has to look at the ever increasing delays, congestion and choked traffic on our roads to see the dangerous future ahead on our roads and interstates . I recently journeyed to Florida to escape the harsh NJ winter . I was shocked at the volume of traffic on I-95 north & south . I also experienced major delays on other roads in Florida at many different times of the day .The situation has worsened considerably in just a few short years. If we do not start building more rail capacity soon , this country will suffer major economic setbacks .	Comment noted.
Carl Cannon	2/5/2018	Oral	I'm Carl Cannon. I'm a commission in Precinct 3, 12 years representative in Madison County. Looking at this from a tax situation to us, as far as the county goes; for the last three years, I've voted not to raise taxes for Madison County. I didn't like this thing, it's going to cost the county a lot of money regardless of what they're saying and if it does, we're going to be forced to raise taxes. And I feel like they need to pay for every bit of damage that they do. And I know that it's not possible they can pay for it. You can't put a price on the damage they're going to do to people's property and lives. But from the County's standpoint and the commissioner's standpoint, I wanted to say we're been working every since this thing started. I've been interested the whole time, I'm still interested and if there is anything that anybody could think, a silver bullet to stop this bullet train, as commissioner's, I'll be glad to put it on the commissioner's court agenda and we'll pass whatever we need to, to try to pass it, to stop this train. Thank you all.	Refer to GN-4, GN-5 and VA-1.
Laura Ann Cannon	2/5/2018	Oral	Laura Ann Cannon I am Laura Ann Cannon and I have been here a long time. I am totally against this project. All of you know I am. First thing is the mention of safety, that's why a lot of us live here. But they don't know how they're going to plan for safety because nothing has ever been done like this in the United States. They doesn't make sense. Don't tell us it's safe unless you know how you're going to do it One of the other terms that's said here tonight: eminent domain: and I think that's what has lots of us here. Ugliest word in our language. Take something away that we hale. It's ours? No: if it's not yours. And if we were talking about eminent domain taking your 401k or your retirement fund, some of you would be griping up here behind me, but no, you're going to take our land, which is ours. This is Texas: our land means something to us. The ridership numbers don't add up. They hadn't been adding up from the beginning and you and I been coming to these meetings for five or six years now or more. The predictions of money, they don't add up either. And we are going to lose something that means something to us are foreign investors: my land and they're not plan on taking mine but they're taking my neighbors'. And that's just - - I love my neighbors. The same thing about the roads. If rm on the other side of the train: when they start putting in the overpasses and stuff because of the ambulances: I don't think they'll find you very fast. Not fast enough to save you and lots of you. Or the fire departments: you know the overpasses are going to be slow going up. We don't have it to lose people because of that stuff Let me see. I think that's about it. Kyle Workman said plenty. We don't want the train. I think I had another thought: it flew out. Thank you.	Refer to ED-1, ED-2, GN-2, GN-4, NE-1, SS-12, SS-13, SS-23 and TR-8.
Vickie Canon	1/19/2018	Email	3.16.5.2.2 Impacts as a Result of the HSR System"Emergency Response Service Levels "With implementation of mitigation measures described in Section 3.16.6.2 and approval by the local jurisdictions and service providers, impacts to emergency response times would not be anticipated to be significant." How can the EIS state the impacts to emergency response times would not be significant? What are the factors used to determine level of significance? Any delay has the impact to medical care and/or potential for loss of life. Is this not significant?	Refer to SS-23.
Vickie Canon	1/19/2018	Email	3.16.5.2.2 Impacts as a Result of the HSR System"Emergency Response Service Levels. During Construction Temporary and permanent road closures and modified traffic routing would occur. Lane closures and detours could potentially create a distraction to automobile drivers, pedestrians, and cyclists. In addition, road closures, detours and localized automobile congestion could increase the response time for law enforcement, fire and emergency services personnel, public transportation and school buses." A designation is used to represent areas where	Refer to SS-23.

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			there would be no through roads, or areas that would otherwise meet the criteria for high potential but would not affect a substantial portion of the service area."No one should be subjected negatively to modifications to emergency services. The fact that you live in an area that isn't considered a substantial portion of the service area, makes you no less vulnerable to an emergency. Another example of the EIS bias to rural areas	
Vickie Canon	1/19/2018	Email	3.16.5.2.1 Impacts on the HSR System "Adequate drainage along the Build Alternatives and at facilities is the key to preventing safety hazards related to flooding and flash flooding. There are several strategies to reduce the impacts to floodplains, including retaining existing elevations, constructing stormwater mitigation measures, constructing retention/detention ponds and minimizing fill in sensitive areas, as described in Section 3.8.6.2, Floodplains. As a result of implementing these strategies, any flooding-related safety impacts would not be significant. Additionally, the HSR system's detection system, embedded throughout the HSR rail corridor, would detect flooded track, which would subsequently be inspected and, if needed, repaired, prior to reinitiating operations. ". It already floods in this area. With one way into our property when it floods, which will be blocked by HSR track how will I have access to my home? Has the EIS factored that into their plan?	Refer to FP-1, WW-1 and WW-2.
Vickie Canon	1/19/2018	Email	3.16.5.2.1 Impacts on the HSR System "The Build Alternatives would include elements, such as station facilities, passenger vehicles, maintenance facilities and the traction power stations that are at risk from extreme weather or seismic events that would create a need for the safe evacuation of passengers and employees."This section addresses suspending train services during severe weather or seismic events. Can they now predict weather and earthquakes? There is very little warning for tornadoes and earthquakes so what happens to passengers in route? Are they stopping the train on the tracks and waiting it out? A lot can happen in 90 minutes. What happens when a tornado flings a train and passenger across the countryside? What is the contingency plan for repairs for property owners due to these types of events?	Refer to SS-15, SS-18 and SS-19.
Vickie Canon	1/19/2018	Email	3.18.5.4.3 Noise and Vibration "Two severe noise impacts would occur at residences on Segment 1 in Ellis County, one severe noise impact would occur on Segment 4 in Leon County, and one severe noise impact would occur on Segment 5 in Grimes County. All residences would be located more than 50 feet from the Build Alternatives, and portions of the properties would be acquired. Residences located more than 50 feet from the LOD would require mitigation if property owners choose to remain. During final design and upon completion of the parcel acquisition process, if homeowners are located where a severe noise impact would occur and choose to remain, TCRR would need to complete additional noise assessments prior to operation to refine the noise impact and determine appropriate mitigation strategies in coordination with the property owner. " What is the mitigation strategy? Who is responsible for the installation, cost and maintenance? What rights do homeowners impacted have?	Refer to NV-1.
Vickie Canon	1/19/2018	Email	6.2.2 Land Use "The Build Alternatives would require the conversion of land, including agricultural or undeveloped land, to accommodate the HSR system. Use of these lands is considered an irreversible commitment during the time period that the land is used for permanent operation and would preclude the use of this corridor from other uses such as additional transportation options or other linear infrastructure uses. Construction activities would require temporary use of land for lay down and work areas, which represent a temporary, yet reversible, use of the land. As previously described, TCRR employed design features to avoid and minimize the irreversible commitments of land use." Does this mean they can use your land temporarily for construction? Do the property owners have any say in this? Are property owners compensated for this? Does this fall under rights of eminent domain? If so this is totally disregarding rights of property owners.	Refer to ED-2 and LU-14.
Vickie Canon	1/19/2018	Email	6.2.4 Wildlife Habitat "Build Alternatives would involve the loss in value of protected wildlife habitat that supports threatened and endangered species. Resource specific surveys would be completed prior to the start of construction. If it is determined that protected species are present and likely to be adversely, FRA will develop avoidance and mitigation measures. What does this mean? Are they exempt from impacts to endangered species? What is an example of mitigation measures? Whether or not there are endangered species on the property all wildlife and native grasses and trees will be negatively impacted just by the disruption to their native habitat. This is not acceptable. As a side note, feral hogs inhabit the area in Ellis county. There is not a fence, electrified or not, that will prevent them from going through or burrowing under. What happens when a train going 200 mph hits a herd of hogs on the track? It would be devastating to the passengers.	Refer to NR-4, SS-2 and SS-12. The project is not exempt from studying the impacts to endangered species and USFWS is a cooperating agency on the project.
Vickie Canon	1/19/2018	Email	3.16.3.2.3 Emergency Services "For fire and EMS service areas bisected Build Alternatives, an inventory of roads providing connections between both sides was conducted to determine the number of roads that would be modified and the potential for those modifications to affect response times. " Where are the specifics regarding the modifications that could affect response time? Any delay in services has the potential for loss of life and is not acceptable. I can get to Baylor Scott White hospital in Waxahachie's emergency room in about 15 minutes. How will that be impacted? Ability to get medical services, especially in an emergency situation is critical. What about law enforcement assistance? Ellis county officers already have a large area to cover; having to maneuver around HSR crossings will impact their time to service. The same goes for fire services.	Refer to SS-23.
Vickie Canon	1/19/2018	Email	3.16 Safety and Security" Federal Security Directives RAILPAX-04-01/ RAILPAX-04-02 TSA issued Security Directives which require passenger rail systems to implement certain security measures to address potential terrorist threats and establish a consistent baseline of protective	Refer to SS-6 and SS-9.

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Vickie Canon	1/19/2018	Email	3.15.5.2.4 Induced Currents and Shock Hazards "The generation of EMF from the HSR system can result in induced currents in nearby metal structures. These currents can lead to shock hazards to humans and animals if touched. These induced currents and shock hazards can be minimized by grounding all metallic structures. Therefore, all metal equipment surrounding the HSR system (i.e., metal fencing) would be grounded to minimize induced currents and shock hazards and maintained to prevent corrosion." Who will put in and maintain necessary grounding? Will there be a barrier fence in front of the electric fence? Who will remove bodies of animals killed by electric fence? What are provisions for human injury and death?	You have raised 4 questions, which are individually discussed below: 1. The grounding rods would be installed as part of the construction process. Grounding of metal fences is standard procedure for such projects. 2. Maintenance is the responsibility of the Project. 3. There is no need for a barrier fence. The fence itself is not electrified. The metal fence may occasionally have a small electric current induced as a train passes. Grounding the fence makes sure that any of these small, induced currents are directed to ground and not to a person or animal. 4. A person or animal touching the fence would not be adversely affected, since the fence is grounded, not electrified.
Vickie Canon	1/19/2018	Email	RE: Tax impact and Property Value There is plenty in the EIS regarding positive tax impact due to the building of the HSR. There is nothing I could find regarding the loss of value on property that is in the area of the HSR. Over the years our property value has continued to rise but now we can't even sell it if we wanted to. We are being held hostage by this project. Our property, if not taken, will be totally devalued by the HSR as it will be entirely visible at the top of the hill behind our currently very scenic and peaceful property. We won't be able to sell it except for pennies on the dollar if we wanted to leave the area. This property is part of our long term retirement plan; either as a value against long term care or to be left to my daughter to raise her future family. It will be worth virtually nothing due to the HSR and thus impacting our and our daughter's financial future. Everyone in the path of the HSR faces the same issue with property value	Refer to VA-1.
Vickie Canon	1/19/2018	Email	3.14.5.2.2 Impacts to Community Character and Cohesion Community cohesion is a function of density and can be a concern, particularly in urban and suburban areas where a transportation infrastructure can create a localized barrier between a residential community and social or commercial resources. In rural areas, which are less dense, there would be more flexibility to maintain connectivity, especially to community facilities." Please explain how in rural areas, which are less dense, there would be more flexibility to maintain connectivity? What is the methodology in determining this? Bisecting our county will only service to divide the communities and even neighborhoods. School districts may be to be reworked, and if not the routes will be longer, which may require additional buses and drivers-additional expense to the school districts. There is a decided bias throughout the EIS against the rural areas. This is only one example.	Refer to SC-6. Through the development of the Project, FRA and TCRR have taken steps to avoid, minimize and mitigate any impacts to communities through changes to track configuration, and to mitigate or minimize the number of roadway modifications. The Final EIS has been updated to clarify and more fully describe scenarios and definitions for identifying communities and describing community cohesion. Methodology can be found in Section 3.14.3, Socioeconomic and Community Facilities, Methodology . The effects of the project on communities are further described in Section 3.14.5.2.2, Socioeconomics and Community Facilities, Impacts to Community Character and Cohesion .
Vickie Canon	1/19/2018	Email	3.14.3.2.4 Business and Agricultural Displacements "Some economically productive properties may be lost as a result of the acquisition of agricultural land or the displacement of a business. Since the crop types can vary year-to-year, the potential loss of income was calculated on price per acre, as derived from Table 3.13-6 (Section 3.13, Land Use). Loss of crops due to the permanent conversion of agricultural lands was estimated at \$317 per acre, based on the average market value of crops sold within the Land Use Study Area. "Where are the calculations regarding losses due to farmers not being able to efficiently farm their property when it is bisected by the train track? Who pays for the cost of new fencing? Who pays for the cost of additional fuel, and maintenance of equipment? Where are studies on impact to livestock? How many farmers and ranchers will be put out of business?	Refer to LU-11 and LU-12.
Vickie Canon	1/19/2018	Email	3.13.3.3.4 Structure Displacement and Land Acquisition "The identification of parcels for potential acquisition was based on a number of factors including the displacement of structures in or within proximity of the LOD, percentage of the overall parcel impacted by the LOD, lack of or permanent disruption to access, and the creation of remnant parcels. " "Permanent acquisition would occur for parcels within the HSR ROW, while parcels within temporary construction areas would be leased or temporarily acquired."Is this based on the assumption the project obtains rights of eminent domain? Where are they in this process? And if they do get rights to take property, do they have the same rights regarding temporary rights for construction?	Refer to ED-1 and ED-2.

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Vickie Canon	1/19/2018	Website	3.18.5.4.6 Transportation "Transportation impacts would primarily be caused by permanent modifications to the existing public and private roadway network. During construction, detours would be provided for roadways needing to be rerouted, relocated or closed in accordance with emergency service requirements. Temporary road closures and detours could cause some delay for users; however, impacts would be temporary in nature." What is the definition of "temporary in nature?" Is this the duration of the construction? Four years of construction is not a temporary delay. How much of a delay are they planning on? Will the delay be only in the construction area or will the rest of the community be impacted? Any delay of more than a month is a huge impact of everyone's lives from time to drive to work, medical services, church, community events, postal and delivery services, school routes, etc.	Refer to LU-10, TR-6 and TR-10.
Vickie Canon	1/19/2018	Website	3.11.5.2.2 Ellis County Roadway Network Table 3.11-41 identifies 27 roads (public and private) in Ellis County that would be permanently impacted by the Build Alternatives. Epps Road is slated for a reroute of 1900 feet. The entire road is probably not more than 2 miles but is a connector road between Palmyra and McKeever Roads. It runs parallel to Almand Road which is also impacted. This has major potential to impact our ability to gain access and leave our property; especially during times of flooding. Currently the best and sometimes only way to get to our property when it floods is from the west end of Epps Rd. which will be rerouted. We would be on the opposite of the tracks. We need access to our property at all times. This also has impact to emergency services, postal/ deliveries services, school buses and ease of access to medical services in Waxahachie. Many of the family that live on Epps Rd. are of an age that access to quick emergency services is a must.	Epps Road would be rerouted in Build Alternatives D, E and F, which are not part of the Preferred Alternative. The Preferred Alternative includes a rail over road configuration for Epps Road, where there will be no reroute.
Vickie Canon	1/19/2018	Website	3.10.5.2.6 Landscape Unit #4 Suburban to Rural Transition, IH 20 to Palmer (Dallas and Ellis Counties)"The existing view of KVP #11 is facing west on Almand Road in the Town of Palmer, and represents a typical view of the landscape ...There would be few viewers represented by this KVP, comprised mostly of residents and agricultural workers"... viewers would only notice the HSR system when the train quickly passes through. Therefore, the viewer sensitivity would be moderate." I live in this area and the picture of is not totally indicative of our area. My view of the HSR would be directly behind my house, a tree lined creek and hill covered in trees. It will totally impact the aesthetics of the area. As stated in the EIS "comprised mostly of residents and agricultural workers..." appears that there is no regard for that population/our view point of the aesthetics of where we live and work. This is another example in the EIS of bias against the rural communities that will be impacted	Refer to AS-1.
Vickie Canon	1/19/2018	Email	Segments 2A, 2B, 3A, 3B, 3C and 4 FRA did not identify any adverse impacts to community character and cohesion along Segments 2A, 2B, 3A, 3B, 3C and 4 of the Build Alternatives. "There are many adverse impacts to the communities - bisecting the county; splitting up school districts, postal and delivery routes, emergency services, community functions, and even the ability to get to your church of choice. A change in accessibility to your route to work may cause changes to where people work. There are trail riders and cycling groups that will no longer come to our area as the routes would be impacted. There is adverse impact to those that live here, just not those that want to ride the HSR.	Refer to SC-6 and SC-7. No access would be removed from community facilities, school districts, postal and delivery routes, or emergency services. Potential impacts to recreational facilities can be found in Section 3.17.5, Recreational Facilities, Environmental Consequences.
Vickie Canon	1/30/2018	Oral	My name is Vickie Canon and I live in Ellis County. The proposed high speed rail will go within a stones through of my back fence. I have submitted over 20 comments to the FRA regarding my opposition and I am not finished. It is my belief the environmental impact survey has a bias against rural Texans that is full of misstatements. There is no benefit to those property owners and citizens of counties between the stations, none. Our counties will be bisected by something we can't even use. It will take land from families, impede their ability to farm and increase time to go anywhere. Rural county roads, the county must foot the bill for repairs. It will split communities. You won't even be able to visit your friends, family or your church without going miles out of your way. It will impact schools and emergency service districts and adding additional cost for staffing and equipment which won't be paid by TRC. There will be a delay in services. They are going to close and modify roads, increasing travel time. It will put endangered species at risk. We as tax payers will end up paying for it when it fails. The ridership numbers don't make sense and those estimates have continued to go up. i have examples. It clearly states there will be road closures and modifications to roads causing a delay in response time but not be significant. Any delay in response time could potentially be lethal. How is this not significant. Please explain this to me. Another example. The survey touts that families will receive income from taxes paid from TCR but does not address the loss of property value to owners. The property values will decrease but they will be held hostage to those not able to sell their property for what it is worth before the high speed rail. Another example. the survey shows a photo of an example of someones's property which is not indicative of the surrounding area and it states the population is mostly residents and agricultural worker. Since the train passes quickly there is only moderate impact to the views. I guess because it is only residents and agricultural workers we don't count. That is very biased. I would say the impact is more than moderate especially along a speeding bullet every 30 minutes. I could give many more examples but I ask that you stop this project from going forward. We don't need another supercollider.	Refer to AS-1, ED-2, LU-11, NR-5, SC-6, SC-19, SS-23, SS-26, TR-7, TR-8 and VA-1.
Vickie Canon	3/5/2018	Website	The impact on agriculture is seriously understated in the EIS. Where did they get their numbers from? Farmers/ranchers' ability to efficiently work their property and stock will be negatively impacted. What happens to the general economy when the price of produce/meat goes up? Even Sid Miller, Texas Commissioner of Agriculture is opposed to this project. He is in a position to have a much better understanding than the normal person regarding the negative impact. Did anyone involved in this survey talk to him or anyone on his staff regarding the impact? I bet not.	Refer to LU-1, LU-2, LU-11, NE-7 and PI-1.

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Vickie Canon	3/5/2018	Website	The Noise Analysis in the EIS is flawed. Nowhere that I can see did they measure the sound of 2 trains passing at the same time. The speed used in the study was lower than the projected 200 plus mph. Nowhere did they report the impact of the "slapping sound" made by the train. This study needs to be redone to report accurate and true measurements of ALL scenarios that could occur. FRA does not need to make a determination based on flawed information.	Refer to NV-1, NV-6 and NV-10.
Vickie Canon	3/5/2018	Website	The EIS doesn't not reflect what will happen to individual property owner's property taxes. The HSR will devalue their property meaning the revenue from their property will be lower. Counties already struggle with staying in budgets. How will this impact their budgets? And forget about being able to actually sell their property at what is was worth prior to the HSR. This is all an effort to take from the average property owner for the good of a corporation. Is TCR going to pay for the loss of value on your land because it is near by and impacted by the HSR?	Refer to VA-1.
Vickie Canon	3/5/2018	Website	TCR has misstated their interaction with county law enforcement and stated there will be minimal disruption to emergency services. TCR didn't even bother to talk to sheriffs until the county sheriffs formed the County Sheriffs Coalition and held a press conference. Where did TCR get their information on the LACK of significant impact to emergency services??? If any one person is negatively impacted and a life is lost that is SIGNIFICANT. With road closures and reroutes there will be delays. I don't need a study to figure that out. Get us facts on how they came up with their NO SIGNIFICANT IMPACT to emergency services data. Law enforcement in all impacted counties are against the HSR. FRA needs to listen to what they are saying.	Refer to PI-1, SS-23 and TR-8.
Vickie Canon	3/5/2018	Website	We need full disclosure on how TCR came up with their ridership numbers. They appear to be severely over inflated in an effort to get buy in from the FRA. If they used cell phone data to calculate numbers that is erroneous in itself. Example, they could have tracked my cell phone and the 4 teenagers in the car to come up with 5 riders. Let me tell you those 4 teenagers couldn't afford to pay for tickets so that is erroneous data. When TXDOT estimates ridership of .7-2.7 million, a transportation expert estimates 1.4 million and TCT/FRA estimates 7.2 million something is wrong with the calculations. Please provide how ridership was calculated with full transparency.	Refer to AQ-7, GN-2 and NE-1.
Vickie Canon	3/5/2018	Website	I may have missed it in the EIS, but who is responsible for maintaining (and the cost of) the private HSR access roads and the same for the multiple road overpasses for the HSR? Will TCR pay the counties for the repair and maintenance on the roads while construction is going on? The counties can not afford to add this to their budgets. This may cause an increase in county taxes at the same time property values will be decreasing. The property owners/taxpayers will get a double whammy on their tax impact. Where was this considered in the EIS? Was it even considered?	Refer to TR-7, TR-8 and VA-1.
Vickie Canon	1/19/2018	Email	5.0 RELATIONSHIP BETWEEN LOCAL SHORT TERM USES OF THE HUMAN ENVIRONMENT Temporary disruption of normal traffic patterns, increased traffic delays/detours; disruption/change in how properties accessed; loss of income to businesses; increases in noise, vibration, dust, light, glare from construction activities, increases in waste and hazardous materials disposal, adverse changes due to the presence of construction equipment, structures, reduced visibility, dust creation, soil erosion, respiratory hazards." NOT acceptable to property owners. Detrimental to those that will be exposed. Impacts to ability to get to work, not having adequate emergency services. Negative impact to property values. Loss of business/negative impact to farmers and ranchers making a living is not acceptable. Dust, vibration, glare, etc. will have health risks, especially to those with respiratory problems with a potential outcome of long term health issues or death and potential for additional medical bills.	Comment noted.
Kippy Caraway	2/21/2018	Website	This a very much needed project in Texas. With rain, wind, ice and hurricanes this will be the only form of useable transportation. The time alone will be reason alone for people to use,	Comment noted.
Paul Carden	2/27/2018	Website	My name is Paul Carden. I fully support this project and would like to see it built as soon as possible. I would encourage the government to move quickly in their reviews in order to allow this private enterprise to build a public good.	Comment noted.
CareNow	3/3/2018	Website	I am opposed to the train destroying a culturally, economically, historically and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique and irreplaceable property.	Refer to LU-5.
CareNow	3/3/2018	Website	I am opposed to the train destroying a culturally, economically, historically and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique and irreplaceable property.	Refer to LU-5.
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Robert Carl	1/23/2018	Email	My biggest concerns with this project in the effects of the rail on the Lake Bardwell area. 1. Lake Bardwell is the sole water source for the eastern half of Ellis County. There is little information regarding the effects of the construction or use and maintenance of the trail on the watershed for the Lake Bardwell. One maintenance facility is on Waxahachie creek directly upstream from the lake. 2. Lake Bardwell is one of the few recreational sites available in the area. It has already been a focal point of the City of Ennis for development of a loop around the lake with hiking and biking trails. The existing horse trails and bird watching areas will be greatly affected by a high speed rail that sounds like a "jack hammer" every 15 minutes. This will ruin the natural beauty and the lake area.	Refer to RF-1 and WW-2. The route at Lake Bardwell would be constructed on viaduct (bridge type structure) that allows for free movement of water.
Deborah Carlson	1/23/2018	Email	The no build option should be chosen as the only viable option in the final EIS. My property at 29219 Hay Meadow Ct will be potentially condemned by this unwanted, unneeded train. Need and Purpose has not been met for this project. I worked my whole life for this property. I plan to retire on it. It should not be legal for a company to come in and take what you have worked your whole life to accomplish.	Refer to BA-6, ED-1, ED-2 and PN-3
Glenn Carlson	2/11/2018	Website	I am opposed to the project because of the disruption and damage to farms and ranches in Montgomery Texas. I am also skeptical of passenger usage projections as well as economical viability. I will not be using the proposed facility AND do not wish to PAY for it.	Refer to GN-2, GN-4, LU-2, LU-11 and NE-1.
Jennifer Carlson	1/31/2018	Email	I am completely against the High Speed Rail coming through Navarro County. I don't agree with Homeowner's losing land that has been in their families for Decades. As a Real Estate Professional this will also cause property values to decrease all around the proposed High Speed Rail. Housing is already limited and people should not be displaced from their homes they have owned for years. The High Speed Rail is not good for our County. Keep the High Speed Rail out of Navarro County.	Refer to VA-1.

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Nancy Carmichael	2/14/2018	Website	At the Waller High School Public Hearing on February 6, 2018, I discussed the plans and design with several Texas Central representatives and their contractors. As a result of these discussions, I believe that building this railroad could have significant negative impact to the existing drainage and potential to increase flooding. As I understand it, the team doing the impact assessment identified all streams and took them into account for planning engineering swales, detention, and culverts. Engineering then used this data to design according to the Army Corp of Engineers standard, which manages to the 100-Year Floodplain. I believe this is not adequate in view of the flooding events of the last few years in the greater Houston area. As an example, the Grand Parkway (designated as loop 99) which is the outer loop around Houston, flooded a few months after completion. Also, areas just north of 99 in the Tomball area that had never flooded are beginning to flood. I assume that the Grand Parkway was constructed to the Army Corp of Engineers'100-year floodplain rules. This design standard may be valid in other areas with more slope or lower water table, but they have proven inadequate in this area. Following Hurricane Harvey, FEMA and greater Houston area Emergency Management have discussed the rating system of 100 and 500 year floodplain and its use in building design. I support the 'No Build' option.	Refer to FP-1, FP-4, SS-17, WW-1 and WW-2. Updated floodplain designations and regulations have been incorporated into the Final EIS.
Michael Carnahan	2/7/2018	Website	I strongly support the Dallas to Houston High-Speed Rail Project. Building new rail infrastructure using the latest technology will help to generate more interest in the western United States so that rail can grow. Texas can lead the way.	Comment noted.
Eileen Carney	3/1/2018	Website	To Whom It May Concern I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194 I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge a fully operational rodeo arena, horse barn, colt barn all within walking distance of each other. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. Thank you. Paul Carney	Refer to LU-5.
Kevin Carney	2/22/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term.	Refer to LU-5.
Kevin Carney	2/22/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term.	Refer to LU-5.
Kevin Carney	2/22/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term.	Refer to LU-5.
Kevin Carney	2/22/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and cause less loss of critical migratory waters.	Refer to LU-5 and WW-2.
Kevin Carney	2/22/2018	Website	I am opposed to the train destroying Morgan Legacy Farm located near FM 709 and 3194. I think moving the line north, parallel to land already cordoned off for power lines makes far more sense than cutting this property in half. The proposed route cuts off critical access points and will the entire farm non-functional and economically inviable, inevitably causing it and other surrounding properties to fall in disrepair.	Refer to LU-5.
Kevin Carney	2/22/2018	Website	I am opposed to the train destroying Morgan Legacy Farm located near FM 709 and 3194. I think moving the line north, parallel to the power lines is a simple solution. It causes less impact to the surrounding land and avoids the higher elevations which will undoubtedly cause tremendous watershed issues and loss of critical migratory waters.	Refer to FP-1, LU-5, WW-1 and WW-2.
Kevin Carney	2/22/2018	Website	I am opposed to the train destroying Morgan Legacy Farm located near FM 709 and 3194. I think moving the line north, parallel to the power lines makes far more sense than chopping up this unique charitable property.	Refer to LU-5.
Kevin Carney	2/22/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less	Refer to LU-5.

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Kevin Carney	2/27/2018	Website	I have concerns about the high speed rail in Navarro County. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared. Our office staff has had over 100 employees and family members visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property....all at no cost. I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable and historic on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
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Kevin Carney	2/27/2018	Website	I have very serious concerns about the high speed rail from Dallas to Houston. I do not believe we should be subsidizing a for-profit company with taxpayer dollars, much less destroying those same taxpayers' land, homes, and livelihoods to do so.	Refer to GN-4.
Kevin Carney	2/27/2018	Website	I have very serious concerns that Texas Central Rail is not acting in the interest of Texan taxpayers and landowners whose homes, businesses, and culture will be sacrificed to cut costs and drive profits. Near 709 and 1394 in Navarro county there is an already existing utility corridor for high voltage power lines, but TCR has opted to run the rail through the front yard of my family's farm. Contrary to what they've stated, the truth appears to be that this multinational company cares far more about getting paid for its Japanese trains and railway construction than what happens to the rural communities it impacts the most. Texans to me are tough, resilient, hard-working, and independent. We don't look for the easy way out, the get-rich-quick scheme, or profit at the expense of our neighbors. We resolve differences with a frank, honest dialogue, and end it with a firm handshake and a smile. We act in our communities best interest first and our own second. We speak with our actions, not our words. While Texas Central Rail may have Texas in their name, judging them by their actions they don't appear to be Texans at heart.	Refer to BA-5.
Kevin Carney	2/27/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a	Refer to LU-5, WW-1 and WW-2.

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Kevin Carney	2/27/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared. Our office staff has had over 100 employees and family members visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property....all at no cost. I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable and historic on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
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Kevin Carney	3/4/2018	Website	I have very serious concerns that Texas Central Rail is not acting in the interest of Texan taxpayers and landowners whose homes, businesses, and culture will be sacrificed to cut costs and drive a foreign company's profits. Near 709 and 1394 in Navarro county there is an already existing utility corridor for high voltage power lines, but TCR has opted to run the rail through the front yard of my family's farm. Contrary to what they've stated, the truth appears to be that this multinational company cares far more about getting paid for its Japanese trains and railway construction than what happens to the rural communities it impacts the most. Texans to me are tough, resilient, hard-working, and independent. We don't look for the easy way out, the get-rich-quick scheme, or profit at the expense of our neighbors. We resolve differences with a frank, honest dialogue, and end it with a firm handshake and a smile. We act in our communities best interest first and our own second. We speak with our actions, not our words. While Texas Central Rail may have Texas in their name, judging them by their actions they don't appear to be Texans at heart.	Refer to BA-5 and LU-9.
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			separating access from the lodge to the stables, rodeo arena, guest houses and other amenities, the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to Navarro county in the long term.	
Kevin Carney	3/9/2018	Website	I am highly opposed to the train destroying a culturally, economically, historically significant and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe shifting the route north of the power lines paralleling the existing lines in an established easement would be far less detrimental to the environment, save critical migratory waters, the surrounding/supporting ecosystem, cause fewer watershed problems for the surrounding wildlife, their habitat, and save an irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities, the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to Navarro county in the long term.	Refer to LU-5.
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Kevin Carney	3/9/2018	Website	I am highly opposed to the train destroying a culturally, economically, historically significant and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe shifting the route north of the power lines paralleling the existing lines in an established easement would be far less detrimental to the environment, save critical migratory waters, the surrounding/supporting ecosystem, cause fewer watershed problems for the surrounding wildlife, their habitat, and save an irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities, the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to Navarro county in the long term.	Refer to LU-5.
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Kevin Carney	3/9/2018	Website	I am highly opposed to the train destroying a culturally, economically, historically significant and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be far less detrimental to the environment, save critical migratory waters for waterfowl, cause fewer watershed problems for the surrounding wildlife, their habitat, and save an irreplaceable property. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5 and NR-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Lauren Carney	2/21/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property. Please don't destroy the Morgan Ranch!!!	Refer to LU-5.
Lauren Carney	2/22/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easment would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about the economic impact this may have.	Refer to LU-5.

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Lauren Carney	2/23/2018	Website	It seems to make the most sense to put the rail next to anything already present unnatural- like power lines. Rather than cut thru new virgin land disrupting wildlife and natural resources. Also what do you think will happen to the land between the power lines and the proposed new rail line? It's effectively useless. Therefor you're destroying even more land. Please reconsider moving the rail line north along the existing powerlines.	Refer to LU-5.
Lauren Carney	2/27/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easment would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Please don't ruin good virgin land with a railway when there's an alternate option nearby next to power lines.	Refer to LU-5.
Lauren Carney	2/27/2018	Website	Make the train tracks stay within or near the utility corridor instead of ruining taxpayers properties.	Comment noted.
Lauren Carney	3/1/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save an irreplaceable property.	Refer to LU-5.
Lauren Carney	3/1/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save an irreplaceable property.	Refer to LU-5.
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Lauren Carney	3/9/2018	Website	I am highly opposed to the train destroying a culturally, economically, historically significant and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe shifting the route north of the power lines paralleling the existing lines in an established easement would be far less detrimental to the environment, save critical migratory waters, the surrounding/supporting ecosystem, cause fewer watershed problems for the surrounding wildlife, their habitat, and save an irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities, the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to Navarro county in the long term.	Refer to LU-5.
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Lauren Carney	3/9/2018	Website	I am highly opposed to the train destroying a culturally, economically, historically significant and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe shifting the route slightly north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to Navarro county in the long term.	Refer to LU-5.

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Nicholas Carney	2/11/2018	Website	As a resident of Michigan, I want to emphasize the essential importance of this project for the nation as a whole, not just Texans. The development of high speed rail in any part of the country makes the nation as a whole stronger, safer, more equitable, wealthier, and more connected. This 100% privately funded infrastructure unlocks more local investment that will drive the Texan and national economies through long-term, sustainable growth, and will yield 10,000 construction jobs each year and 1,000 permanent jobs. The rail line will be a tax-payer, not a tax-taker, paying \$2.5 Billion in taxes in 25 years, and it is projected that the line will result in a \$36 billion boost over next 25 years for the Texas economy. Beyond the economic benefits, the high-speed line will drive the further development of a balanced transportation system, and emits 1/12th the CO2 as a jet would between Houston and Dallas. Without this rail line, the current 4-hour, 240 mile trek up I-45 is expected to increase to 6.5 hours by 2035; with high-speed rail, the trip will only take 90 minutes, and reduce the number of cars on the road. In sum, the Dallas-to-Houston high-speed rail line is a must not only for the state, but for the country as a whole.	Comment noted.
Paul Carney	3/1/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. Thank you. Paul Carney	Refer to LU-5.
Paul Carney	3/1/2018	Website	To Whom It May Concern I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194 I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. Thank you. Paul Carney	Refer to LU-5.
Mark Carpenter	2/5/2018	Website	The comment period should be extended by at least 90 days. Private property owners should be allowed to negotiate their own terms to sell or not. TCR should not receive any tax payer money to build HSR in Texas or benefit from eminent domain forcing unwilling property owners to lose any of their land. The definition for eminent domain is "the right of a government or its agent to expropriate private property for public use, with payment of compensation." TCR is neither a government or its agent and the private property TCR is trying to expropriate is not for public use.	Refer to ED-1, ED-2, GN-4 and PI-3.
Tonya Carr	2/20/2018	Website	STOP THIS TRAIN. IT IS A FINANCIAL NIGHTMARE AND NOT GOOD FOR TEXAS. IT IS NOT NEEDED NOR WANTED.	Comment noted.
James Carrigan	1/30/2018	Oral	Hello. Jimmy Carrigan, James Carrigan. I work for the office of emergency management and I work with the commissioners and you the people. I am going to be real blunt here with you. The operation that is going through this county if it is going to happen it's going to be a mass fatality. It is not if it is when. When an accident like this happens it is going to be one of your properties that are going to be effected and who is going to foot the bill for that? The county is going to pick up the bill. And you as the taxpayers will pick up the bill for the cleanup, the search and rescue, the scattered bodies across the land. It is going to happen on your property and it is going to be tied up and lawsuits. You will never be able to use it again. There is nothing good. I am not for this train at all. I am not for this coming through this land. There is no supplemental support from the high-speed rail to the county as far as financially. Like I said the taxpayers are going to end up fitting the bill if something like this happens. Support your organization to stop this train. Thank you.	Refer to SC-19, SS-12 and SS-18.
Ismael Carrizales	1/25/2018	Email	I'm in the right of way of the train. And will be directly affected by the development and would like to know the progress the development has made. Thanks.	Refer to PI-1.
Bob Carroll	1/29/2018	Oral	I'm Bob Carroll from the eastern side of Navarro County, but I'm a resident of this entire county and I'm against the high speed rail. On the issue of property rights is what I want to address. I just retired after 37 years with the largest natural gas pipeline utility distribution company after 37 years, and for 19 years I was the right-of-way manager. Now, don't throw rocks at me, because I dealt with 6500 miles of high pressure pipeline. I dealt with landowners. I dealt with eminent domain. And as Thomas said, every one of us have to deal with the fact that we need water and electricity and gas to live, but the issue of eminent domain and the condemnation that results from that imminent	Refer to ED-1, ED-2 and PN-3.

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			domain is a property right that is so valuable that even when it was practiced by kings, they had to compensate those whose property they took; but then as well, especially in the United States and in Texas, there's two parts of that process of eminent domain, and that is fair market value for your property, for that easement right, or for that right-of-way, but secondly, public necessity, public purpose. And we have to prove that. We do that with electric and gas and roads that we need. My problem here is I've been studying the website and reading the website and I talked to individuals back here, and none of them can give me a straight answer of whether they've been given the authority of eminent domain or condemnation. And I personally, particularly, in my 19 years, I condemned. I know, don't throw rocks at me. A lot of people didn't tell me to go to the Dairy Queen; they told me to go somewhere else. I built hundreds of miles of high pressure pipeline and, thank God, I only condemned probably 10 people in those 19 years, because I negotiated with them on the route, on the value, and we tried to avoid them. But there's some things you have to do what? You have to build in a straight line sometimes, and you have to cross their property. And yet we didn't take a fee and we didn't detriment and destroy the value that the high speed rail can make. But as Thomas said, you know, Thomas Locke wrote, "We're granted by inalienable rights of life, liberty"--and Thomas Jefferson changed it to the pursuit of happiness, but it's property rights. And I'm a landowner over in Kerens, I am a Texan in Kerens by the grace of God, but we ought to really consider if an entity like this should have the right of eminent domain. And I pray that our Texas legislatures and our federal legislatures, that they will rule that the public necessary rule is not met by this private venture of those who want to do business from Dallas to Houston. I thought that's why we had planes and cars and trucks. And now we want something that people can't get access. That's why personally, in my experience of 19 years -- I'm gone, or did my time never run? I'm gone. God bless Texas.	
Melissa Carroll	3/9/2018	Website	Please do not do this to us. This train has no real value other than to the contractors that want to build it and it will ruin my property value and destroy the quality of life in Cypress. I cannot believe its gotten this far. The plan is ridiculous and will have an untold NEGATIVE impact on this community. Melissa Carroll	Refer to SC-19 and VA-1.
Bill Carson	1/29/2018	Oral	All right. I am not running for Congress and I'm not running for commissioner. I am unopposed as the precinct chairman of Navarro County 308. I want to start off by saying this is a boondoggle. Trains are an example, a very good example of 19th century technology. This is the 21st century. Revenue from this boondoggle for Navarro County will be non-existent. Jobs will also be non-existent. The Super Collider -- I spent 30 years in Ellis County. Ellis County had a great, super, fantastic, big-government science project. Dozens if not hundreds of people were put off their property by eminent domain. Hundred year farms and ranches were destroyed. I know people that have moved into town. They got moved into town. They got moved off their hundred-year farms and moved into comparative housing. The comparative housing in town was a box and the taxes were twice as high. I read a thing back there called socioeconomic resources, the acquisition--the acquisition--of 330 businesses or homes. Who's the winner? Who's the loser? All the trains that I've heard about, all the trains that are not making any money. The definition of insanity is doing the same thing over and over again and expecting a different result. I just wrote several checks in three different counties that are affected by this boondoggle to the pay my property tax, and this is going to be negatively affected by this. What's the word? Boondoggle. All right. I got 45 seconds. Repeat after me. Boondoggle! Boondoggle! Boondoggle!	Refer to ED-1, ED-2, SC-19, SC-21, TC-2 and VA-1.
Bill Carson	1/29/2018	Oral	All right. I am not running for Congress and I'm not running for commissioner. I am unopposed as the precinct chairman of Navarro County 308. I want to start off by saying this is a boondoggle. Trains are an example, a very good example of 19th century technology. This is the 21st century. Revenue from this boondoggle for Navarro County will be non-existent. Jobs will also be non-existent. The Super Collider -- I spent 30 years in Ellis County. Ellis County had a great, super, fantastic, big-government science project. Dozens if not hundreds of people were put off their property by eminent domain. Hundred year farms and ranches were destroyed. I know people that have moved into town. They got moved into town. They got moved off their hundred-year farms and moved into comparative housing. The comparative housing in town was a box and the taxes were twice as high. I read a thing back there called socioeconomic resources, the acquisition--the acquisition--of 330 businesses or homes. Who's the winner? Who's the loser? All the trains that I've heard about, all the trains that are not making any money. The definition of insanity is doing the same thing over and over again and expecting a different result. I just wrote several checks in three different counties that are affected by this boondoggle to the pay my property tax, and this is going to be negatively affected by this. What's the word? Boondoggle. All right. I got 45 seconds. Repeat after me. Boondoggle! Boondoggle! Boondoggle!	Refer to ED-1, ED-2, SC-19, SC-21, TC-2 and VA-1.
Melantha Carson	2/13/2018	Website	It is stated that no roads will be closed, now we are being told the roads will be re-routed, which will negatively impact access by first responders to the existing home owners. It will also negatively impact local traffic and school districts. How do you expect to compensate for that?	Refer to PI-1, SC-6, SC-7, SS-23, TR-6 and TR-8.
Melantha Carson	2/13/2018	Website	How do you expect the taxes for the county to be positively impacted when taxes are based on value of railroad tracks. Since this is not a rail with tracks, there will not be any taxes paid to the counties that it travels through and therefore the only benefits will be from the taxes on the property where the stations are, which will not benefit most of the effected counties	The economic assessment presented in Section 3.14.5.2.3, Socioeconomics and Community Facilities, Economic Impacts presumes TCRR's property and built improvements, including stations, maintenance facilities, viaduct, and operational corridor would be fairly assessed and subject to all applicable local property

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				tax rates. This analysis finds a net positive tax revenue impact for each economic analysis area, including for the subset of counties and local jurisdictions between Dallas and Harris County. A number of negative tax impacts were assessed, including property tax losses associated with the displacement of built improvements. However, tax revenue increases associated with property assessments on the Project's built infrastructure, the conversion of currently tax exempt land uses to TCRR ownership, and the sales tax associated with induced spending as a result of TCRR's capital investment were large enough to produce a net positive impact to taxes. Tax impacts were calculated following the methodology described in Section 3.14.3, Socioeconomics and Community Facilities, Methodology.
Melantha Carson	2/13/2018	Website	If you have not illegally trespassed and surveyed ours and others private properties, how can you judge the impact this will have on the environment when you don't even know what we have on our land our what we can bring back to the area, as we go through the wildlife preservation programs with the agriculture department	Refer to NE-8. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures. Methods used to evaluate impacts can be found in Section 3.6.3, Natural Ecological Systems and Protected Species, Methodology. The methodology section explains how habitat suitability models were performed and what publicly available data was used to assess the presence of natural resources.
Melantha Carson	2/13/2018	Website	This project is slated to cut through thousands of acres of farm land, how do you think this will NOT negatively impact the economy when the rural counties economy is largely based on agriculture? And what about the business along the I-45 corridor that relay on automobile traffic for their business? If the rail is going to be as successful as proposed and take away a large portion of vehicular traffic what happens to those frontage road businesses?	Refer to LU-11 and SC-15.
Melantha Carson	2/13/2018	Website	Because this project will cut through farmland and ranches, how do you propose that businessmen and businesswomen (the farmers-yes, that is their business) will be able to move livestock, move the heavy equipment associated with harvesting. To build overpasses and re-route roads will be a multi-million dollar expense with no guaranteed profit and then the county will be left with the maintenance of these new overpasses and roads.	Refer to LU-11, TR-7 and TR-8.
Melantha Carson	2/13/2018	Website	If as a country, we promote "Buy American" and "American made", why would we want to spend billions of dollars in another country and boost the economy of another country? There are no US manufacturing or supply companies to support a claim that the cars would be manufactured right here in the US so that means not only would the money be leaving the US to get supplies, it would also employ thousands in another country to build. How is that a boost to the American or Texan economy?	Refer to BA-4, BA-12, GN-3, GN-4, GN-6, NE-1 and PN-3.
Melantha Carson	2/13/2018	Website	Where are you getting the ridership statistics to support such high claims of almost 6 million riders per year when your own commissioned study implied that only 5% o drivers would switch to using a train? To reach your claims, over 60% o drivers would have to switch to the train.	Refer to GN-2 and NE-1.
Melantha Carson	2/13/2018	Website	How do you think the project will sustain itself when rail service in the US is not a widely used method of transportation? We love our cars and having the freedom to come and go as we choose. If Amtrak only takes about 3 million passengers a year in the whole Northeast area spanning from the metro DC area up to Boston, how do you figure the simple trip from Dallas to the northern suburbs of Houston, not even downtown, will support such a grossly disproportionate ridership number?	Refer to GN-2 and NE-1.
Don Carter	3/9/2018	Website	While the bullet train project is well-intentioned, experience elsewhere in the country (see California bullet train project for a perfect example) shows that these project *always* run massively over budget and dramatically behind schedule. Not only that, but this train will not ever be able to financially pay for itself. Pair the above concerns with the clear problems with eminent domain that will be encountered as land is taken from those who currently own that land and don't want to sell, and this project is a massive waste of money that should be	Refer to ED-1, ED-2, GN-4 and NE-1.

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Jennifer Carter	1/23/2018	Email	Please send update	Comment noted.
Laura Carter	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Kerry Cartier	1/29/2018	Email	The premise is flawed that many of the estimated 2.6 million people who travel between Dallas and Houston yearly would use high-speed rail instead. What prevents us from using AMTRAK is not fts speed, but the unavailability of private ground transportation at the far end. DART is supposed to be the Dallas answer, but I've never seen more than 5 people in a DART bus/railcar. May I suggest that the \$15 billion estimated for this project be used to add additional traffic lanes to the existing freeway between Dallas and Houston? Thank you.	Refer to BA-6, GN-4, GN-6, PN-2 and TR-3.
Sally and Henry Carwile	2/7/2018	Website	We are not on favor of the high speed rail anywhere near our property. It will not be that advantageous for us.	Comment noted.
Carly Cassady	1/19/2018	Website	This seems like it would be cool. As long as I have a spot for my dalmatian.	Comment noted.
Alejandra Castellanos	3/9/2018	Website	This is a great idea, it would minimize a portion of vehicles on the road and it will help the environment in a lot of way. I'm one of may people that commute from Houston to Dallas on a frequent and this will be ideal. Not to mention we would have less wrecks and of course I would get to Dallas fast. Thank you	Comment noted.
Brandon Castillo	1/30/2018	Email	I am a big advocate of bringing the bullet train to Dallas, but the conceptual design of the station took me aback with its terrible design. Please allow the station to open up to the city and endeavor to make the most out of its proximity to Downtown. Please do not surround the station with parking garages. While that corner of Downtown needs a lot to join the vibrancy of other parts of the Central Business District, please do not take it for granted that this station could forever alter the experience of Downtown not just for travellers but also for residents of the area. You should explore the opportunity to be more than a terminal for the train. You can be a destination as well. As someone who has studied many Texas Downtowns, I am happy to share ideas With you.	Refer to GN-6, GN-7, NE-1 and TR-3.
Jose Castillo	3/9/2018	Email	1.- Concern about Texas Counties, Dallas, Ellis, Navarro, Freestone, Leon, Madison, Grimes, Harris and wheeler endangered species- Bald Eagles, Monarch Butterfly, Wood Pecker, Passenger Pigeons, Red Wolf, Gray Wolf, Migratory Game Birds, Wood Stork, Texas Horn Lizard, Brazos Water Snake, Houston Toad, White Face Ibis, Interior Least Turn, Cagle's Map Turtle, Ouachita, Rock-Pocket Mussel, Including Wildflowers of large fruited sand verbena, Navasota Indie tresses. 2. Concerns about watershed impact of flow and drainage of water in flood event. 3. Concerns about soil erosion 4. Concerns about livestock reproduction due to vibration and noise 5. Noise Pollution 6. Rerouting roads and closing roads that are easier access for emergency situation 7.- Electro- Magnetic Currents that "High Speed Rail" Radiates.	Refer to NR-1, NR-2, NR-3, NR-4, NR-5, PI-1, SG-1, SS-23, TR-6, TR-8, WW-1 and WW-2. Passenger Pigeons are extinct. The Red Wolf and Gray Wolf are extirpated from Texas. The Monarch Butterfly is currently "Under Review" for listing by FWS and is not currently a protected species. Other species mentioned were assessed in Table 3.6-8: LFSV Habitat by Segment except for those not listed by TPWD or FWS such as the Brazos water snake, Cagle's Map Turtle, Ouachita, and Rock-Pocket Mussel. There is no evidence to suggest that ground-borne vibration would affect livestock reproduction. The Project does not radiate electromagnetic currents. Rather, the electric current used to power the Project does generate electromagnetic fields (EMFs), as discussed in Section 3.14.1, Socioeconomic and Community Facilities, Introduction . As discussed in Section 3.15.4, Electromagnetic Fields , Methodology: "The inverse square law applies to EMF. The inverse-square law means that EMF levels would

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				substantially decrease with increased distance from the source. Therefore, for the purposes of this analysis, the EMF Study Area is defined as 500 feet from the centerline of the HSR track. Beyond this distance, the EMF would be below background levels."
Rolando Castillo	3/9/2018	Website	Please bring the train and help relieve some of this traffic that both cities suffer from. It will only get worse. Money has been spent on way worse at least this helps!	Comment noted.
Jason Cates	1/29/2018	Email	Please extend the public comment period to 90 days. Everyone's voice needs to be heard.	Refer to PI-3.
Patrick Cates	3/8/2018	Website	I strongly urge the Commission to fully support the construction of the Dallas - Houston high speed railway. My wife and son and I have traveled extensively in Europe and know the benefits that a strong, viable system of trains can add to the business and personal lives of its citizens. I believe it is the right time for Texas to take the bold step of creating the high-speed train. Though we live in Dallas, we have journeyed to Houston to visit friends and to hear the magnificent Houston Symphony Orchestra, which involved a half-day of travel whether we flew on Southwest Airlines or drove my own car. The high-speed train from Dallas would allow my family to enjoy a much quicker trip to visit Houston. This project has my full support. Thank you for your leadership on this most important issue to improve the lives we lead in Texas.	Comment noted.
Patrick Cates	3/8/2018	Website	I strongly urge the Commission to fully support the construction of the Dallas - Houston high speed railway. My wife and son and I have traveled extensively in Europe and know the benefits that a strong, viable system of trains can add to the business and personal lives of its citizens. I believe it is the right time for Texas to take the bold step of creating the high-speed train. Though we live in Dallas, we have journeyed to Houston to visit friends and to hear the magnificent Houston Symphony Orchestra, which involved a half-day of travel whether we flew on Southwest Airlines or drove my own car. The high-speed train from Dallas would allow my family to enjoy a much quicker trip to visit Houston. This project has my full support. Thank you for your leadership on this most important issue to improve the lives we lead in Texas.	Comment noted.
Dave Cato	2/21/2018	Website	REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident Of Waller/Harris County, am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy. which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor. As our community grows, with progress, why tear each mile stone down, with an un-needed, un-wanted high speed rail. How can Waller County grow with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Dave Cato	3/9/2018	Email	The people and communities where the train has the most negative impacts will never benefit from this project. The only people who will benefit will be the initial investors and the 2 large cities who host the terminals. This route, "The Utility Corridor" was picked because it was cheap and simple. If it is to be built at all, it should be located along the 1-45 highway corridor - this route would be part of the transportation corridor. If this route is not viable, then the "No Build" option is the only choice.	Refer to BA-5, BA-9 and SC-19.
Dave Cato	3/9/2018	Email	The HSR will lower property values within at least 2-5 miles of the train by its mere existence. These property owners will never be compensated for this. Not only will there be an immediate value loss, there will be a future impact on any other construction projects, lowering the land use, causing further devaluation of property.	Refer to VA-1.
Dave Cato	3/9/2018	Email	There has been talk about taking the land needed from the rightful landowners by eminent domain misuse - the taking of private property for the use of another private entity. The people in Texas have the right to enjoy their land, and the taking their land in this manner is nothing short of criminal.	Refer to ED-1.
Dave Cato	3/9/2018	Email	Coordination with local officials has been nonexistent with regards to the project impact on the various communities. There has been no respect for the people and the communities. The rail line dissecting communities will greatly hamper any emergency, fire and police response time putting local residents at greater risk. There needs to be coordination for the good of the communities. The informational meetings held were required, and if there was an option, they would not have even happened. Those meetings do not take the place of community coordination. The "No Build" option is the only choice.	Refer to PI-1 and SS-23.
Dave Cato	3/9/2018	Email	The quantity of riders to support the train has not been proven. As with the California high speed train, it is inevitable that it will fall on the taxpayers. This project will never be profitable who would pay 2 thirds the price of a plane ticket and then still need to rent a car to continue to their destination. After the first ride for the novelty of it, the impracticality of the train will hit home. The "No Build" option is the only choice.	Refer to BA-6, GN-2, GN-4, NE-1 and SC-3.

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Dave Cato	3/9/2018	Email	The proposed high speed rail project is using the old steel wheel type train which is not the latest technology. It is already obsolete before the construction is started. The noise of the train will be disruptive to not only to the quiet countryside, but also through all the small communities which will have schools in close proximity to the train. The steel wheels will also cause sparks, which in turn cause brush fires. This has already happen with existing trains. The "No Build" option is the only choice.	Refer to BA-4, NV-1 and TC-2. The noise analysis did not result in any impacts to schools as a result of the proposed project.
David Cato	2/4/2018	Website	The feasibility of the rail sustaining itself as a private funded entity without the use of taxpayer funds has not been proven or shown to be viable.	Refer to GN-4 and NE-1.
David Cato	3/8/2018	Website	The proposed high speed rail project is using the old steel wheel type train which is not the latest technology. It is already obsolete before the construction is started. The noise of the train will be disruptive to not only to the quiet countryside, but also through all the small communities which will have schools in close proximity to the train. The steel wheels will also cause sparks, which in turn cause brush fires. This has already happen with existing trains. The "No Build" option is the only choice.	Refer to TC-2.
David Cato	3/8/2018	Website	The quantity of riders to support the train has not been proven. As with the California high speed train, it is inevitable that it will fall on the taxpayers. This project will never be profitable -- who would pay 2 thirds the price of a plane ticket and then still need to rent a car to continue to their destination. After the first ride for the novelty of it, the impracticality of the train will hit home. The "No Build" option is the only choice.	Refer to GN-2.
David Cato	3/8/2018	Website	Coordination with local officials has been nonexistent with regards to the project impact on the various communities. There has been no respect for the people and the communities. The rail line dissecting communities will greatly hamper any emergency, fire and police response time putting local residents at greater risk. There needs to be coordination for the good of the communities. The informational meetings held were required, and if there was an option, they would not have even happened. Those meetings do not take the place of community coordination. The "No Build" option is the only choice.	Refer to PI-1, PI-5 and SS-23.
David Cato	3/8/2018	Website	There has been talk about taking the land needed from the rightful landowners by eminent domain misuse - the taking of private property for the use of another private entity. The people in Texas have the right to enjoy their land, and the taking their land in this manor is nothing short of criminal. The "No Build" option is the only choice.	Refer to ED-1.
David Cato	3/8/2018	Website	The HSR will lower property values within at least 2-5 miles of the train by its mere existence. These property owners will never be compensated for this. Not only will there be an immediate value loss, there will be a future impact on any other construction projects, lowering the land use, causing further devaluation of property. The "No Build" option is the only choice.	Refer to VA-1.
David Cato	3/8/2018	Website	The people and communities where the train has the most negative impacts will never benefit from this project. The only people who will benefit will be the initial investors and the 2 large cities who host the terminals. This route, "The Utility Corridor" was picked because it was cheap and simple. If it is to be built at all, it should be located along the I-45 highway corridor -- this route would be part of the transportation corridor. If this route is not viable, then the "No Build" option is the only choice.	Refer to BA-3.
David Cato	3/8/2018	Website	The construction itself will disrupt a wide area at every mile of this project for years to come and cover more territory than the actual final project. This will hamper smaller local roads in regards to the traffic and emergency services needed. The "No Build" option is the only choice.	Refer to TR-6.
Linda Cato	3/8/2018	Website	The proposed high speed rail project is using the old steel wheel type train which is not the latest technology. It is already obsolete before the construction is started. The noise of the train will be disruptive to not only to the quiet countryside, but also through all the small communities which will have schools in close proximity to the train. The steel wheels will also cause sparks, which in turn cause brush fires. This has already happen with existing trains. The "No Build" option is the only choice.	Refer to TC-2.
Linda Cato	3/8/2018	Website	The quantity of riders to support the train has not been proven. As with the California high speed train, it is inevitable that it will fall on the taxpayers. This project will never be profitable -- who would pay 2 thirds the price of a plane ticket and then still need to rent a car to continue to their destination. After the first ride for the novelty of it, the impracticality of the train will hit home. The "No Build" option is the only choice.	Refer to GN-2.
Linda Cato	3/9/2018	Website	Coordination with local officials has been nonexistent with regards to the project impact on the various communities. There has been no respect for the people and the communities. The rail line dissecting communities will greatly hamper any emergency, fire and police response time putting local residents at greater risk. There needs to be coordination for the good of the communities. The informational meetings held were required, and if there was an option, they would not have even happened. Those meetings do not take the place of community coordination. The "No Build" option is the only choice.	Refer to PI-1, PI-5 and SS-23.
Linda Cato	3/9/2018	Website	There has been talk about taking the land needed from the rightful landowners by eminent domain misuse - the taking of private property for the use of another private entity. The people in Texas have the right to enjoy their land, and the taking their land in this manor is nothing short of criminal. The "No Build" option is the only choice.	Refer to ED-1.

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Linda Cato	3/9/2018	Website	The HSR will lower property values within at least 2-5 miles of the train by its mere existence. These property owners will never be compensated for this. Not only will there be an immediate value loss, there will be a future impact on any other construction projects, lowering the land use, causing further devaluation of property. The "No Build" option is the only choice.	Refer to VA-1.
Linda Cato	3/9/2018	Website	The people and communities where the train has the most negative impacts will never benefit from this project. The only people who will benefit will be the initial investors and the 2 large cities who host the terminals. This route, "The Utility Corridor" was picked because it was cheap and simple. If it is to be built at all, it should be located along the I-45 highway corridor -- this route would be part of the transportation corridor. If this route is not viable, then the "No Build" option is the only choice.	Refer to BA-3.
Linda Cato	3/9/2018	Website	The construction itself will disrupt a wide area at every mile of this project for years to come and cover more territory than the actual final project. This will hamper smaller local roads in regards to the traffic and emergency services needed. The "No Build" option is the only choice.	Refer to TR-6.
Linda Cato	3/9/2018	Email	The construction itself will disrupt a wide area at every mile of this project for years to come and cover more territory than the actual final project. This will hamper smaller local roads in regards to the traffic and emergency services needed. The "No Build" option is the only choice. Linda Cato [...] [...]	Refer to LU-14, SS-23 and TR-8.
Linda Cato	3/9/2018	Email	The people and communities where the train has the most negative impacts will never benefit from this project. The only people who will benefit will be the initial investors and the 2 large cities who host the terminals. This route, "The Utility Corridor" was picked because it was cheap and simple. If it is to be built at all, it should be located along the I-45 highway corridor this route would be part of the transportation corridor. If this route is not viable, then the "No Build" option is the only choice.	Refer to BA-6, BA-9 and SC-19.
Linda Cato	3/9/2018	Email	Linda Cato [...] Friday, March 09, 2018 11:40 AM DallasHoustonHSR Lower property Value Comment - Dallas to Houston High-Speed Rail Environmental Impact Statement The HSR will lower property values within at least 2-5 miles of the train by its mere existence. These property owners will never be compensated for this. Not only will there be an immediate value loss, there will be a future impact on any other construction projects, lowering the land use, causing further devaluation of property. The "No Build" option is the only choice. Linda Cato [...] [...]	Refer to VA-1.
Linda Cato	3/9/2018	Email	There has been talk about taking the land needed from the rightful landowners by eminent domain misuse - the taking of private property for the use of another private entity. The people in Texas have the right to enjoy their land, and the taking their land in this manor is nothing short of criminal. The "No Build" option is the only choice.	Refer to ED-1
Linda Cato	3/9/2018	Email	Coordination with local officials has been nonexistent with regards to the project impact on the various communities. There has been no respect for the people and the communities. The rail line dissecting communities will greatly hamper any emergency, fire and police response time putting local residents at greater risk. There needs to be coordination for the good of the communities. The informational meetings held were required, and if there was an option, they would not have even happened. Those meetings do not take the place of community coordination. The "No Build" option is the only choice.	Refer to PI-1, PI-5 and SS-23.
Linda Cato	3/9/2018	Email	Coordination with local officials has been nonexistent with regards to the project impact on the various communities. There has been no respect for the people and the communities. The rail line dissecting communities will greatly hamper any emergency, fire and police response time putting local residents at greater risk. There needs to be coordination for the good of the communities. The informational meetings held were required, and if there was an option, they would not have even happened. Those meetings do not take the place of community coordination.	Refer to PI-1, PI-5 and SS-23.
Linda Cato	3/9/2018	Email	The quantity of riders to support the train has not been proven. As with the California high speed train, it is inevitable that it will fall on the taxpayers. This project will never be profitable who would pay 2 thirds the price of a plane ticket and then still need to rent a car to continue to their destination. After the first ride for the novelty of it, the impracticality of the train will hit home. The "NO Build" option is the only choice.	Refer to BA-6, GN-2, GN-4, NE-1 and SC-3.
Linda Cato	3/9/2018	Email	The proposed high speed rail project is using the old steel wheel type train which is not the latest technology. It is already obsolete before the construction is started. The noise of the train will be disruptive to not only to the quiet countryside, but also through all the small communities which will have schools in close proximity to the train. The steel wheels will also cause sparks, which in turn cause brush fires. This has already happen with existing trains. The "No Build" option is the only choice.	Refer to BA-4, NV-1 and TC-2. The noise analysis did not result in any impacts to schools as a result of the proposed project.
Linda Cato	3/9/2018	Email	The "No Build" option is the only choice.	Comment noted.
James Caughorn	2/7/2018	Website	I am fully in support of this project. This will be beneficial to the economy and to the transportation network between Houston and Dallas. This is a landmark project for Texas and the US and needs to be continued through completion.	Comment noted.
Lisa Caughorn	2/7/2018	Website	This is an exciting project that I fully support. Anything we can do to relieve congestion between Houston and Dallas is a good thing. It is time that we in America catch up to others around the world. Let's move this project forward.	Comment noted.
Carol Caul	2/5/2018	Oral	Good evening. My name is Carol Caul, and I am not the Boys' Life boy, but I am not totally opposed to this train project. I am here speaking on behalf of the Citizens Transportation Coalition. We are a 501(c)(3) all volunteer nonprofit multimodal transportation organization founded in	Refer to ED-1, NE-1 and PI-7. Additionally, Congress defined high speed rail as "all forms of

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			2004. I have sued for landowners, so we are agnostic as to what position we take on projects. We regularly wade through DEISes to come up with a conclusion, either no build or build with modification, or we support one of the alternatives that the government supports. I have a couple of comments about this DEIS, which I thought was the purpose of the hearing tonight. The DEIS sits on top of the National Environmental Policy Act, and it is supposed to not only analyze in a scientific manner environmental impacts, but it is also supposed to address significant public controversy, which we certainly have here, and it is supposed to analyze economic impacts. I don't think the DEIS in its present format does either of those, and I call on the FRA to issue, after appropriate study and response to these comments that they're hearing tonight, to address a couple of issues. The significant controversy stems from this concept of high-speed rail corridor. Now, you may think that you guys are the only ones facing this concept, but since a federal funding, a major omnibus funding program called ISTEA, we have had Congress passing these high-speed rail corridors. We have a whole lot of them right now. One of the things that the FRA does not do is it does not define railroad in terms of a high-speed rail, and it does not define whether there is a right of eminent domain. Consequently, we have a whole lot of controversy about this, so I'm calling on the FRA to say that it's up to Congress to address this issue, or the FRA can, as an administrative agency, promulgate a guidance to that effect to cut down some of the lawsuits that we have about this issue. Otherwise, all of these projects will fail, all high-speed rail corridor projects will fail, including the one in California.	nonhighway ground transportation that run on rails or electromagnetic guideways providing transportation service which is – (A) reasonably expected to reach sustained speeds of more than 125 miles per hour; and (B) made available to members of the general public as passengers, but does not include rapid transit operations within an urban area that are not connected to the general rail system of transportation" 49 U.S.C. 26015(2)
Carol Caul	2/16/2018	Email	Dear Mr. Wright: The Citizens Transportation Coalition (CTC) through its Chairman, Dexter R Handy, Lt Col USAF (Ret) respectfully requests the FRA to hold an additional DEIS hearing and meeting for the DEIS for the referenced project in the Houston central area. CTC asks that the hearing and meeting be scheduled as soon as possible at a location reasonably proximate to the two alternatives for a Houston terminus in the US290/IH-610/IH-10 interchange area. Such a venue might be the extensive HISD facilities or such near Houston facility as the FRA deems optimal for public access and Public Involvement. We state our reasons for the request for the additional hearing in the attached letter. Briefly, they are access by centrally located Houstonians to a DEIS hearing that will be captured in the project's administrative record; and the need for the FRA to address the fundamental issue of what constitutes a "railroad" in terms of high speed rail projects and corridors. CTC will also be submitting extensive comments to the project's DEIS in which we shall be requesting a Revised or Supplemental DEIS prior to the agency's proceeding to an Final EIS. We greatly appreciate your and FRA's efforts and hope you will conduct the additional hearing	Refer to PI-10.
Carol Caul	3/5/2018	Oral	We have to put this down to the mini location. Now, don't start that clock on me while I'm telling jokes. Hey, give me a break. I'm Carol Caul, and I'm the advocacy chair of the Citizens' Transportation Coalition of volunteer grassroots 501(c)(3), which analyzes and advocates for transportation and transportation-related projects. One of our core principles is to support freight and passenger rail. We thank the FRA for holding this hearing so that near-in Houstonians can have their voices reflected in the administrative record for the project. The bullet train is a unique and major project. It represents an attempt to revive passenger rail in the U.S. with high-speed capability powered by clean fifth generation electric technology. We are honored at the possibility of having major Japanese funding for the project and know that as investors they need predictability regarding their investment and they do not have it yet. Because of its uniqueness, careful scrutiny must be used in the DEIS to explain the fundamental issues leading to the choice by FRA of its preferred alternative value for such a unique project. First, is the high-speed rail a railroad for safety, loans and eminent domain? Does the project qualify for eminent domain? FRA has to address this issue, we assert. There are many references to the word "rail" in the DEIS, but FRA never directly comes out and calls the project a railroad. We did a text search on it, several of us did. It's important that it be a railroad so that it qualifies under state law for eminent domain purposes. If FRA cannot explicitly state that the project is a railroad and that there is eminent domain, it should evaluate whether the project is feasible without eminent domain. We doubt it. TCRR's choices would then be to go back to the Surface Transportation Board, explain a new connectivity with Amtrak through Metro's light rail or bus rapid transit system. However, if there is eminent domain, the DEIS must address more clearly the due process rights of the landowners. CTC strongly supports this project, but we are, quite frankly, very, very upset with the way the landowners are being treated. There is a meaning to the word "due process of law." Even if you have eminent domain, you can stop takings. A second issue is that of the embankments versus pier viaducts. We support the concept of viaducts throughout all the world and foreign land on the basis that there will be less impact on the farming operations. Third is financial viability, which several people have addressed: and we will address extensively in our written comments. Thank you	Refer to ED-1.
Shawn Cavahaugh	2/1/2018	Email	I believe that this Dallas to Houston "Highspeed Rail" project is a boondoggle and money grab for those who are building and investing in this project. It will be just like Amtrak and a money loser. This will be a loser for those land owners who will have their land taken via eminent domain, and a loser for the state.	Comment noted.
Kevin Cecil	2/19/2018	Website	Completely in support of high speed rail. It's been a long needed transit alternative.	Comment noted.
Stephanie Cervantes	2/9/2018	Website	There is NO need for this rail since it will be going through my front yard and taking out my home that I purchased to retire in i don't want to have to start over at this stage of my life.	Comment noted.
Shikha Chakravarty	2/8/2018	Website	Slight deviation of route. As much as we would like the Dallas Houston train, we don't want any land fragmentation, sound disturbances, electromagnetic radiation from powerful transmission lines, paving roads or constructions to negatively jeopardize the quietness of the Katy	Refer to NR-1, NR-2, NR-5 and RF-4. For information regarding impacts to wildlife and vegetation please

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			Prairie and the pristine lands. We want the rail route to be constructed outside the buffer zone of the Katy Prairie without claiming any of the rural areas that can add to the prairie. The Katy Prairie is like a oasis in anurban sprawl and its importance to the migratory birds and resident wildlife should not be undermined.	see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Vishal Chander	2/19/2018	Website	High speed rail between Dallas and Houston is a project which is 30 years too late. New technologies make the project obsolete and a waste of tax payer resources. Funding should be put into newer technologies which are only 5 - 10 years from development, like the hyperloop. Investment should be made in expansion and modernization of highways with sensor technology to allow for safe self driving electric cars. Charge stations should be installed. Redundant geolocation microsattellites should be placed in orbit so that electric flying vehicles can operate without a driver. These solutions are all more efficient as they are more cost effective implement, can be implemented more quickly, and infringe less on property rights. They also incentivize the private sector to perfect and put into the market driverless electric cards and electric selfdriving flying taxi services. Any expansion of transportation system must be done in coordination with expansion and modernization of the electrical grid with pollution free renewable energy from wind, solar, and ocean turbines. This will offset the expected increased demand in energy from transportation while ameliorating the detrimental and costly effects of pollution from obsolete fossil fuels on health care. High speed rail was a great idea in the 1980s and would have transformed the Texas economy decades ago. But Texas legislators were shortsighted. High speed rail is a lost opportunity. We now need to move forward, look to the future, and implement the technology of the future to address transportation needs in this state.	Refer to BA-4, GN-4, NE-1 and PN-3.
John Chaney	2/18/2018	Website	I disagree with the project. I do not feel there is enough demand for travel between Houston and Dallas, to support both the rail industry and the air travel industry. While the claim is the project will be all private funds. I do not see how it will be completed without use of tax payer funds. Weather it be for parking lots at he hubs or crossing safety and traffic control. Nor do I see how they can use the imminent domain to take peoples land from them for a totally private industry.	Refer to BA-12, ED-1, GN-2, GN-4, TC-5 and TC-7.
Ray Chase	3/9/2018	Website	This Way Of Dealing with the Issue of Transportation.Is at Best Non American and Outdated. Home is The Base Of All Families. Generations in that Home is Heritage and Legacy. The Choice of not using the existing Roadway 45 .Is Economically and Politically a Big Mistake.The Logistical Task of Construction is the Most Important Point.You Must Realize The Public Relationship with Your Company is at the Crossroads of Being Seen as Strong Arming them. May The God of Your Choice have The Strength to Guide You to the Right Moral Way to Treat Your Fellow Human Beings.	Refer to BA-9, NE-1, TC-2 and TC-6.
Robert Chase	2/28/2018	Website	Morgan Legacy Farm gives free respite to the Northeast Texas communities but also to the North American Continent's waterfowl that stop at the ranch's water along their migration route. The trench created for the train to speed through when cutting through the ranch will change its watershed. Please move the currently planned route north to the existing powerlines to protect the watershed for the migratory waterfowl. "Birds Matter!" was on the cover of the National Geographic Magazine two months ago, because it is a scientific fact! Thank you for considering this short change of route for this 5-7 miles along 3194. Yours truly, Robert H. Chase	Refer to LU-5.
Alexandra Chastain	2/27/2018	Website	Hello, I am writing to express my opposition to my to the Houston-Dallas High Speed Rail project. My families property located at [...], this project would cut my families property in half. This would disturb and inhibit out families beef cattle and my families production. The proposed plan would cut through my families house and two barns causing them to be destroyed thus causing more economic damage to my family as we would need build new ones. Not to mention the noisy and pollution that this rail way would cause would further hurt the surrounding community including my families farm. I also would like to mention how absurd it is that a foreign company's project could gain eminent domain for a project hardly anyone wants.	Refer to ED-2, FP-1, LU-7, LU-11, NR-6, TR-10, WW-1. The referenced property is located on Segment 3A of the Preferred Alternative and the rail would be constructed on embankment at this location. Due to proposed impacts from the project and associated road modifications, the referenced property would be entirely acquired due to displacement of a primary structure.
Clint Chastain	2/25/2018	Website	I am writing to express my deep opposition to the proposed Houston-Dallas High Speed Rail project. My property is situated at [...]The project, as currently proposed, would have catastrophic environmental and financial impacts on myself, my family and the State of Texas. The proposed rail corridor would split my property in two, leaving me, my family, my beef cattle, and the native Texas wildlife with no straight-forward, easy access to the two halves. Not even rain water would be able to freely run off into Chamber's Creek! Even worse, it appears that most of my western pasture-land would decimated by new roadways, overpasses and runoff impoundment pounds. In fact, as I understand it, even my two tractor barns and my very house itself would be seized and demolished to make way for a new access road bringing vehicular traffic south to a proposed cross-over, because - again - the rail line splits Navarro county itself in two and drastically impedes normal east-west human movement. And despite the arrogant, dismissive language in the FRA brochures, there simply is no readily available 'replacement' acreage to make up the damage this unnecessary private venture would inflict upon my family and the State of Texas. Finally,	Refer to ED-2, FP-1, LU-7, LU-11, NR-6, TR-10, WW-1. The referenced property is located on Segment 3A of the Preferred Alternative and the rail would be constructed on embankment at this location. Due to proposed impacts from the project and associated road modifications, the referenced property would be entirely acquired due to displacement of a primary structure.

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			the taking of private property for the benefit and profit of another non-public concern, even when technically allowed by Law, is absolutely, morally unconscionable.	
Miranda Chastain	2/27/2018	Website	<p>I am writing to express opposition to the High Speed Rail project between Dallas and Houston.</p> <p>My family's property is located at [...]. The project would have horrible environmental and financial impacts on my family and the surrounding environment. The proposed railway would split my family's property in two, leaving my family, my family's beef cattle, and the wildlife with no easy access to the two halves.</p> <p>What's more, most of the western pasture land belonging to my family would be completely overrun by new roads and overpasses. In addition, my family's two tractor barns and house would have to be destroyed to make room for a new access road bringing car traffic south to a cross-over, because the rail way splits Navarro county in two and gets in the way of regular east to west traffic.</p> <p>There is no way to reconcile the property if this bullet train goes through. Neither half of the property would be useful to the full capacity my family currently uses it for if this happens.</p> <p>Finally, I find the seizure of private property for the benefit of a private company to be abhorrent and loathsome.</p>	<p>Refer to ED-2.</p> <p>This property is impacted by Segment 3B. County Road 1300 would be rebuilt over the Project. Due to the displacement of a primary structure (in this case, a residence), the Final EIS categorized this property as an acquisition. For more information about the acquisition process outlined in the Final EIS, see Section 3.13.3, Land Use, Methodology. Further, the preferred Alternative, as outlined in the Final EIS Executive Summary, is Alternative A, which does not include Segment 3B.</p>
Sue Chastain	2/25/2018	Website	<p>Hello, I strongly oppose the High-Speed Rail Project between Houston and Dallas. This project would not only adversely affect me, it would negatively impact my family and our way of life for ever. Our property is located at 8108 NW country Road 1300. As proposed, the train would run directly through two of our prime pastures (including our house pasture). However much the FRA states that the railway would not be noisy or affect the wildlife and production animals; I have in fact, personally, ridden the bullet train in Japan and can state, it is very noisy and windy. The fact that both our barns and house would have to be demolished to make way for the rail and the new roadways will obviously adversely affect me and my family. It will, in fact, decrease our production land by at least 50%, e would have to build a new house and new barns. Even if we were compensated fairly for this- would it be enough to construct replacement buildings? There is not even another good location for a house on our property which would give us the privacy we enjoy now and still allow for agricultural use. I find it inconceivable that it is acceptable to take away people's homes and livelihood for a private financial venture. To add insult to injury, it is not even an American company. I request that this entire project be re-evaluated, without consideration for private investors potential gains, but instead for the actual harm it will do to regular American citizens.</p>	<p>Refer to ED-1, ED-2 and NR-1.</p>
Erika Chavez	2/6/2018	Email	<p>We live in the White Oak Falls Subdivision on Kirkland Woods Drive. We attended the public hearing held at Woodard Elementary on 2/5 but to be honest, we left after 45 min because we didn't feel this was beneficial.</p> <p>I'd like to know how the high speed train will affect my home. How many feet are people allowed to live close to the viaduct?</p> <p>Segment 5 does not necessarily cut through my property when looking at the map but it does cut through the homes across the street.</p> <p>We are trying to understand what this means for our family and our home. Will we see a wall where our neighbors homes used to be? Will large trees/vegetation be planted?</p> <p>What kind of safety will be put around the area since we have 2 girls (ages 4 and 10) and 2 small dogs?</p> <p>I highlighted (7532) to show you where our home is. I also noticed on the map that homes are labeled with 7K numbers. Does this mean these homes are affected by the train?</p> <p>Based on your past experience with similar projects could you give us some insight as to what we can expect. We'd greatly appreciate any input and look forward to your response.</p>	<p>Refer to SS-2 and SS-13.</p> <p>There are currently no regulations that dictate how close a residential structure can be to the track. Through the analysis of potential land acquisition, noted in Section 3.13.3, Land Use Methodology, primary structures including homes and businesses that were located within 50 feet of the edge of the limits of disturbance were identified as potential acquisitions. Individual landowner needs, in this case clearance and/or compensation, will be determined through consultation between TCRR and the impacted landowner. This specific location would likely suffer adverse visual impacts due to the close proximity to the Project. Specific mitigation measures have not yet been identified but will be negotiated between TCRR and landowners. Examples of potential mitigation measures can be found in Section 3.10.6, Aesthetics and Scenic Resources, Avoidance, Minimization and Mitigation. This specific neighborhood has been identified in AS-MM#1 to be included as part of the design process in order to determine visual impact mitigation strategies. Additionally, specific mitigation measures which may block some views of the Project include, AS-MM#2, AS-MM#3, AS-MM#4, and AS-MM#5. Additionally, noise walls may be used to minimize impacts where it has been determined noise impacts will occur. The walls could be treated with vegetation to soften the look of the noise mitigation. If there are no noise impacts, trees or vegetation could be planted to limit the views of the Project. Please refer to Section 3.4.4, Noise and Vibration, Affected Environment for impacts related to noise. The properties</p>

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				(homes) labeled with 7K numbers are within 1,000 feet of the edge of the limits of disturbance. In this map, the limits of disturbance (the edge of the Project are marked with the green line. The home at 7532 would not be directly impacted by the Project, but the homes across the street and three houses west (7553), would lose access and would likely be acquired.
Arif Chawalwala	2/17/2018	Website	I would love to see a high speed train service between Dallas and Houston and support this project strongly.	Comment noted.
Joseph Cheavens	2/21/2018	Website	I strongly favor the construction of this project. I travel frequently between Houston and Dallas, and this would be a huge benefit. My only criticism is on the choice of the Houston terminal, which I think should be located downtown. The 610/290 location is one of the most congested traffic areas of Houston, and I believe the vast majority of riders would prefer to leave from and arrive at downtown Houston.	Refer to GN-6, GN-7 and TR-4.
Zachary Cheesman	2/1/2018	Email	We will not allow any projects to go through our property at [...] We will protect our property any means necessary....	Comment noted.
George Chen	2/3/2018	Website	I would like to lodge a complaint about this entire project. This entire project feels like TCP is selling snake oil. I would like to know how the FRA and TCP come up with 7.2 million riders. TX Dot and other independent experts are less at most way less than half of the 7.2 million. How can a project of this magnitude be even look at or allowed to be considered to be built on false data to begin with. Just doesn't make sense. The General public needs to be allowed to see all the supporting evidence of how the ridership number was created. We can not afford another expensive boondoggle that requires taxpayers bailout. So I can lose my land, lose great value in my private property, and end up having to pay increased tax to bailout is simply wrong. You can not let this project move forward any based on erroneous data. No Build.	Refer to BA-6, GN-2, GN-3 and NE-1.
George Chen	2/3/2018	Website	The DEIS does not contain any information on ridership and or revenue study. How can you release this impact study for people to review without any of that information. It feels like the general public and landowners are getting taken advantage of. We are fed lies and we landowners are the one who will suffer the most. At least tell us the truth about the project and not lie to us. Because this project from day one was based on overestimated figures on ridership and cost to build or maintain, The Federal government has a duty to protect its citizens against these matters. The FRA is like leading the way on this project and there needs to be accountability. Do not allow this to progress. Do not build this thing.	Refer to GN-2 and NE-1.
George Chen	2/3/2018	Website	This whole project will be a disaster for the state of Texas. The feasibility of this project simply not logical. You will never have the ridership for this project to work. Meanwhile, the threat of eminent domain to take private property for a failed project CAN NOT HAPPEN. If you ask transportation experts, they all say the same thing, this project will fail and require a bailout of Taxpayers money. With a one way ticket price of approximate \$175 each way, ask yourself would you even take your own family on a weekend trip? Probably not. Meanwhile your going to devalue or take my private property. The time and area is not right for a project like this. Do not allow this project to move forward. No Build.	Refer to ED-1, GN-2, NE-1, SC-3 and VA-1.
George Chen	2/3/2018	Website	This Dallas to Houston HSR project can not be built. It will have detrimental affects on water drainage and can possibly increase the possibility of flooding in areas. No matter how engineers design and build these projects, you can not predict the flow of water and how water drains over a large area. Sections of the train for example will pass over the Spring Creek Watershed where the tracks of the HSR will pass over 5 creeks. Spring Creek during Harvey and in other heavy rain falls has been increasingly overflowing more and more commonly. Any project that affects water drainage on the ground level is going to have some affect on water drainage for the general public. A lot of homes and areas that used to not flood are starting to flood now. I don't think the FRA has taken enough consideration on what impact environmentally this project will have on flooding and drainage. The FRA needs to consider the NO BUILD option.	Refer to BA-6, FP-1, SS-17, WW-1, WW-2 and WW-8.
George Chen	2/5/2018	Handwritten	I strongly oppose this project. This project will not get enough ridership to be feasible. With over projected figures of ridership and underestimation of cost this project will fail and require a bail out. Eventually, this project with an estimated ticket price of \$150-200 one way, will not be affordable to the general public. Only the wealthy can use this HSR. This project will also be a detriment to the rural way of life, splitting property and affecting anything from first-responders to school routes. The amount of land and right away needed has been way underestimated and the thought of even using eminent domain is absurd. Texan's property rights is an important issue here in Texas. The threat of taking property for a profit venture owned by a foreign gout/bank is flat out wrong. This project, if built, will desicrate our beautiful lands forever. Ranches have been in family possession for many generations and the thought of taking people's land or devaluation of property is wrong. There will be issues of animal migration of the Katy Conservatory in Waller and drainage issues as well. This project cannot move forward as more people oppose this than want it. NO BUILD is the only option!	Refer to ED-1, ED-2, GN-2, GN-4, LU-9, LU-11, LU-14, NE-1, NR-5, NR-6, RF-4, SC-7, SS-23, TR-6 and VA-1.
George Chen	2/6/2018	Handwritten	I support the No Build alternative for so many reasons. This project will infringe on Texas property rights. How can a private for profit, company have the use of eminent domain? Private property rights are sacred here in Texas. The project's ridership and cost are way off. This project will not have the ridership needed to be profitable. All transportation experts have shown ridership to be less than half projected. This	Refer to ED-1, EU-2, GN-1, GN-4, NE-1, NE-9, PI-1, PN-3 and SS-23. The zone for potential vibration damage to structures is not likely to extend beyond the operational corridor, as explained in Section

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			project will fail and fail horribly. The DEIS is majorly flawed and doesn't have the transparency for everyone to make an informed decision. There are numerous safety issues not addressed, i.e. pipeline etc. where there is no room for a train or vibration of the train. This project is after federal loans (tax payers money) so there are many false truths in this DEIS. This project will adversely affect the public safety as first responders will be delayed under the construction phase and if it ever gets operational loss of life cannot be tolerated. It will put berms throughout this state. This project has no need as ridership is way overstated. I support the No Build.	3.4.5, Noise and Vibration, Environmental Consequences. Berms will only be used when the train is operating on embankment, which is approximately 31 percent of the alignment. Refer to Appendix F, TCRR Final Conceptual Engineering Design Report and Appendix G, TCRR Final Conceptual Engineering Plans and Details.
George Chen	2/6/2018	Handwritten	The FRA has not adhered to the NEPA regulations when examining this route of the HSR HC-4 line. The FRA has not coordinated any with local county government in the draft EIS. There are numerous public safety issues that are not addressed. With a project of this magnitude everything has to be thoroughly examined. With the possible use and threat of using eminent domain we need to make sure every aspect of this project is examined. The thought of the possibility of taking someone's private property and not thoroughly considering every aspect from need and purpose to feasibility to environmental impact is absolutely imperative. This project can not be allowed to proceed forward until every party is satisfied. NO BUILD	Refer to ED-1, GN-2, NE-1, NE-9, PI-1, PN-3 and SS-1.
George Chen	2/6/2018	Handwritten	The FRA can not let this project get off the ground until all public safety issues have been examined. The HSR tracks pass by 580 ft from a Natural Gas Pipeline Compressor Station in Waller County. This station does emit Natural gas on a daily basis. So what would happen if you emit natural gas into the open air and there is high voltage source nearby. These public safety concerns have not been fully addressed. You can not allow this project to move forward. This project can not be built.	Refer to EU-2 and EU-7.
George Chen	2/6/2018	Handwritten	This project has no need or purpose in the slate of Texas. As the transportation experts have all reported that this project will not make any money and WILL fail. If built this project will end up costing Taxpayers up to 500 million per year. Why won't TCP share any of their ridership information with the public? For something of this magnitude and the project taking Texan's land with the use of eminent domain, we have the right to see everything they have as for projected ridership so we can make a better decision. As for now, experts have calculated that there will not be enough ridership to cover operating cost and repaying federal loans. The only option for this project is NO BUILD.	Refer to GN-2, GN-4 and GN-5.
George Chen	2/6/2018	Handwritten	This project has no need or purpose in the slate of Texas. As the transportation experts have all reported that this project will not make any money and WILL fail. If built this project will end up costing Taxpayers up to 500 million per year. Why won't TCP share any of their ridership information with the public? For something of this magnitude and the project taking Texan's land with the use of eminent domain, we have the right to see everything they have as for projected ridership so we can make a better decision. As for now, experts have calculated that there will not be enough ridership to cover operating cost and repaying federal loans. The only option for this project is NO BUILD.	Refer to BA-6, ED-1, GN-2, GN-4, NE-1 and PN-3.
George Chen	2/10/2018	Website	I oppose this high speed rail project. This project DEIS does not address the issue of the impact of quality of my life and any family that lives close to the rail line. I own 100 acres right next to the path of the train. I am gravely concerned of the noise and vibration impact on my family. In the rural areas there is absolutely no noise. When this train passes 68 times a day it will most definately sound "louder" in an area that is normally quiet vs running down a highway where there is already ambient noise. I already can not sleep at night and I am afraid that the noise will lead to health problems not only for me but for my family. The vibration of train will definately cause problems with animal migrations. Animals are probably more sensitive to vibration than we are. I do not want my horses to suffer ill effects of both noise and vibration from this train. I support the NO BUILD alternative.	Refer to NR-1 and NV-1.
George Chen	2/16/2018	Website	I am strongly opposed to this project on the basis that this private company TCR is and has bullied Texans to do illegal surveying. If some of the surveys were illegally obtained then the information in the DEIS can not be allowed. TCR is not forthcoming with true information. Lots of misinformation given to support their cause without any transparency or proof. This project can not be allowed to move forward. It is bad for Texas. No Build is the only solution.	Refer to NE-8.
George Chen	2/16/2018	Website	This project should not move forward. Grimes county is rich in Historical sites. There are numerous sites not even in the historical registry. All of these sites must be checked out before this can move forward at all. An Army Corp of Engineers Section 4 Permit has revealed four archaeological sites and two pre-historical sites considered for the inclusion in the National Register of Historical Places. It would be a travesty to not even consider our history of Texas. Please do not let any of this move forward. Do not Build this project. It will not work in Texas and this will end up destroying our precious and scenic land.	Refer to CR-9.
George Chen	2/17/2018	Website	This project needs to be terminated. I first want to see data from TCR about how they came up with the Ridership and Economic Feasibility. I believe they manipulated the data to make the numbers work. If they are going to have to take or damage my property, I want to decide for myself that this project is even beneficial for the public. Until they make the information public, this DEIS is based on faulty information. All independent transportation experts have said that this project will fail. Why can't the FRA see that and take the steps to not allow this to go forward. This project will not be self sufficient now or ever in the future. NO BUILD is the only option. FRA has intelligent people too. Wake up and look at the data!	Refer to BA-6, GN-2, GN-3 and NE-1.
George Chen	2/27/2018	Email	I ask for your help to protect our private property rights as a Texan and stop this HSR project as it will ultimately fail and will require Tax Subsidies. This project will desecrate our beautiful land, diminish land values, and disrupt our peaceful rural way of life for generations to	Refer to ED-1, ED-2, GN-2, GN-4, GN-6, LU-11, NE-1, NE-9, NR-2, NR-6, PN-3, SC-19, SS-9, SS-23, TC-4, TR-8 and VA-1.

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			<p>come. As well, the HSR will create numerous problems with wildlife migration and managed working ranches that provide food etc. for the public. Another negative impact it will have will be how it will impede our public safety and all first responders. With the HSR, what is now the most direct route may not be, and first responders would have to reroute in order to respond to emergencies. That's the last thing someone having an emergency needs--a delay in the arrival of assistance. Every second is critical when it comes to these kinds of situations. Precious lives could be lost--mothers, fathers, brothers, sisters, children, even beloved pets and livestock would be at risk. That is absolutely unacceptable. When my parents emigrated to this country, they had absolutely nothing. They worked very hard to give us a better life. My parents are in their mid-seventies and are both still working today, while many people their age are enjoying retirement. What my parents have taught me is a strong work ethic and the value of saving for your future. I am 47 years old and have worked as hard as I can all my life. I have managed to save approximately one million dollars for my family's future and retirement. We bought 100 acres of land and a home, not just for my family and I to enjoy, but also somewhere peaceful that my parents could spend their golden years when they do decide to retire. That was our vision, our dream. Now, however, that dream is in jeopardy. Our property is right next to the proposed route of this High Speed Train. The house is literally a hundred yards away. I have used up all of my hard earned money in an effort to do something good for my family. This project will have a tremendous detrimental effect on our property and our mental state of health. It has already taken a toll on our mental and physical well-being just worrying about this matter. Adding insult to injury, half of our subdivision will be wiped out. The thought of using Eminent Domain to take privately owned property for a PRIVATE FOR PROFIT company is absolutely crazy and downright infuriating. Where are our rights as a Texas property owner? Private property rights in Texas is one of the highest priorities we have. Our Texas Property Bill of Rights will be trampled on. This company is NOT a railroad and has never operated a railroad, yet they claim to have the authority to take my land? I am not against progress. We all know that almost all HSR in the world has to be subsidized by the government as only two in the world are marginally profitable. This is Texas, where everyone has a vehicle and we live by the car/truck mentality. We are not Japan or France where the population is much denser, the area is smaller, and most people don't own a vehicle. While the concept of HSR sounds great, HSR will absolutely not work here in Texas as discussed by numerous transportation experts. We do not have the public transportation infrastructure in place, and it doesn't alleviate the traffic problems in the Houston or Dallas areas. This does not benefit anyone in the middle rural areas, yet it is these individuals and families who will suffer the most and sacrifice most dearly. This train will only fracture the tranquility and peacefulness of our rural lifestyle and desecrate our beautiful lands. Other U.S. cities have pulled the plug on HSR because they realize that it simply won't work and profits cannot even cover operating costs. Look at the mess the State of California is facing. This enormous and expensive boondoggle is headed for cancellation. We should learn from these examples and not create one in our own state. We were all told that this trip from city to city would only take 90 minutes. With now adding an extra stop, mandatory TSA style safety screenings now needed, the ticket price comparable to an airplane ticket, a car rental or someone to pick you up and drop you off, travel time will definitely be much more than the initial 90 minutes. I ask, what are the benefits of taking the HSR train over flying? None! This project will not meet the required ridership to maintain operating cost and servicing their debt. And, when they do default, who is left to hold the bag? Taxpayers! Please consider all of the negative impacts that far outweigh the positives and do not allow this project to be built. Thank you for your time and consideration.</p>	
George Chen	3/3/2018	Website	<p>There is absolutely no need for this project and the threat of using eminent domain to take property from tax paying citizens is wrong. Especially if this project is for profit. What happens if this project is not profitable? Do not let this project carry forward until they can prove that this project is sustainable. NO BUILD.</p>	Refer to ED-1, NE-1 and PN-3.
George Chen	3/3/2018	Website	<p>I know there are numerous faults that the DEIS has not yet covered. According to the NEPA process the Federal government need to adhere to strict rules and cover all environmental impact items. According to the American Stewards of Liberty there are multiple items not addressed within this DEIS. This final environmental impact can not be allowed to be issued until all aspects of impact has been addressed. You can not build this project!</p>	Refer to GN-3, NE-1 and NE-9.
George Chen	3/5/2018	Website	<p>Where is the study in the DEIS that shows that this project is economically feasible. Other projects all have economic and ridership studies. Why has TCP not released any information about this project being economic viable. TCP has not been very truthful about any of the information for this project. They want to take my property and negatively impact the rest of my property but they won't supply any information for the public to see how they came up with the numbers. I want this project to be stopped immediately. No Build for this project.</p>	Refer to BA-6, GN-2, NE-1 and PN-4.
George Chen	3/5/2018	Website	<p>I can't believe that the FRA has even gone this far with the project. There seems to be a lot of miss information that has been given to the public about this project. I think that TCP needs to be held accountable to release information to the public and be more transparent. This project will cut our neighborhood in half. Half of the lots will be severely impacted, the other half is also severely impacted but we have no recourse. The train will run less than 20ft-50ft from our private road at grade. I can't imagine driving and having the train scream by as your</p>	Refer to LU-7, NE-1 and NE-9.

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			driving. That will scare us property owners that remain and have to drive up and down the road. We need to have assurances that we will be made right. DO NOT allow this project to move forward.	
George Chen	3/5/2018	Website	If you lived less than 100ft from this train how would you personally feel. We are raising a family on a piece of property that the train will run right next to. If you put yourself in my shoes, what would you think about this project if it was this close to you and your family, To make matters worse, this project is not even known to be economically viable. I can lose property, the rest of my property is devalued, and when this thing fails it will be subsidized by my tax dollars. Totally unfair if you are in my shoes. Something needs to be done to protect my private property rights. How about Don't build this boondoggle of a project. No Build!	Refer to PN-4 and VA-1.
George Chen	3/5/2018	Website	If you lived less than 100ft from this train how would you personally feel. We are raising a family on a piece of property that the train will run right next to. If you put yourself in my shoes, what would you think about this project if it was this close to you and your family, To make matters worse, this project is not even known to be economically viable. I can lose property, the rest of my property is devalued, and when this thing fails it will be subsidized by my tax dollars. Totally unfair if you are in my shoes. Something needs to be done to protect my private property rights. How about Don't build this boondoggle of a project. No Build!	Refer to PN-4 and VA-1.
George Chen	3/5/2018	Handwritten	This project is bad for Texas. This project will never make money to pay for operating cost. Our 100 ac Ranch and access will be severely Impacted. Our entire Neighborhood will be Severly Impacted. This project & just the threat of use of E [sic] Domain is simply wrong. What happened to our property rights. this project is not for the greater good the train will never get the Ridership needed to be successftl. If this projects fails not only dose it negatively effect our land we end up paying for it thru tax seriously. Simply Wrong! Numerous items were not addressed in the DEIS No economic viability or Ridership studies were in the DEIS for the general public to Revies Numerous Safety problems with pipelines etc needs to be examined. First responders will be impacted! going after Federal Loans IS tax payers money, when they TCR is saying its Privately Funded. More land is Now needed and cost are underestimated for the construction. We demand the truth if our property is going to be Sacficed DO NOT Build this. It will only put a scar down the Heart ofTexas! NO BUILD	Refer to BA-6, ED-1, ED-2, GN-2, GN-4, LU-14, NE-1, PH-3 and SS-23.
George Chen	3/7/2018	Website	I want to comment on the last FRA meeting on March 5th, 2018. This meeting in my opinion was created or pushed on by TCP as a meeting to specifically lodge positive comments. I don't know if there were incentives for these people or groups to make their comments. All of the other 10 meetings were already held and I can say after attending a few almost all comments were in opposition for the project. It just seems like the same tactics this unethical company (TCP) is always doing. It just seems like the saying goes something fishy is going on. I don't think this is ethical and the FRA needs to be impartial to this matter. I still support the NO BUILD alternative as this will never work in Texas.	Refer to PI-11.
George Chen	3/8/2018	Website	There is a news article in the Houston Chronicle today about the way overestimation of ridership by TCP. The Acela Express although not a bullet train but services the north east corridor only moves 3.4 million riders and TCP says that between Houston to Dallas there will be 7.2 million riders is way way beyond optimistic. Even our own TX DOT says it will have about 2.5 million riders at most. This company who can throw numbers out like that and expect the public and FRA to believe them is simply wrong. The FRA has its own experts and there is no way that the ridership numbers make sense. From that all other data is wrong and can not be used. TCP is lying to the public and the FRA. We need to stop this project and NO BUILD this project.	Refer to AQ-7, BA-6 and GN-2.
George Chen	3/8/2018	Website	How can a private, for profit company formed and has never operated a train, never owned any trains or tracks, being self claimed as a railroad, have the power of eminent domain? Almost like me and a friend deciding to declare ourselves a railroad and we just magically have the power of eminent domain? The courts in Houston have ruled that TCP does NOT have that power and could not survey as they wish. The FRA should understand that see that is not right. You can not believe this company and trust their intentions. We have rights as private property landowners thru the state of Texas. NO BUILD.	Refer to ED-1.
George Chen	3/8/2018	Website	This whole project is weighing very heavily on my family as it will take half of my neighborhood and the access to our neighborhood will be rerouted and we would be driving within 20-30 feet from the train. That is absolutely unacceptable. This project is not a good idea for Texas. It will never make enough money to self sustain and I can promise you cost to build will be underestimated. NO BUILD. Cancel this project.	Refer to GN-4, NE-1, PN-3, TR-8 and TR-10.
George Chen	3/9/2018	Website	FRA, please do not allow this project to ruin Texas. This project has not been represented truthfully from day 1. I believe TCP has mislead this general public on numerous numerous occasions. TCP has even misled the FRA in the ridership numbers and construction cost to make this project seem to work on paper but in reality this project will never work. I will not sacrifice my private property for a project that is based on lies and deceit. This project is not for the greater good and is forced on the backs of rural landowners. This project must not be allowed to built. NO Build!	Refer to BA-6, GN-2, NE-1 and PN-3.
George Chen	3/9/2018	Website	I hope the FRA is really listening to the concerns of the public and not just checking a box to say they held the public meetings. Please really listen to the concerns of the public and think about what TCP is trying to do and how they are doing it. If most of the citizens of Texas do not want this project, please do not allow it to continue and rule it as a NO BUILD project. This project is not right for Texas as the Texas legislation has made laws that local tax payers money will not be used at all. TCP is trying to circumvent the state level to build this project. It is simply not right and will not work in Texas. Please Cancel this project. NO BUILD.	Refer to PI-1.

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George Chen	3/9/2018	Website	Originally TCP said that they needed 3000 acres. Now the figure is up to 8000 acres. How is that possible that they need more than double than originally estimated. If the land figures are that off how many other items are they way off on? Ridership is WAY over estimated so is the cost of the entire project. Until they can get their facts straight we have to hold off on this project and bring back the NO BUILD option.	Refer to BA-3, BA-6, GN-2, GN-4, LU-9, LU-14 and NE-1.
George Chen	3/9/2018	Website	This project will ruin my gated community. Half of the acreage lots will be gone and the rest of of left in the gated community will be left with the noise issues and having to see this train everyday. We chose to retire out in the county and live peacefully. Now this train is right next to my. We have spent our entire life savings on this property and home. We are in jeopardy and can not afford to start over somewhere else. Plus no one will want to buy my property now and if you give the green light to build we will never be able to sell the land that runs right next to the train. We are opposed to this for personal reasons, but there are numerous reasons why this project will fail and fail horribly. NO BUILD.	Refer to VA-1.
George Chen	3/9/2018	Website	Only the people in Houston and Dallas may want this train. Everyone in between does not and will suffer because of it. IF YOU MUST BUILD IT, why don't they build it down I45 and give the project a greater chance to succeed. If its on I45 you can have more possibilities to create stops where needed. Car travelers can see the train going by and maybe it will let then to decide to try is. Kevin Brady is opposed to the route (the utility corridor) and has stated that he will do what he can as chairman of the ways and means committee to write legislation to not allow this project to be funded. If you put it on I45 I think there would be less opposition and Kevin Brady would be on board. NO BUILD on the utility corridor.	Refer to BA-9, GN-4 and SC-19.
George Chen	3/9/2018	Website	It seems like this there is a lot of politics involved with this Train. If the local politicians listen to their constituents then this train must not be built. All local government in our rural counties are standing up and listening to their constituents. It's time for the Federal politicians to listen and stand up for their supporters. We do not want this train in Texas because we know it won't work. The reason foundation (a pro rail group) has examined this project and the findings is that it will fail horribly, so horribly that HSR may not ever be given a chance again in Texas. Don't do it. NO BUILD	Refer to BA-6, GN-3 and NE-1.
George Chen	3/9/2018	Website	This project makes no sense in the Grand State of Texas. Many transportation experts have all agreed that this HSR will not make any money despit the claims of TCP. When this project does fail who is going to take the blame for allowing this montrosity of a project. I ultimately blame the FRA for allowing this to actually happen. This private company does not have the power of eminent domain and can not be allowed to bully their way thru Texas landowners private property. How can someone claim that they are a railroad not having any trains or ever operated a train get this authority. This can not be allowed to happen. Please do not allow this project to move forward. This can't be built. It will waste a lot of taxpayers money at the end.	Refer to ED-1 and NE-1.
George and Dorothy Chen	2/6/2018	Handwritten	<p>I ask for your help to protect our private property rights as a Texan and stop this HSR project as it will ultimately fail and will require Tax Subsidies. This project will desecrate our beautiful land, diminish land values, and disrupt our peaceful rural way of life for generations to come. As well, the HSR will create numerous problems with wildlife migration and managed working ranches that provide food etc. for the public. Another negative impact it will have will be how it will impede our public safety and all first responders. With the HSR, what is now the most direct route may not be, and first responders would have to reroute in order to respond to emergencies. That's the last thing someone having an emergency needs—a delay in the arrival of assistance. Every second is critical when it comes to these kinds of situations. Precious lives could be lost—mothers, fathers, brothers, sisters, children, even beloved pets and livestock would be at risk. That is absolutely unacceptable.</p> <p>When my parents emigrated to this country, they had absolutely nothing. They worked very hard to give us a better life. My parents are in their mid-seventies and are both still working today, while many people their age are enjoying retirement. What my parents have taught me is a strong work ethic and the value of saving for your future. I am 47 years old and have worked as hard as I can all my life. I have managed to save approximately one million dollars for my family's future and retirement. We bought 100 acres of land and a home, not just for my family and I to enjoy, but also somewhere peaceful that my parents could spend their golden years when they do decide to retire. That was our vision, our dream. Now, however, that dream is in jeopardy. Our property is right next to the proposed route of this High Speed Train. The house is literally a hundred yards away. I have used up all of my hard earned money in an effort to do something good for my family. This project will have a tremendous detrimental effect on our property and our mental state of health. It has already taken a toll on our mental and physical well-being just worrying about this matter. Adding insult to injury, half of our subdivision will be wiped out. The thought of using Eminent Domain to take privately owned property for a PRIVATE FOR PROFIT company is absolutely crazy and downright infuriating. Where are our rights as a Texas property owner? Private property rights in Texas is one of the highest priorities we have. Our Texas Property Bill of Rights will be trampled on. This company is NOT a railroad and has never operated a railroad, yet they claim to have the authority to take my land?</p> <p>I am not against progress. We all know that almost all HSR in the world has to be subsidized by the government as only two in the world are marginally profitable. This is Texas, where everyone has a vehicle and we live by the car/truck mentality. We are not Japan or France where</p>	Refer to ED-1, GN-2, GN-4, GN-6, NE-1, NR-6, PI-1, PN-3, SS-9, SS-23 and VA-1.

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			the population is much denser, the area is smaller, and most people don't own a vehicle. While the concept of HSR sounds great. HSR will absolutely not work here in Texas as discussed by numerous transportation experts. We do not have the public transportation infrastructure in place, and it doesn't alleviate the traffic problems in the Houston or Dallas areas. This does not benefit anyone in the middle rural areas, yet it is these individuals and families who will suffer the most and sacrifice most dearly. This train will only fracture the tranquility and peacefulness of our rural lifestyle and desecrate our beautiful lands- Other U.S. cities have pulled the plug on HSR because they realize that it simply won't work and profits cannot even cover operating costs. Look at the mess the State of California is facing. This enormous and expensive boondoggle is headed for cancellation. We should learn from these examples and not create one in our own state. We were all told that this trip from city to city would only take 90 minutes. With now adding an extra stop, mandatory TSA style safety screenings now needed, the ticket price comparable to an airplane ticket, a car rental or someone to pick you up and drop you off, travel time will definitely be much more than the initial 90 minutes. I ask, what are the benefits of taking the HSR train over flying? None! This project will not meet the required ridership to maintain operating cost and servicing their debt. And, when they do default, who is left to hold the bag? Taxpayers! Please consider all of the negative impacts that far outweigh the positives and do not allow this project to be built.	
George and Dorothy Chen	2/27/2018	Email	I am a concerned citizen of Grimes County. There are so many negative impacts of this project it far outweighs the positive ones. This project will absolutely not work in the state of Texas. Many independent transportation experts have spoken about the lack of ridership and underestimation of construction costs. Any logical person can see that this project will never make enough money to cover operational cost now or in the far future. Just the simple threat of of a private for profit company being able to use eminent domain to take my private property goes against the very fabric of Texas property rights. This project is not for the greater good. It targets only the wealthy travelers from Houston or Dallas while all of us rural residents absorb all of the negative impacts of this project. This project will fracture our rural lifestyles and desecrate our beautiful lands. Texas Central is going after government loans which is taxpayers monies. They have so many inconsistencies from the beginning as if they trying to deceive the public. What infuriates me is that they want to take my land for a project that will not make any money to sustain itself and when it doesn't work, I have to pay for a project that has completely devalued my 100 acre ranch. This project can not be allowed to move forward. There is simply not enough demand to support a project like this now or far into the future. Please do not this project to move forward. There are way more negative Impacts than positive ones. Anyone with a logical mind can see this. Please put the No Build alternative back on the table, as the No Build alternative is what needs to be considered. Thank you.	Refer to BA-6, ED-1, GN-2, GN-4, NE-1 and NE-9.
Thomas Chen	3/8/2018	Email	Any large infrastructure project will have huge impact on our environment. This High Speed Rail between Houston and Dallas is noexception. But sometimes we will compromise to a certain degree for a "greater good" as long as the compromise is not detrimental for the environment. I am against this project because I believe it will negatively impact our environment without serving any "greater good". Transportation between Houston and Dallas has been served by roadsand by air adequately for decades and will be for the foreseeable future. High speed rail will only be served as an additional option, not a must have option. The private and for profit company that drives this project made alot of claims that are questionable at best. I understand that is the politics of moving the project forward. They simply need to minimize anything negative and maximize the positive so to sway public opinions and get politicians on board with them. Like many other "great" projects in recent memory, this one also promise "greater good" and will be short on delivery. At the end tax payers will be paying the price for many years to come while the environment will continue to suffer. I am a concerned citizen living in Houston Texas. I believe the project will not be profitable and will fail. I appreciate the chance to voice my honest opinion to you.	Comment noted.
Cub Scout Pack 425	2/28/2018	Website	The Morgan Ranch, whose property would be crossed by this project, has generously hosted our Cub Scouts and enabled them to complete outdoor requirements for rank advancement. We are concerned that the routing of the High Speed Rail will reduce the amount of safe space available to us for future Cub Scout activities. Having this safe space available for camping and outdoor activities has been extremely valuable to our program and encourage you to consider a route that does not have this adverse impact on our use. Thank you for your consideration.	Refer to LU-5.
Karen Cheung	2/16/2018	Website	It's time that HOUSTON be competitive and match mass transit in other large cities.	Comment noted.
Children's Medical Center	2/27/2018	Website	I am strongly opposed to the train destroying a cultural, economical, historical, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term.	Refer to LU-5.
Ebere Chimezie	1/16/2018	Email	This is long overdue and is needed for residents of Texas. Let's get going and start building.	Comment noted.
Ebere Chimezie	1/16/2018	Email	This is long overdue and is needed for residents of Texas. Let's get going and start building.	Comment noted.

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Klaude Chin	2/21/2018	Website	Hi, I am a resident of Houston, TX and I strongly support high speed rail from Dallas to Houston. Houston has always been on the cutting edge of engineering innovation and private business enterprise. This project combines the best of both worlds. Houston and Dallas/Ft Worth are the 4th and 5th largest cities in the US. These cities also boast big economies of the US. Although Dallas is years and miles ahead of Houston, this project will be the push Houston needs to build upon its light rail system. Texas has the chance to be the first to usher high speed rail to the US. It's the perfect terrain for high speed rail...it's flat, long enough distance, and with few turns. I am excited for the prospect of a multi-modal grand central terminal in Houston in the mold of Grand Central Station and DC's Union Station. This project will be more than a mode of transit. It will be a tourist destination in and of itself. Tourists from out of the country or out of state may want to visit Dallas's JFK Memorial and the Dallas World Aquarium on Monday. Then they may want to visit Houston's NASA and the Museum of Fine Arts on Tuesday. This high speed rail project will make that trip possible while seeing all the beauty of Texas's countryside. This project will bring tourists, businesses and possibly a Summer Olympics here to Texas. The possibility for expansion into Austin and San Antonio will make this a comprehensive high speed rail system. Texas has the chance to get this right and we cannot miss out on this opportunity. The train is leaving the station and we must all get on board.	Comment noted.
Klaude Chin	2/24/2018	Website	The progress of mass transit for the people of Houston and Dallas can't be held hostage by the few who live along the proposed route. Now Congressman Kevin Brady from the Woodlands is looking to stop this project despite passing all of the federal hurdles including a bill was passed by the state legislature that guarantee that no taxpayer will pay for this project. Texas Central has accepted it because that was the plan anyway. The opposition to high speed rail has absolutely nothing to do with the cost, taxes, or private property rights. Private land has been acquired by eminent domain for a long time for highway projects, beautifying projects, shopping malls without any any pushback from politicians and land owners. The opposition to high speed rail has everything to do with culture wars. Even though private business enterprise is a Texas thing, many feel that passenger trains are not a Texas thing. They feel it takes away from their rural character. From what I understand, a high percentage of the rail sit atop elevated viaducts, much like a highway. How is this taking away from a farmers "rural character"? If anything, it's a way of integrating both urban and rural characters for the greater good of Texas.	Comment noted.
Cheryl Chodaniecky	3/9/2018	Website	Please see my comments in my attached letter. March 9, 2018 Kevin Wright Environmental Protection Specialist Federal Railroad Administration 1200 New Jersey Ave. SE, MS-20 Washington, D.C. 20590 Dear Mr. Wright, I want to start by saying I am 100% against this project. I have attended meetings on this project over the past several years and frankly, I am shocked this is still being addressed. They are not a railroad company and do not have authority for eminent domain. That aside, government officials should not be making this decision for residents of the counties that will be negatively impacted by this project. This needs to be put to a vote by the people affected by this – not the cities of Houston and Dallas. When I attended the public form on February 5th at Woodard Elementary School I found out that my home is within 1 mile from the proposed tracks at Telge and Hempstead Hwy. I also found out that my farm in Hockley is within 3 miles of the proposed tracks. Enough is enough. What gives you the right to destroy my livelihood and my property values? Texas is an energy state. Our livelihood comes from our oil and gas industry. We love our wide-open spaces and beautiful land. We love getting in our own vehicles and driving where we want to go. It's called FREEDOM. I found these stats on the number of just Ford trucks in Texas on the The Motley Fool's site (a trusted source): https://www.fool.com/investing/general/2014/08/17/the-5-critical-states-where-ford-sells-themost-f.aspx Do you really think Texans are going to park their trucks and get on a train to Dallas? Come down here and live for even a month and then tell me you believe that will happen. In Houston very few Texans will even take a bus to work even though Metro has Park n Rides strategically placed throughout the city. Our roads are still congested. If we are willing to sit in our cars for an hour to go 25 miles up the road we are willing to sit in our cars for 3 hours to drive to Dallas. According to google maps, the proposed train station in Dallas is 241 miles from my home, or 3.36 minutes. Also according to google maps, the proposed train station in Houston is 17 miles from my home – in the wrong direction of Dallas. I make that drive every morning to go to work. The average time of that drive during the day is 45 to 60 minutes. I could already be past Huntsville by time I even got to the station in Houston. Then I would still have to park, and pay for parking, go through security, check my luggage and get on the train. How is that going to save me time? Now on to some facts. In order to falsely promote the tax advantages of the rail, TRCC said a round-trip ticket would cost about \$400, thus the cities of Dallas and Houston would benefit from the tax on the high ticket prices. When TRCC was asked about the ticket prices from the public, they said it would not cost \$400 round-trip because they know any sane person would not pay \$400 per person for a trip to Dallas when you can put up to 8 people in a vehicle drive it on a tank and a half of gas. Ball parking high, let's estimate the gas to cost \$100. Compare that to train fare at \$400 x 8 = \$3200. Driving would be a \$3100 savings. Now let's look at it for a family 4. \$400 x 4 = \$1600. Still absurd. Let's look a husband and wife with no kids. \$400 x 2 = \$800. A \$700 savings my driving. For a single person there would be a \$300 savings. Please identify to me who is going to use this train. This project is not like building a mall that when it fails you can just tear it down and move on. This project will have a negative impact on thousands of lives, both economic and environmentally. It will destroy our beautiful countryside. It will destroy the views for thousands of Texans who enjoy the comfort of their backyards looking up at the beautiful night sky only to see a train passing through it. Once this project fails, and I have no doubt it will, who	Refer to AS-1, ED-1, GN-2, GN-4, LU-14, NE-1, PI-1, SC-3 and VA-1.

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			will be responsible for removing the ugly infrastructure in our skies and restoring our land back to its natural beauty? The Federal Railroad Administration is an agency within the United States Department of Transportation under Secretary Elaine Chau, appointed by President Trump. I have supported President Trump and his administration but if they give the approval for this project to move forward that will no longer be the case. You have seen the tremendous support against this project. That translates to votes. The FRA failed the people of California by approving that project to move forward. Do not fail the people of Texas. I would love the opportunity to have a face to face meeting with you Mr. Wright to discuss my objections to this project. Better yet, I invite you come visit with me so I can show you how this will affect us. I look forward to hearing from you. Regards, Cheryl Chodaniecky	
Mark Chodaniecky	3/9/2018	Website	Please see my comments in the attached letter. March 9, 2018 Kevin Wright Environmental Protection Specialist Federal Railroad Administration 1200 New Jersey Ave. SE, MS-20 Washington, D.C. 20590 Dear Mr. Wright, I want to start by saying I am 100% against this project. I have attended meetings on this project over the past several years and frankly, I am shocked this is still being addressed. They are not a railroad company and do not have authority for eminent domain. That aside, government officials should not be making this decision for residents of the counties that will be negatively impacted by this project. This needs to be put to a vote by the people affected by this – not the cities of Houston and Dallas. When I attended the public form on February 5th at Woodard Elementary School I found out that my home is within 1 mile from the proposed tracks at Telge and Hempstead Hwy. I also found out that my farm in Hockley is within 3 miles of the proposed tracks. I have livestock, chickens, pigs and goats. This train will disrupt the tranquility of our farm. What gives you or TRCC the right to take that away from us? What gives you the right to destroy my livelihood and my property values? This is not progress. It is greed. Enough is enough. Texas is an energy state. Our livelihood comes from our oil and gas industry. We love our wide-open spaces and beautiful land. We love getting in our own vehicles and driving where we want to go. It's called FREEDOM. I found these stats on the number of just Ford trucks in Texas on the The Motley Fool's site (a trusted source): https://www.fool.com/investing/general/2014/08/17/the-5-critical-states-where-ford-sells-themost-f.aspx Do you really think Texans are going to park their trucks and get on a train to Dallas? Come down here and live for even a month and then tell me you believe that will happen. In Houston very few Texans will even take a bus to work even though Metro has Park n Rides strategically placed throughout the city. Our roads are still congested. If we are willing to sit in our cars for an hour to go 25 miles up the road we are willing to sit in our cars for 3 hours to drive to Dallas. According to google maps, the proposed train station in Dallas is 241 miles from my home, or 3.36 minutes. Also according to google maps, the proposed train station in Houston is 17 miles from my home – in the wrong direction of Dallas. I make that drive every morning to go to work. The average time of that drive during the day is 45 to 60 minutes. I could already be past Huntsville by time I even got to the station in Houston. Then I would still have to park, and pay for parking, go through security, check my luggage and get on them train. How is that going to save me time? Now on to some facts. In order to falsely promote the tax advantages of the rail, TRCC said a round-trip ticket would cost about \$400, thus the cities of Dallas and Houston would benefit from the tax on the high ticket prices. When TRCC was asked about the ticket prices from the public, they said it would not cost \$400 round-trip because they know any sane person would not pay \$400 per person for a trip to Dallas when you can put up to 8 people in a vehicle drive it on a tank and a half of gas. Ball parking high, let's estimate the gas to cost \$100. Compare that to train fare at \$400 x 8 = \$3200. Driving would be a \$3100 savings. Now let's look at it for a family 4. \$400 x 4 = \$1600. Still absurd. Let's look a husband and wife with no kids. \$400 x 2 = \$800. A \$700 savings my driving. For a single person there would be a \$300 savings. Please identify to me who is going to use this train. This project is not like building a mall that when it fails you can just tear it down and move on. This project will have a negative impact on thousands of lives, both economic and environmentally. It will destroy our beautiful countryside. It will destroy the views for thousands of Texans who enjoy the comfort of their backyards looking up at the beautiful night sky only to see a train passing through it. Once this project fails, and I have no doubt it will, who will be responsible for removing the ugly infrastructure in our skies and restoring our land back to its natural beauty? The Federal Railroad Administration is an agency within the United States Department of Transportation under Secretary Elaine Chau, appointed by President Trump. I have supported President Trump and his administration but if the FRA give the approval for this project to move forward that will no longer be the case. You have seen the tremendous support against this project. That translates to votes. The FRA failed the people of California by approving that project to move forward. Do not fail the people of Texas. Do not approve another bridge to no where. Regards, Mark Chodaniecky	Refer to ED-1, GN-2, GN-4, NE-1, NE-9, PN-3 and SC-3.
Kathy Chomout	3/9/2018	Email	I would like to voice my opposition to the bullet train. It appears that this issue is being shoved thru without residence imput. Meetings for imput were offered as a after thought. The financial assumptions do not seem to make sense. I seriously doubt the train will pay for itself. I am troubled at the tactics used on land owners! The treatment of the landowners shows the character of officials trying to push the bullet train.	Refer to ED-2, NE-1 and PI-1.
Daniel Chow	3/9/2018	Website	We would use the high speed rail to and from Dallas and think it would be great for Houston Dallas and state of Texas.	Comment noted.
Drew Christ	1/29/2018	Website	The bullet train is an absolutely necessary investment in the future of Texas. Not only will this provide transportation for residents, but it will also bring much needed tourism to Texas; Europeans, Asians, and South Americans that regularly use mass transit to and from major cities	Comment noted.

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			will be comfortable coming to Texas to explore, and other Americans will be able to visit two of Texas' unique areas without a needed car. The aviation industry will benefit, as visitors will fly to one major airport and leave from another. This is a huge win for Texas, and a necessary step to transition us into a world-class destination.	
Callan Christensen	3/8/2018	Website	Hello We have the chance to turn the page and begin the next chapter in Texas' transportation infrastructure. We are in a unique position to set the standard for long distance bullet train use in the US. Texas is in the perfect position to make this work, and we can't let this opportunity whizz by! It is time to show the rest of the U.S and the world that Texas is looking towards the future of mass transportation and this is the first step into a brighter tomorrow! I support the Texas Bullet Train and it is time to build it! Thanks, Callan	Comment noted.
Mike Christensen	2/7/2018	Website	As an expert in intercity transportation, I feel this project is easiest, most cost effective, and least destructive way to add transportation capacity between Houston and Dallas. It would be far more costly in terms of both funding and environmental degradation for Texas to continue on the current path of adding more lanes to freeways and adding more runways to airports.	Comment noted.
Donna Christy	2/10/2018	Website	For the love of God, do not put that train down 290 ! We already have flooding from other ill thought out plans . I bet your house is not within a 1/2 mile of that train ! I will do whatever I have t odo to prevent this from happenign to our quiet little area.	Refer to FP-1, FP-4 and SS-16.
Peter Churchman	1/31/2018	Oral	Hello, my name is Peter Churchman. I'm a Libertarian running for the seventeenth district of Texas. I strongly support -- or don't support this bill. Sorry about that, don't shoot me. I can't support the use of eminent domain. I don't know how the executives at TCR can go home and sleep at night knowing that they are trying to take legally owned land from property owners by theft, essentially. The owner of the land is the one who should be setting the price for the land and they should have the decision whether to sell or not to sell. It doesn't work right when the buyer of the land decides how much land, how much they're gonna pay for the land, and yet the owner has to settle up. It's thievery. Also this rail project is trying to get federal loans. They haven't applied for any yet but they will. Our nation is \$20 trillion in debt and in ten years we'll be over \$30 trillion in debt. We do not have the money to loan this company if they have -- get a loan they will not be able to repay it because it is a failed business model. Not one single high-speed rail on the planet has ever turned a profit. When it fails, the government will subsidize it forever. We can't afford things like this that hurt people in the middle. It will benefit Dallas and Houston, but all of the counties that it runs through, it will not. I have a question for the FRA: How much money has the TCR donated to county and municipal and state and federal campaign donations to get favorable legislation to secure federal loans and end up with government subsidies when this fails? Also how much have they contributed to the political action committees for those same candidates? I don't see how anyone can vote for this unless they were paid off. I really think we have to get money out of politics and I think TCR is guilty of giving our politicians money and continuing to fill up a swamp with swamp dwellers in Washington. Thank y'all.	Refer to ED-1, ED-2, GN-4, NE-1 and SC-19.
Peter Churchman	1/31/2018	Oral	Hello, my name is Peter Churchman. I'm a Libertarian running for the seventeenth district of Texas. I strongly support -- or don't support this bill. Sorry about that, don't shoot me. I can't support the use of eminent domain. I don't know how the executives at TCR can go home and sleep at night knowing that they are trying to take legally owned land from property owners by theft, essentially. The owner of the land is the one who should be setting the price for the land and they should have the decision whether to sell or not to sell. It doesn't work right when the buyer of the land decides how much land, how much they're gonna pay for the land, and yet the owner has to settle up. It's thievery. Also this rail project is trying to get federal loans. They haven't applied for any yet but they will. Our nation is \$20 trillion in debt and in ten years we'll be over \$30 trillion in debt. We do not have the money to loan this company if they have -- get a loan they will not be able to repay it because it is a failed business model. Not one single high-speed rail on the planet has ever turned a profit. When it fails, the government will subsidize it forever. We can't afford things like this that hurt people in the middle. It will benefit Dallas and Houston, but all of the counties that it runs through, it will not. I have a question for the FRA: How much money has the TCR donated to county and municipal and state and federal campaign donations to get favorable legislation to secure federal loans and end up with government subsidies when this fails? Also how much have they contributed to the political action committees for those same candidates? I don't see how anyone can vote for this unless they were paid off. I really think we have to get money out of politics and I think TCR is guilty of giving our politicians money and continuing to fill up a swamp with swamp dwellers in Washington. Thank y'all.	Refer to ED-1, ED-2, GN-4, NE-10 and SC-19.
Gail Cieszkiewicz	3/4/2018	Website	I live near the Northwest Mall end site. I feel that no one has listened to what impact the train will have on neighbors near there. Once people get off the train, how will they get transportation to where the want to go? Say downtown? I think little has been done to determine the traffic impact to get downtown, or elsewhere. We all know what Houston bus systems are like. You might get to Dallas in 90 minutes, with another 30 to get downtown. Why is this getting shoved down our throats? You obviously know the distaste you have created, but not the chaos that will ensue with traffic.	Refer to GN-9, TR-4 and TR-5.
Concerned Citizen	2/7/2018	Website	Your not coming through Waller County I can tell you that much. Better work on another route and find people who care about your project. We don't. Put the SOB in your back yard	Comment noted.
Meredith Clarage	1/25/2018	Website	I support high speed rail in Texas such as a route between Dallas-Houston, as well as routes between other cities such as Houston-Austin-San Antonio-Dallas.	Comment noted.

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Benjamin Clark	2/7/2018	Website	<p>On Tuesday Feb 6 2018 I stood in a Navasota junior high school were ALL in attendance raised there hand in support of the NO BUILD of the high speed train. But I'm sure that will be ignored just like the rights land owners have are being ignored. From my standpoint its very foolish for anyone to believe that 240 miles of high speed train track will be built in PROJECTED 4 years. It takes 10 years to build 5 miles of highway on 290 and yet they didn't have to lie and threaten anyone to take that land like Texas central has done to land owners in all the counties that it needs land in. It will take at least 4 years to build the train stations and the needed infrastructure around those stations and no telling how long for the rail. there website is full of projections, hopes, expects and so on to describe there view of how things will go during construction, and yet none of it is practical or realistic.</p> <p>The environmental damage that will be caused by the train if it is built will be PERMANENT,yes permanent damage to the people it will affect that Texas Central have already lied to and threatened saying they have eminent domain. Permanent damage to the wildlife within at least 2 miles of the rail(whitetail deer, bobcats, all species of birds and the list goes on). Damage from water erosion caused not only by the rail if it is built but also during the construction. Has anyone even considered the environmental affects if this project takes just 2 years longer then the projected 4 years of construction. If the the FRA is taking Texas Central at there word then BEWARE there more then likely lying to you as well. What about the additional pollution(light, noise, air)caused by an additional 2 or 4 years of construction(more then likely longer then that). What if this company goes bankrupt, I'm sure they will make it a TO BIG TO FAIL PROJECT were the innocent citizens who have already had there land taken from them will now have to pay to bail it out.</p> <p>Its so interesting on Texas Central website that they talk about the 4 counties already in air quality non attainment statues:harris, waller, ellis and Dallas. And yet building a train station in Grimes county were everyone in the area would have to travel to is supposed to make our air quality better. That station if built will cause more air, light an noise pollution then Grimes county has ever had.</p> <p>And yet this will make traffic congestion worse in Grimes county. and Central Texas claims the train is quiet. you must be joking right, any thing moving over 200 mph is going to be loud. What happened to common sense.</p> <p>I ask, how many on those involved in Texas Central or the FRA live in the country were there is the beautiful country side to enjoy, were the sound outside is from nature and wildlife. I can only imagine its a very limited number if any, and if thats the case how can any of you be able to properly calculate the environmental impact that such a train would cause in the the daily lives of every individual effected by such a project.</p> <p>Thank you for reading my comments and I hope you have a quiet and peaceful day, like all those who live in the country have everyday.</p>	<p>Refer to ED-2, NE-1, NE-2, SG-1, TC-6, TR-1, TR-2, VA-2, WW-1 and WW-2.</p> <p>For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</p> <p>The construction emissions air quality analysis included potential pollutant emissions calculated over a representative four-year period, from 2018 to 2021. It is important to note that calculated construction emissions would be valid over any four-year construction time frame. Construction-related activities included all major construction activities shown in Section 3.2.3, Air Quality, Methodology of the EIS. As discussed in Section 3.2.6, Air Quality, Avoidance, Minimization and Mitigation construction of the Build Alternatives would increase local and regional emissions of particulate matter (fugitive dust) and pollutant emissions from fuel combustion. However, construction emissions would be temporary and transient in nature occurring only in active construction areas. The short-term emissions increase during the construction period would be reduced through Best Management Practice (BMP) mitigation measures as discussed in Section 3.2.6.2, Air Quality, Mitigation Measures. As a result, short-term and localized air quality impacts would not be significant. Construction and operation of track and the Grimes County station would not significantly contribute to air, light, or noise pollution as any construction-related impacts would be temporary and would not be significant. Potential light and noise impacts from the station during operational activities would be minor and any impacts to adjacent properties would be mitigated by distance.</p>
Glenn Clark	2/5/2018	Website	<p>Build this already! Fantastic project to advance Texas further, propelling the Houston to Dallas super-economy to further visibility on the global marketplace. And best thing about it, is that this project is privately funded. Brilliant project design to enhance economic development around the station nodes. This is not the first time nor the last time eminent domain will be used to advance the infrastructure and economic interests of the majority public--reservoirs, large auto factories, airports, etc. FRA, please do not let a few dissenters negatively impact the ability of a Texas business to continue to make Texas bigger and better! Again, build this now; build this for the future of an even more integrated, Houston-Dallas mega-economy.</p>	<p>Comment noted.</p>
Mike Clark	1/30/2018	Email	<p>I'm interested in keeping up with the progress on the bullet train please.</p>	<p>Refer to PI-1.</p>
Mike Clark	2/5/2018	Handwritten	<p>We do not want your train. Please leave Ponzi scheme.</p>	<p>Comment noted.</p>
Roger Clark	2/7/2018	Website	<p>The Dallas-Houston High Speed Rail project is important to all America--not just Texas. It will be an example for future HSR routes connecting metropolitan centers. We can't continue to try to solve the automobile congestion by adding lanes to our highways. Our airline terminals are operating at capacity. Railroads use a minimum of real estate. They create economic development.</p>	<p>Comment noted.</p>
Steven Clark	3/5/2018	Website	<p>I am very much FOR the project. This project is very important to the Texas economy, and is estimated to generate over \$36 billion dollars for the state and impacted counties over the 25 years for which the estimate was produced.</p>	<p>Comment noted.</p>
Steven Clark	3/5/2018	Website	<p>I am FOR the project. I am a fifth generation Texas, and native Houstonian. This project will provide an important, safe, and sustainable transportation alternative for travel between Houston and Dallas.</p>	<p>Comment noted.</p>

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Steven Clark	3/5/2018	Website	I am FOR the project. This important project will provide over 10,000 full-time jobs per year during the construction period, and 1,000 permanent jobs upon completion. These jobs are not centered in Houston or Dallas, but across the alignment of the railway, in some areas where good jobs are very hard to find. These are skilled trades, non-skilled labor, and highly technical, so cover the full spectrum of our population's capabilities. We need this project.	Comment noted.
Steven Clark	3/5/2018	Website	I am FOR the project. This project will benefit all travelers, even air travelers by motivating Southwest Airlines to utilize their valuable equipment and gate space on longer-haul flights, and letting the railway take on the travelers between Houston and Dallas. Long-haul flights are more sustainable than short haul flights and make better utilization of travelers' airport time. It takes just as long at the airport to arrive, park, pass security and board an airplane for a short flight, as it does a long flight. I would prefer to reserve that time for the long-haul flights.	Comment noted.
Steven Clark	3/5/2018	Website	I am FOR the project. I have attended meetings where people say the project is guaranteed to fail. This is complete nonsense. The investors are smart people who would not invest their money in a business that they thought would fail. No sensible business person does this. If the project, as it is built, does fail financially, it is still technically sound, and other investors would purchase the assets at a discount that would allow it to be a profitable business. This is what has happened to a number of infrastructure projects, such as Channel Tunnel, Eurostar, and a number of international highway concessions. The projects are still there serving the people the way they were built to do.	Comment noted.
Harold Clarke	2/16/2018	Website	This is a great 21st century infrastructure project for Texas and the USA. The economy the environment will both benefit significantly by building this rail system. Modern rail transportation is long overdue in the US. There is no downside to this project.	Comment noted.
Kathy Clarke	3/9/2018	Website	HSR is less than 1% funded yet Texas Central seems to be attempting to move forward. Why is this? How do you propose to fund it?	Refer to GN-4.
Kathy Clarke	3/9/2018	Website	Why are you doing business with a Japanese Co. that uses 50 year old technology? I am a proud Texan and I am against the High Speed Rail!	Refer to BA-4 and TC-2.
Kathy Clarke	3/9/2018	Website	My Great Granfather was a soldier in the Cuvil War and is buried in Ten Mile Cemetery. In the proposed path of the HSR How is it legal to exhume a veterans grave? Especially a Veteran that fought in the Civil War? I am a proud 4th generation Texan and I AM AGAINST THE HIGH SPEED RAIL!	Refer to CR-8.
Kathy Clarke	3/9/2018	Website	When The High Speed Rail ends up bankrupt who will be responsible for paying for this project? I am against the High Speed Rail!	Refer to NE-1, NE-9 and SS-5.
Kathy Clarke	3/9/2018	Website	Why are you willing to go into business with a Japanese company that is in debt by 70%? How is that good business practices? This shows a complete lack of sound judgement. I am against the high speed rail.	Refer to GN-4 and NE-1.
Jason & Amy Clary	NA	Website	My land is priceless to me.	Comment noted.
Robert Clayborn	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Tom Clear	2/10/2018	Website	Texas deserves the first bullet train in the Western Hemisphere. What starts here, changes the world!	Comment noted.
Joel Clemmer	2/7/2018	Website	The Dallas-Houston High Speed Rail project would be a model for the country to follow. The current administration's emphasis on infrastructure and on private investment is a perfect match to this project. If successful, other regions will follow Texas's lead.	Comment noted.
Ron Clemons	3/9/2018	Email	Ref proposed Texas high speed passenger line Dallas-Houston. As a 33 year employee (retired) of the BNSF Rwy. I am against this proposed line because it is being sold to Texas as a profitable proposal that will not require any tax monies. These type trains work, but they ARE NOT profitable anywhere in the world with very few exceptions. Somebody needs to check with California on the estimated construction cost. I have no problem with the concept, just don't lie to the taxpayers...for once.	Refer to GN-4 and NE-1.
Shenita Cleveland	1/29/2018	Oral	Hi there and good evening. My name is I 'm sorry. I am Shenita Cleveland from Cedar Hill, Texas, and I'm here as a small minority owner of business and I 'm also here as a supporter for the high--speed rail project and I '11 tell you why. Because I'm a witness. See Texas Central partners has already started reaching out to the community, and even to the minority to get us involved, inviting us out to educate us, and they are participating in our events around the city, including the greater Dallas Council, you know that has the best interest of North Texas (Inaudible) and, I \u0230 n your witness that they have included us and agarn , that's exactly what we need. And I tell their story wherever I	Comment noted.

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			go because they already have showed to me that they can take it, but they're not taking it, and they' re here wanting the public's involvement and hearing your concerns . And I hope the Risingers will join us at point and get on board and I 'm very excited for the opportunity that this will for the small business community to help us grow our capacity as I am confident that they will and intend to even though they don't have to .	
Shenita Cleveland	2/16/2018	Website	I'm onboard! The Dallas region will be greatly impacted in a positive way. There will be jobs created, and will allow small businesses to become medium size businesses. It is a win win for Dallas and Houston!	Comment noted.
Cynthia Cline	3/9/2018	Website	I am all for the train, especially due to environmental reasons and for the fact that getting to an airport to fly to Dallas is very hard from where I live. However, I live less than 450 feet from the proposed project which is impacting my subdivision in a big way (White Oak Falls). Besides being worried about increased flooding (as in the 2016 tax day flood) since they want part of a detention pond (and it floods in the streets behind me near that detention pond), I am concerned that the project will make my house more likely to flood. Also, I am concerned about the increased noise and vibrations (and potential damage to my home). I have used a sound meter and the noise hasn't even exceeded 58 decibels (even with the USPS truck, freeway traffic, a hospital close by or the freight train etc). I have never exceeded 58 decibels. This project will raised the noise level way beyond what is okay. And over time, vibrations will upset the foundation of my cheaply made DR Horton home. Also, the open green space with visibility of trees that I enjoy will be compromised by the construction of this product. Then there is the decreased value of my home not to mention there is no stop near where we live so we have homes that are going to drop in value that we can't sell. Construction is another issue for our neighborhood to content with. This project also will be near the playground where our kid play and the picnic table. Our greenspace and open outside is compromised. Again, I live approximately 450 feet from the proposed track. I think anyone under 750 feet near the tracks will be very upset with this project and wonder about the issues I do.	Refer to AS-1, FP-1 NV-1, NV-5, VA-1 and WW-2. The route near the White Oak Falls subdivision is parallel to Highway 290 and on viaduct. As noted in Mitigation Measure LU-MM#1 Temporary Conversion Section 3.13.6.1, Land Use, Compliance Measures and Permitting , TCRR shall return temporarily impacted land to its pre-Project condition following the completion of construction activities in that area.
Jim Cline	2/28/2018	Website	I fully support the implementation of TCR high speed rail.	Comment noted.
John Clinton	2/21/2018	Website	I am opposed to the current planned location of the high speed track going right through Morgan Legacy Farms which would in essence totally destroy a beautiful and thriving family Ranch that is know for its generosity, beauty and family memories. The Ranch has hosted many charitable events, weddings and family functions. Really seems unnecessary to destroy so much nature and history when it can easily be avoided.	Refer to LU-5.
John Clinton	2/22/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easment would be less detrimental to the environment and save a unique irreplaceable property. I am also concerned that migratory waters will be destroyed when they can be saved simply by re routing the train. This beautiful historical property sill be destroyed with the current plan.	Refer to FP-1, LU-5, WW-1 and WW-2.
John Clinton	2/23/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easment would be less detrimental to the environment and save a unique irreplaceable property. I am not opposed to progress but when progress destroys a beautiful historical property such as the Morgan Legacy Ranch which is used to benefit Frist responders and their families, I have many issues with shat being referred to as progress.	Refer to LU-5.
John Clinton	2/24/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easment would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. By destroying The Morgan Legacy Farm you are also endangering many native animals and destroyiing their natural habitats that are located all throughout this natural setting!	Refer to LU-5.
John Clinton	3/8/2018	Website	As a Texas small business owner, I would like to make comments regarding the proposed route for the High Speed Rail as proposed by the FRA. I have serious concerns about the proposed route in portions of Navarro County. I understand that overall the southern most route proposed may be the most appropriate as compared to the other two proposed routes. However, I believe the portion which travels south of 3194, not along the utility easement as suggested in the middle route, would create significant adverse environmental, economic and cultural history problems. The proposed route parallels a county route which would require a large berm blocking access to property south of 3194. This would also create maintenance, water shed and inclement weather problems in my opinion. The proposed route could also block expansion of 3194 and future development along 3194. The proposed route intersects a three-way intersection requiring significant engineering and rerouting of county roads and the access roads to surrounding properties. Given the topography of the area surrounding CR 709 and 3194 the train would both be significantly below grade and then rapidly elevated creating watershed issues, access issues, and cosmetically detractive issues. Ifthe proposed route was blended in this small area with the already vetted middle route, both the train and tall high tension power lines would run parallel thus creating less environmental and esthetic impact. It seems much more appropriate to run the train next to a high voltage power grid already existing rather than run more high towers. If this small move is made the train would cross	Refer to FP-1, LU-5, WW-1 and WW-2.

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			<p>709 at an already existing utility easement and would not adversely affect the three way intersection and would not limit CR 3194. Ongoing road maintenance would be simplified and watershed improved.</p> <p>My final and major concern is that the proposed route would destroy a highly developed economic, charitable and cultural Navarro County Ranch. Listed on tax roles as Morgan Legacy Farms. If the proposed route is utilized the rail project would cause the destruction of two of the homes on the ranch, the destruction of one of the first (if not the first) rodeo arenas ever built in Navarro County. Access to the horse barns, parking and Lodge would be lost rendering the ranch unusable for it's primary purpose. Just in the last 5 years the ranch has been visited by over 900 guests as a charitable property. Churches, Girl Scouts, Boy Scouts, Military Personnel, Police, Fire and various city leaders as well as disadvantaged children from natural disasters. There is no other property like this facility located in Navarro County and perhaps within 100 miles. To destroy this icon rather than move the train route slightly north on an existing utility easement would create irreparable losses and damage to the county and those who benefit from the property.</p> <p>Sincerely, John Clinton Contract Labor Solutions</p>	
Julie Clinton	2/21/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. If there is any possibility of saving natural wetlands and reducing the impact on this historic and very beneficial asset, it should be taken. To route the train through this property would have very negative implications. The property and current owners have hosted hundreds (at no cost) of guests that have benefited greatly from being able to experience this great Texas ranch. Even more children, first responders, charities, and community services can benefit in the future. With any progress and betterment we should make all efforts to be in harmony with our history, while moving into the future. There are much better options than routing this train through a beautiful, beneficial natural and historic state asset of Morgan Legacy Farm.	Refer to LU-5.
Julie Clinton	2/22/2018	Website	I would like to express my objections to the High Speed Rail train being routed directly through the ranch property known as Morgan Legacy Farm, near FM 709 and 3194. This family-owned property is an important part of the Navarro County rural history. It is a location for waterfowl migration and wildlife to remain in their natural born territory. Destroying this area and the serious negative impacts I feel are very unnecessary, given the location more North, running parallel with the existing power lines. Why ruin a Texas treasure when a better location with less damaging affects is available? We Texans are losing enough of our historic rural sites, this progressive transportation should do whatever possible to preserve the historic and natural presence.	Refer to LU-5, NR-2 and NR-6.
Julie Clinton	2/24/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term.	Refer to LU-5, NR-2 and WW-1.
Julie Clinton	2/25/2018	Website	I would like to express my serious concerns for the plan in Navarro County for the high speed rail. Specifically the Morgan Legacy Farm located near FM 709 and 3194. I am concerned about losing migratory waters and natural habitats for the wildlife that is abundant on this property.	Refer to LU-5, NR-2, WW-1 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Julie Clinton	3/5/2018	Website	I don't agree with the location of the high speed rail going through the ranch property known as Morgan Legacy Farm in Navarro County. I believe the negative impact on the environment is too great and there is a better route for the rail along the current utility lines instead.	Refer to LU-5.
Julie Clinton	3/5/2018	Website	I would like to express my serious concerns for the plan in Navarro County for the high speed rail. Specifically the Morgan Legacy Farm located near FM 709 and 3194. I am concerned about losing migratory waters and natural habitats for the wildlife that is abundant on this property.	Refer to FP-1, LU-5, WW-1 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species

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				and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Julie Clinton	3/6/2018	Website	As a Texas small business owner, I would like to make comments regarding the proposed route for the High Speed Rail as proposed by the FRA. I have serious concerns about the proposed route in portions of Navarro County. I understand that overall the southern most route proposed may be the most appropriate as compared to the other two proposed routes. However, I believe the portion which travels south of 3194, not along the utility easement as suggested in the middle route, would create significant adverse environmental, economic and cultural history problems. The proposed route parallels a county route which would require a large berm blocking access to property south of 3194. This would also create maintenance, water shed and inclement weather problems in my opinion.	Refer to LU-5. For more information about the effect of the limits of disturbance on parcels along FM 3194 please see Section 3.13.5, Land Use, Environmental Consequences .
Contract Labor Solutions	3/7/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Contract Labor Solutions	3/7/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Contract Labor Solutions	3/7/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Julie Clinton	3/7/2018	Website	As a Texas small business owner, I would like to make comments regarding the proposed route for the High Speed Rail as proposed by the FRA. I have serious concerns about the proposed route in portions of Navarro County. I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property. The loss of habitat for wildlife and watershed concerns are too great.	Refer to FP-1, LU-5, WW-1 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Julie Clinton	3/8/2018	Website	As a Texas small business owner, I would like to make comments regarding the proposed route for the High Speed Rail as proposed by the FRA. I have serious concerns about the proposed route in portions of Navarro County. I understand that overall the southern most route proposed may be the most appropriate as compared to the other two proposed routes. However, I believe the portion which travels south of 3194, not along the utility easement as suggested in the middle route, would create significant adverse environmental, economic and cultural history problems. The proposed route parallels a county route which would require a large berm blocking access to property south of 3194. This would also create maintenance, water shed and inclement weather problems in my opinion. The proposed route could also block expansion of 3194 and future development along 3194. The proposed route intersects a three-way intersection requiring significant engineering and rerouting of county roads and the access roads to surrounding properties. Given the topography of the area surrounding CR 709 and 3194 the train would both be significantly below grade and then rapidly elevated creating watershed issues, access issues, and cosmetically detractive issues. If the proposed route was blended in this small area with the already vetted middle route, both the train and tall high tension power lines would run parallel thus creating less environmental and esthetic impact. It seems much more appropriate to run the train next to a high voltage power grid already existing rather than run more high towers. If this small move is made the train would cross 709 at an already existing utility easement and would not adversely affect the three way intersection and would not limit CR 3194. Ongoing road maintenance would be simplified and watershed improved. My final and major concern is that the proposed route would destroy a highly developed economic, charitable and cultural Navarro County Ranch. Listed on tax roles as Morgan Legacy Farms. If the proposed route is utilized the rail project would cause the destruction of two of the homes on the ranch, the destruction of one of the first (if not the first) rodeo arenas ever built in Navarro County. Access to the horse barns, parking and Lodge would be lost rendering the ranch unusable for it's primary purpose. Just in the last 5 years the ranch has been visited by over 900 guests as a charitable property. Churches, Girl Scouts, Boy Scouts, Military Personnel, Police, Fire and various city leaders as well as	Refer to FP-1, LU-5, WW-1 and WW-2.

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			disadvantaged children from natural disasters. There is no other property like this facility located in Navarro County and perhaps within 100 miles. To destroy this icon rather than move the train route slightly north on an existing utility easement would create irreparable losses and damage to the county and those who benefit from the property. Sincerely, Julie Clinton Contract Labor Solutions	
Coalition of Texans with Disabilities (CTD)	3/6/2018	Website	The Coalition of Texans with Disabilities (CTD), a statewide cross-disability organization, is extremely interested and strongly supports accessible transportation options, including the Texas High-Speed Rail project. Opportunities to shift an industry paradigm don't often come yet can significantly impact the economic environment for people with disabilities. As the Federal Railroad Administration (FRA) moves forward with its review and approval of this project, it is vital that they take into consideration the needs of Texans with disabilities. Why should accessibility be a top priority of the FRA and Texas leaders in the debate over high-speed trains? Simply put, creating transportation equity that is safer and for some their only future option to travel; would allow all Texans greater access to employment, education, and upward economic mobility. Genuinely accessible transportation options will help our communities, support independent living, and, yes, empower more taxpayers to support public structures and address our state's needs. People with disabilities are the adult demographic group least likely to have a driver's license or own a car. Moreover, CTD has heard many negative accounts related to the two most common long-distance carriers: airplanes and long-distance buses. Damages to wheelchairs and other mobility equipment, dysfunctional lifts, no access to accessible restrooms while in route, and inadequate assistance while loading and unloading causing many injuries have continued to be barriers that people with disabilities face when traveling. This High-Speed Rail project has substantial accessibility advantages over the current alternatives. First, they will begin with a blank slate-an opportunity to design from the ground up with principles of universal design. That means the whole experience is accessible: booking a ticket, navigating the station, freely and independently embarking and disembarking the train, not being separated from one's wheelchair or mobility device, freely navigating the train car, and accessing the restrooms without assistance while in transit. That is game-changing. We believe there is a place for our changing transportation options here in Texas and around the country. As the transportation paradigm shifts, and new technologies like transportation network companies, the development of autonomous vehicles and projects like the Texas Bullet Train grow, we have an opportunity to make the most accessible barrier-free system available to every Texans. The Coalition of Texans with Disabilities fully supports the Texas Bullet Train and creating a safer more accessible transportation option for Texans with disabilities.	Comment noted.
Brent Cochran	NA	Website	The Dallas to Houston High-Speed Rail abuses the privilege of eminent domain by taking personal property for private profit. Most people call that stealing. This is like AT&T Stadium where local public authorities allowed Jerry Jones to condemn, claim, and repurpose others' private property for his profit. Why would you want travel down that anti-Texan road again? Even if it is allowed by law, it is wrong. Eminent domain should only be used for public good. This train is not in the public good. Send it down current rail right of ways, not over farm land. Please stop this now as it has been stopped before. Do not punish Texans for the financial benefit of others.	Refer to BA-9, ED-1 and PN-3.
Dean Cochran	2/22/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Garrett Cockrill	3/8/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Garrett Cockrill	3/8/2018	Website	The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about Migratory waters	Refer to LU-5 and NR-2.
Garrett Cockrill	3/8/2018	Website	The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about Bald eagle habitats.	Refer to LU-5, NR-2 and NR-3. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species,

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				Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.
Garrett Cockrill	3/8/2018	Website	The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about economic impacts.	Refer to LU-5 and NR-2.
Garrett Cockrill	3/8/2018	Website	The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about historical impacts	Refer to LU-5.
Garrett Cockrill	3/8/2018	Website	The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about charitable benefits	Refer to LU-5 and NR-2.
Garrett Cockrill	3/9/2018	Website	I have been informed that the FRA would like to build a high speed rail through the Morgan Legacy Farms and I have serious concerns about the proposed location and the effects it will have on those who frequent the location, but also on the wildlife that it supports. I have visited Morgan Legacy Farms on multiple occasions and each trip has been an unforgettable experience. The ranch provides a tranquil space for relaxation and rejuvenating friendships. The support and camaraderie in relationships I have built through time fishing or shooting guns at the practice range is irreplaceable. The memories I have fishing in the pond to see who has the biggest catch, grilling steaks and roasting marshmallows by the fire pit and even going to see the garden and the livestock are forever ingrained with gratitude for those that welcomed us onto their property. I was even fortunate enough to bring my 11 month-old son to Morgan Legacy Farms along with my wife. We showed him the cows, horses and let our dogs run wild on the property. It's amazing what joy even a toddler gets out of being out in the wide open space. The generosity that Morgan Legacy Farms shows by allowing my family to visit at no charge combined with the very convenient location outside of the DFW Metroplex will not be found elsewhere. I fear that if the ranch is destroyed with the placement of the high speed rail the wildlife and tranquil environment will suffer immensely. It is my understanding that the proposed route cuts through Morgan Legacy Farms and essentially destroys the most used areas. I propose to move the route slightly North, above the ranch and near existing power lines. This route saves the most frequented ranch areas and its amenities, giving me access to continue building these lasting friendships and relaxing to improve my mental health at minimal cost. The Morgan Legacy Farms is an irreplaceable oasis for so many people, my family and I included. I strongly encourage you to consider changing the proposed route of the high speed rail to that location north of the ranch, near the power lines, as the benefit strongly outweighs the cost to those associated with Morgan Legacy Farms.	Refer to LU-5.
Garrett Cockrill	3/9/2018	Website	Please find the attached letter send on behalf of Mr. Garrett Cockrill. He opposes the proposed route and destruction of Morgan Legacy Farm.To the FRA and Texas Central Rail, I have been informed that the FRA would like to build a high speed rail through the Morgan Legacy Farms and I have serious concerns about the proposed location and the effects it will have on those who frequent the location, but also on the wildlife that it supports. I have visited Morgan Legacy Farms on multiple occasions and each trip has been an unforgettable experience. The ranch provides a tranquil space for relaxation and rejuvenating friendships. The support and camaraderie in relationships I have built through time fishing or shooting guns at the practice range is irreplaceable. The memories I have fishing in the pond to see who has the biggest catch, grilling steaks and roasting marshmallows by the fire pit and even going to see the garden and the livestock are forever ingrained with gratitude for those that welcomed us onto their property. I was even fortunate enough to bring my 11 month-old son to Morgan Legacy Farms along with my wife. We showed him the cows, horses and let our dogs run wild on the property. It's amazing what joy even a toddler gets out of being out in the wide open space. The generosity that Morgan Legacy Farms shows by allowing my family to visit at no charge combined with the very convenient location outside of the DFW Metroplex will not be found elsewhere. I fear that if the ranch is destroyed with the placement of the high speed rail the wildlife and tranquil environment will suffer immensely. It is my understanding that the proposed route cuts through Morgan Legacy Farms and essentially destroys the most used areas. I propose to move the route slightly North, above the ranch and near existing power lines. This route saves the most frequented ranch areas and its amenities, giving me access to continue building these lasting friendships and relaxing to improve my mental health at minimal cost. The Morgan Legacy Farms is an irreplaceable oasis for so many people, my family and I included. I	Refer to LU-5.

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			strongly encourage you to consider changing the proposed route of the high speed rail to that location north of the ranch, near the power lines, as the benefit strongly outweighs the cost to those associated with Morgan Legacy Farms. Sincerely, Garrett Cockrill C&C Hauling	
Lauren Cockrill	3/7/2018	Website	The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about the loss of a tranquil escape that provides an emotional rejuvenation the property has brought to so many including myself and my family.	Refer to LU-5.
Lauren Cockrill	3/7/2018	Website	The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about the loss of a tranquil escape that provides an emotional rejuvenation the property has brought to so many including myself and my family.	Refer to LU-5.
Lauren Cockrill	3/7/2018	Website	The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about the loss of a tranquil escape that provides an emotional rejuvenation the property has brought to so many including myself and my family.	Refer to LU-5.
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Lauren Cockrill	3/7/2018	Website	The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about the historical impact the railway will have if put into place. The land is rich in history and will be passed down for many generations to come.	Refer to LU-5.
Lauren Cockrill	3/7/2018	Website	The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about the loss of a tranquil escape that provides an emotional rejuvenation the property has brought to so many including myself and my family.	Refer to LU-5.
Lauren Cockrill	3/9/2018	Website	Please find attached letter submitted on behalf of Lauren Cockrill, Program Director for Clayton Dabney for kids with cancer. Her letter opposes the current proposed route and the destruction of Morgan Legacy Farm. To the FRA and Texas Central Rail, I have been informed that the FRA would like to build a high speed rail through the Morgan Legacy Farms and I have serious concerns about the proposed location. I have visited Morgan Legacy Farms on multiple occasions and each trip has been unique and special to my well-being. The ranch provides a tranquil space for relaxation and rejuvenating friendships. The support and camaraderie in relationships I have built through time fishing or shooting guns at the practice range is irreplaceable. The memories I have watching a storm approach over the lake, grilling steaks and roasting marshmallows by the fire pit and even going to see the garden and the livestock are forever ingrained with gratitude for the people that welcomed us onto their property. I was even fortunate enough to bring my 11 month-old son to Morgan Legacy Farms. The delight in his eyes at seeing the horses and chickens for the first time is something I'll never forget. The generosity that Morgan Legacy Farms shows by allowing my family to visit at no charge combined with the very convenient location outside of the DFW Metroplex will not be found elsewhere. I fear that if the ranch is destroyed with the placement of the high speed rail the wildlife and tranquil environment will suffer immensely. It is my understanding that the proposed route cuts through Morgan Legacy Farms and essentially destroys the most used areas. I propose to move the route slightly North, above the ranch and near existing power lines. This route saves the most frequented ranch areas and its amenities, giving me access to continue building these lasting friendships and relaxing to improve my mental health at minimal cost. The Morgan Legacy Farms is an irreplaceable oasis for so many people, my family and I included. I strongly encourage you to consider changing the proposed route of the high speed rail to that location north of the ranch, near the power lines, as the benefit strongly outweighs the cost to those associated with Morgan Legacy Farms. Sincerely, Lauren Cockrill Program Director	Refer to LU-5.
Lauren Cockrill	3/9/2018	Website	To the FRA and Texas Central Rail, I have been informed that the FRA would like to build a high speed rail through the Morgan Legacy Farms and I have serious concerns about the proposed location. I have visited Morgan Legacy Farms on multiple occasions and each trip has been unique and special to my well-being. The ranch provides a tranquil space for relaxation and rejuvenating friendships. The support and camaraderie in relationships I have built through time fishing or shooting guns at the practice range is irreplaceable. The memories I have watching a storm approach over the lake, grilling steaks and roasting marshmallows by the fire pit and even going to see the garden and the livestock are forever ingrained with gratitude for the people that welcomed us onto their property. I was even fortunate enough to bring my 11 month-old son to Morgan Legacy Farms. The delight in his eyes at seeing the horses and chickens for the first time is something I'll never forget. The generosity that Morgan Legacy Farms shows by allowing my family to visit at no charge combined with the very convenient location outside of the DFW Metroplex will not be found elsewhere. I fear that if the ranch is destroyed with the placement of the high speed rail the wildlife and tranquil environment will suffer immensely. It is my understanding that the proposed route cuts through Morgan Legacy Farms and essentially destroys the most used areas. I propose to move the route slightly North, above the ranch and near existing power lines. This route saves the most frequented ranch areas and its amenities, giving me access to continue building these lasting friendships and relaxing to improve my mental health at minimal cost. The Morgan Legacy Farms is an irreplaceable oasis for so many people, my family and I included. I strongly encourage you to consider changing the proposed route of the high speed rail to that location north of the ranch, near the power lines, as the benefit strongly outweighs the cost to those associated with Morgan Legacy Farms. Sincerely, Lauren Cockrill	Refer to LU-5.
Nell Coffee	2/6/2018	Oral	Okay. Hello, everyone. I'm Nell Coffee. I am not from Waller County; I'm from Harris County. Please don't throw anything at me. There are people in Harris County that really have problems with this train. I am one of them. I live on the 290 corridor in Jersey Village. We actually are a little city there next to where Beltway 8 hits the Sam Houston Tollway. And yes, there are many concerns about this train. And we've	Refer to NV-1 and NV-7.

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			<p>already heard some very severe; we're going to hear a lot more, I know. We all have a personal problem with the train, and I do, too. But I want to focus on three things: Sound, vibration, and safety. And even though my house and there are a big part of Jersey Village is less than a quarter-mile from this train. And I did get better answers tonight than we did at the last meeting last night from the engineers. They really knew a lot, so I was able to determine some things. And yes, that train will be 46 feet in the air, and sound even TXDOT, as as they are they do a sound study at 290, just for the building of 290. Our entire street is already above 65 decibels. That's you need to be below 65 to be in a habitable house. So we're hoping they are going to build a sound wall. That is their plan. They have determined that they would do that. And I think one of the biggest problems with dealing with a train is we have to rely on a lot of trust; because according to the Draft EIS, they said they did not identify any locations for needed sound barriers or building sound insulation as part of their preliminary movement. There are neighborhoods on 290 that are closer than us. Even TXDOT did a sound study. All right. But the thing I want to address that was different was the schools. Because Cy-Fair ISD, this train will impact the seven schools and thousands of students. But none more than Cy-Falls High School that will sit 500 feet from that train. This is a high school of 3500 students, 300 staff members, all right. Sound? Okay? Activities outdoors? I mean, there's tons of athletic activities outdoors. Now, according to the Draft EIS, they said there is no severe vibrational concerns within 275 feet. That's good. This is the most important one. Okay. What is "severe"? Is that earthquake, tumbling down, crumbling? I mean, they are only 500 feet away. All right. Safety? I checked tonight. The engineer said, 205 miles an hour, 500 feet in the air. It's a safe train. Schools are safe until something happens. This is a safe train, but it's 50-year-old technology. They -- surely, they did not have used trains. That's nice to know. Okay. But Japan, I asked, "So what do they use now?" Something similar. Well, you know, a cell phone receives calls, a corded phone, a dial phone receives calls. They're not similar. So what is Japan using today and what are we going to have? Again --</p>	
Nel Coffey	2/5/2018	Oral	<p>Okay. Hello. Hello. I am Nel Coffey. I am one of the ones from Harris County. I'm a city dweller, but born and raised in Texas. I understand the rural land from my family not being taken by railroad today, but I know if it were how terrible it would be for them. If you're a true Texan, you understand that land, no matter how large it is, you know, you bleed that dirt. I mean, it is so special to you. Well, our land, I just only own a small place off 290 in Jersey Village, and most of the things that I was concerned with have already been stated, but the thing that I did want to get Jersey Village out there because Jersey Village is a city right near Beltway 8; you know, the Sam Houston Tollway and 290, in that corner, and I don't think anybody at these tables knows that. Okay? And we are municipality. I mean, we have a government entity. I think most of the people in Harris County don't know the details. The devil is always in the details. I have grandchildren in Dallas. I drive to Dallas a lot. Okay? I see the trucks. I see the cars. You know, I know what 45 is. At first I was very excited; Oh, wow! This will be great; 90 minutes. The devil is in the details. It's not great. It's not great. It's not great with the house that I own in Jersey Village, because I'm not even going to be a quarter mile from that train. Okay? My entire street, Seattle Street, is only going to be a quarter mile from the train. Just on the other side of 290, we're the first street there in Jersey Village. They can't tell me tonight how high that train is going to be. In the beginning meetings they said it would go over Beltway 8 flyover. That's it. I mean, I know a quarter mile in my day was 440 yards. Right? Okay. 400 meters, I mean, that's very high. They're going to have to dig very deep to put two trains on these skyscraper-type pedestals. So yes, I'm worried about the way it looks. I'm also worried about the sound, because a real sound abatement, not some computer model, not some speculation that they've talked about the different tables I've been to, was actually taken because of the 290 road, highway, mess, whatever it is--okay?--to get it fixed. The decibel level is already too high. It's above 65 decibels. Okay? That is decibel level it should be to have a livable condition. Okay? So we're already on that border. Now, they haven't built the wall higher, as I said they are going to, so we're waiting for TxDOT and everybody to do that. But we're looking at two high-speed trains that, according to the people in this room, don't make any noise. It's just not fathomable. This just isn't working, which I think everyone knows. But even the ones in Harris County are concerned because it is going to impact all of us. We need transit, but we need transit to move around inside Harris County. One last thing. No one has said this part. This train technology is at least 50 years old. That means we should still be using phones that have cords. And my first computer was an Apple IIe, and I guess that's what we should be using now. I mean, there are hyperloops being developed out there. We should not be looking at a 50-year-old train that is going to destroy land and people's lives. Thank you.</p>	<p>Refer to AS-1, BA-4, NV-1, LU-11 and TC-2. The viaduct height would be approximately 55 feet about existing grade at the intersection of FM 529 and the proposed project on the south side of U.S. 290.</p>
Jon and Beverly Cogdill	1/30/2018	Letter	<p>My wife and I own a small ranch in Normangee, Texas that is part of Leon County. We have spent a lot of time, money and hard work into making it our retirement dream. The high-speed rail preferred route will run right through the middle of our property making the improvemnets, houses, barns and livestock tank virtually worthless. It is so refreshing to be in a quiet place in Texas where you see deer, flocks of cardinals, hawks, possums, armadillos, hogs, and racoons on a daily basis. The proposed rail system will not only destroy my property and all its improvements but it will change the face of rural Texas forever and run off all the beautiful wildlife that roams my property. I feel bad for the real cattle ranchers that use the land for their livelihood and have had their property in their family for many years going back to the 1800's. It does not take a lot of math analysis to determine that this project that ranges in estimates of \$10-20 billion is destined to failure. The ridership projections are absurd as TCR has said tickets will be similar to plane tickets. The only ones that win on this deal are the developers that are aligning themselves with Japanese technology, Japanese financing and Japanese operators to take rancher's and farmer's</p>	<p>Refer to ED-2, GN-2, GN-4, LU-11, NE-1, NR-5, PN-3 and SC-3.</p>

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			<p>property under the guise of Private Enterprise so they can make millions in developement fees and then ride off into the sunset without risking their personal fortunes. Tax payers then pay for the defaulted loans and are forced to operate the rail infrastructure that was doomed to failure at the onset. That is not what owning land in Texas is all about. I am a Houstonian and what Harris County and the Federal Government need to do is to put money into repairing the obsolete drainage system in Houston and put money into a master plan to build a transit system to effectively move Houstonians and visitors through the city. We don't need a High-Speed Rail boondoggle that is doomed to failure and will be nothing more than a Disney ride that tax payers will pay for decades ahead. My wife and I pray that there are legislators in the State and Federal government that care about people and really want to help places like Houston solve real issues. We have to fix the issues within our cities first. Then, find ways to improve transportation between systems through existing easements. How about improving the existing railways and becomeing more efficient in moving freight by rail between cities and keeping trucks off the interstate? Do not partner with those that wish to make themselves money and destroy the face of Texas.</p>	
Jane Watkins Cohen Ph.D.	3/7/2018	Email	<p>DallasHoustonHSR The High-Speed Bullet Train (HSR) from Dallas to Houston is not environmentally efficient nor economical and is potentially harmful to crop production. The vibration caused by 68 trains daily may interrupt pollination of crops on lands within 275 feet of the rails. Pollinators are already declining, so adding additional problems for crop production is not environmentally or economically safe. My Great Grandparents came to Texas and farmed that land in 1877. The family farm is in production today. Levi and Elizabeth Sewell are buried in Cryer Creek's Grange Hall Cemetery. Property taxes statewide will be increased and inflict harm on the Texas economy to subsidize this \$20 billion boondoggle. The proposed High Speed Rail (HSR) is an economic catastrophe in the making for all of the counties between Dallas and Houston. This is a clear case of government out of control. Navarro County runs the risk of having the economy negatively impacted by more than 20 percent due to this project. Farms, ranches, school districts, and emergency service districts would be split and require a significant cost to the counties to maintain current levels Of services. This financial impact is driven by the combination of increased taxes and reduced tax revenues from the loss of cross-county economic freedom. Just because farm land is less expensive than urban area land does not automatically mean that is an appropriate location for HSR. Navarro County will be torn in half by the construction of the High Speed Rail project. Texas will lose more than prime farmland, with Ellis County (study done there, but similar to Navarro County) losing nearly 20 million yards Of earthen materials taken locally for the rail line's berm. Because Texas laws allow two miles on either side of the line for acquiring all the dirt, sand, gravel and water, a four-mile-wide path of environmental destruction will take my family's historic farm, as well as scar Texas the entire way from Houston to Dallas. The HSR scheme, a high risk, ground-up construction. The Texas project will need taxpayers' assistance, because this train would need sizable subsidies to operate. "It was the most innately financeable corridor," said Robert Eckels, president of the Texas Central Railway. Texas also has a history of embracing the private sector for infrastructure projects, particularly toll roads. I'm concerned about the long term cost. In Texas, it will not be able to sustain itself, despite what its promoters may say. Texas' urban centers have a history of low public transportation use, despite expanding light-rail networks in its largest cities. And they are very car-oriented, without any significant intercity rail traffic. This HSR uses fossil-fuel-powered engine or the electricity that powers other Shinkansen lines, including the proposed Texas Central Railway. The best-known of those projects, a privately financed, 41-mile stretch of State Highway 130 in Austin that sports an 85 mph speed limit, the fastest in the country, technically defaulted on its debt in July, according to Moody/ s Investors 128 Service. Texas Central isn't planning to take any public subsidies, the company is not ruling out federal tax-exempt financing opportunities available to other large infrastructure projects. Richard Arena, a transportation and infrastructure consultant Who sits on the board Of the U.S. High Speed Rail Association, said he believes Texas Central's project could become the first truly high-speed rail system in the country, but he has concerns about the project's financing. In particular, he's not clear how the Dallas-Houston line will manage to earn enough revenue to pay off the interest on the billions of dollars' worth of bonds that will likely have to be issued to fund the construction. Such financial challenges are why some public subsidies are the norm for public rail systems, he said. "I still have skepticism of where the funding is going to come long-term," Arena said. A private firm attempted to build a high-speed rail line in Texas back in the late 1980s with two European-backed firms competing to win a state franchise to connect the so-called Texas triangle of Houston, Dallas, Austin and San Antonio. The company gave up on the project after failing to come up with enough capital.</p>	Refer to ED-1, GN-4, LU-11, NE-1, SC-6, SC-19, SC-22, SS-23, TR-8 and VA-1.

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			The crowning insult is the use of eminent domain to steal patriotic Americans' property for the benefit of a Japanese corporation that is using a front company, Texas Railroad Company, for the sake of this project. This is not only wrong but it violates President Trump's commitment that all infrastructure projects be U. S. corporation projects. Limit the availability of any federal funds for the HSR project to keep this project from advancing. I am against the HSR project.	
Jane Watkins Cohen Ph.D.	3/7/2018	Email	Navarro County will be torn in half by the construction of the High Speed Rail project. Texas will lose more than prime farmland, with Ellis County (study done there, but similar to Navarro County) losing nearly 20 million yards Of earthen materials taken locally for the rail line's berm. Because Texas laws allow two miles on either side of the line for acquiring all the dirt, sand, gravel and water, a four-mile-wide path of environmental destruction will take my family's historic farm, as well as scar Texas the entire way from Houston to Dallas.	Refer to LU-14.
Jane Watkins Cohen Ph.D.	3/7/2018	Email	Texas' urban centers have a history of low public transportation use, despite expanding light-rail networks in its largest cities. And they are very car-oriented, without any significant intercity rail traffic. This HSR uses fossil-fuel-powered engine or the electricity that powers other Shinkansen lines, including the proposed Texas Central Railway. The best-known of those projects, a privately financed, 41-mile stretch of State Highway 130 in Austin that sports an 85 mph speed limit, the fastest in the country, technically defaulted on its debt in July, according to Moody's Investors 128 Service. Texas Central isn't planning to take any public subsidies, the company is not ruling out federal tax-exempt financing opportunities available to other large infrastructure projects. Richard Arena, a transportation and infrastructure consultant Who sits on the board Of the U.S. High Speed Rail Association, said he believes Texas Central's project could become the first truly high-speed rail system in the country, but he has concerns about the project's financing. In particular, he's not clear how the Dallas-Houston line will manage to earn enough revenue to pay off the interest on the billions of dollars' worth of bonds that will likely have to be issued to fund the construction. Such financial challenges are why some public subsidies are the norm for public rail systems, he said. "I still have skepticism of where the funding is going to come long-term," Arena said. A private firm attempted to build a high-speed rail line in Texas back in the late 1980s with two European-backed firms competing to win a state franchise to connect the so-called Texas triangle of Houston, Dallas, Austin and San Antonio. The company gave up on the project after failing to come up with enough capital.	Refer to GN-4 and NE-1.
Amy Coker	2/24/2018	Website	Please move forward and add a Dallas to San Antonio route! Our interstates are a mess!	Comment noted.
Lynne Coker	1/30/2018	Website	what effects will the train have on great blue herons in Navarro County?	Refer to NR-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Carl Cole	3/8/2018	Website	Train me	Comment noted.
Donna Cole	3/9/2018	Website	Yes, I support the Dallas to Houston High Speed Rail project as I believe it is important for Texas to get behind an environmentally safe effective statewide transportation. The reasons are vast: reduce the carbon foot print of individual vehicles on the road, improve driver safety, reduce the negative impact/maintenance on highways. The future of the State of Texas rests on visionaries who understand long term economic improvement and growth. With more than 60% of the train being elevated the train would provide a safe environment and following already designated right-aways makes for a mutually beneficial enhancement. Thank you. Donna F. Cole	Comment noted.
Hale Cole	NA	Website	The train would destroy our pasture. With no grass we will be forced to sell our cattle and go out of business. It also goes through the new Union Baptist Church.	Refer to ED-2, LU-11 and SC-9.
Helen Cole	3/6/2018	Letter	The train would destroy our pasture. With no greass we will be forced to sell our cattle and go out of business. It also goes through the new Union Baptist Church. I AM OPPOSED TO HIGH SPEED RAIL! Keep Texas Central OUT of Madison County!	Comment noted.
Stephanie Cole	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.

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			<p>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</p> <p>5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.</p> <p>6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.</p>	
Susn Cole	1/25/2018	Website	The bullet train would be a wonderful addition to assist in reducing the transportation problems we have in the big cities It has my vote 110%.	Comment noted.
Bill Coleman	3/9/2018	Email	I am Mayor Pro-Tem of a small Central Texas City. I am writing to express my strong support for the Texas Bullet Train project and urge the Federal Railroad Administration to move forward with the timely review and approval of the project. It is a transformational transportation project that will connect the two economic hubs of Texas, Houston and North Texas, with one stop in the Brazos Valley, while respecting Texas lands and providing a safe, convenient and clean alternative to flying and driving. The recent release of the Draft Environmental Impact Statement (DEIS) confirms this conclusion with detailed data and projections. The Texas Bullet Train will utilize the world's safest mass transportation technology, the Shinkansen system, which has had zero crashes or fatalities in 53 years of operation. The project is expected to create more than 10,000 direct jobs per year during construction and more than 1,500 jobs permanently when operational -- at least 25% of them in rural counties along the route. It will be an economic driver for the state as well as all counties along the route. As an electric train, this system will also be the best environmental alternative as 4 of the counties served are already air quality non-attainment status. This innovative new industry reduces road congestion, improves local economies and creates new jobs for Texans. I welcome a faster, safer and cleaner transportation alternative to reduce congestion, because it's good for Texas!	Comment noted.
Charles Coleman	2/5/2018	Handwritten	<p>The Project Draft Environment Impact Statement is flawed; by many missing and environmental documented studies and conclusions, of environmental federal state laws in force as of 2018 regarding any proposed railroad, as well as sound construction engineering method governed by federal and state laws as of 2018 regarding any proposed railroad construction. [sic]</p> <ol style="list-style-type: none"> 1. Does current federal law and or state law governing railroads meet or exceed the Japanese N700 [sic] technology? 2. Did U.S. tax dollars pay for this Draft Environmental Impact Study? 3. Where is a visibility study? 4. Why do right of way take up 11, 648 acres? 5. Why additional right of way 2 miles on each side of main right away needed? 6. What is the wind shear speed and intensity as trains pass [sic] 7. What deadly force is the wind shear to animals? 8. What deadly force is there to individuals? 9. What is the damage from wind shear to buildings? 10. Where is the environmental air impact study? 11. Where is the vibration impact study to existing land, building, roads? 12. How many earth core samples have been done in 240 miles? 13. How many earth core samples have been [sic] tested? 14. What lab has tested the earth samples for structural strength? 15. Where is the wetland environmental study? 16. Where is the endangered species study? 17. Where is the environmental study of all grass and flower water species? 18. Does federal or state construction of railroad material stronger than Japanese N700 [sic] technology? 19. Where is the power supply to come from? 20. Will the power supply to train cause a shortage of electricity too citizens of state of Texas? 21. Will developer be responsible to modify all infrastructure? 22. Will developer be responsible to protect all oil pipelines? 23. Will developer be responsible to protect all natural gas lines? 24. Will developer be responsible to protect all set towers? 25. Will developer be responsible to protect all existing oil wells? 26. Will developer be responsible to protect all existing gas wells? 27. Will developer be responsible to protect oil and gas storage facilities? 28. How many fault lines does this rail system cross? 29. How many fault lines does this rail system be next to? 	<p>Refer to BA-5, EU-2, EU-4, GN-4, LU-14, NE-1, NE-5, NE-9, SG-1, SG-2 and SS-4.</p> <p>FRA documented in the California High Speed Rail EIS (2012) impacts from induced winds from high speed trains operations. Based on these findings, induced winds would not be significant outside of the limits of disturbance of the Dallas to Houston High Speed Rail Project. A summary of this documentation has been included in Section 3.16.5.2, Safety and Security, Build Alternatives, of the Final EIS. Samples and testing would be completed prior to construction.</p>

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			<p>30. What is the percentage this rail line will cause earthquake either?</p> <p>31. Crossing or near a fault lines?</p> <p>32. Why is the proposed rail line in the electric transmission corridor?</p> <p>33. Why has the developer of four years not raised the 18 billion needed?</p> <p>34. Who are all the [sic] in the Central Texas [sic]?</p> <p>35. Why is the Federal Railroad Administration doing the DEI?</p> <p>36. Why is the developer not doing the DEI study?</p> <p>37. Are all the construction materials available in the United States?</p> <p>38. Why can't landowners ask questions at the open meetings?</p> <p>39. What is FRA hiding from the taxpayers about this project?</p> <p>40. What is the reduction of commuter traffic by this rail system?</p> <p>41. [sic] of Dallas?</p> <p>42. What is the reduction of commuter traffic by this rail system to and in the city of Houston?</p>	
Charles Coleman	2/5/2018	Oral	I spent 22 years putting my place together, lots of money and lots of time and this damn thing is going to be three miles away. This is a terrible idea. It's the stupidest thing in the world. All they're trying to do is tear everything up. And the federal government gets into it, they're going to do like they do everything else; they're going to screw it up. That gentleman right there has spent a lot of time in the service and we appreciate everything he does. My son is ex military also. This thing doesn't make any sense. It's not going to service anybody. I already had to get easement for the power line, transmission line (inaudible) as fast as they can because they're trying to switch them. They expect everything to go away. Anyway, I'm definitely against it and I guess everybody else feels the same way. I appreciate it. Thank you.	Comment noted.
Toya Coleman	2/16/2018	Website	The transportation future of Texas is at hand. I fully support this venture. I live in Houston and travel to Dallas often. THIS train would improve my travel options. We are in desperate need of a more progressive transport system here.	Comment noted.
Thomas Collard	2/5/2018	Oral	Hey guy, I'm not used to talking in front of a lot of people so bear with me. I think it's real sad what y'all are going to do to these people. I'm a commissioner in Madison County and I think it sucks what you all are going to do. You are going to destroy so many people's lives, it's horrible. The high speed rail in California is a perfect example of why we don't need this. Seven years behind schedule and billions of dollars over budget. Exactly why we don't need it here. I don't have a whole lot to say but I will say this he County has passed a resolution to stop this and we will stand behind it as hard and fight for it as best we can. Thank you.	Comment noted.
Jeff Collins	2/24/2018	Website	The Build Alternatives, the DEIS shows tables of High, Medium and Low potential negative Impacts to ER response times and summarize with the statement, "Impacts to ER Times would not be anticipated to be Significant". The FRA also says if the ER times do not increase by more than 10%, hat issue at that location is not the place of focus when looking for mitigation steps? Tell the FRA "This Project is NOT WORTH One Single Loss of Life due to ANY increase in ER Times as a result of this HSR Project. No build option should be chosen.	Refer to SS-23.
Jeff Collins	2/25/2018	Website	I fully support this project as it is needed to ensure our region and state can keep up with the future growth and to ensure our quality of life is improved while providing a safer way to travel along its route. This project will benefit where I now live in the Cy Fair area, but also in my property in Grimes County near the Brazos Station. Having elderly family in Dallas, this will allow them to visit us often since they no longer drive and avoid flying. The EIS addresses all items along the route and I recommend approval so we can get this train built as soon as possible.	Comment noted.
Jeff Collins	3/5/2018	Oral	Hello. I'm Jeff Collins. I'm the other co-chair of the Transportation Advocacy Group of the Houston region. I'm also a co-chair of the Cy-Fair Chamber of Commerce Transportation and Governmental Affairs Committee. But I tonight, rm here as an individual who owns property near Roans Prairie in Grimes County close to the Brazos stop for this project, and also live in the Cy-Fair area: of which this project goes right through. And I feel like the Draft EIS has adequately addressed all potential impacts to the natural and human environment as required by the NEPA process: and I fully support the continued development of this vital project for the future of this region and our state. The Houston region is expected to add million people over the next 30: 35 years, so safe alternative transportation systems like the high-speed rail project are needed to sustain our life quality as this growth occurs. The date of November 7th, 2000, that is the last day in Texas that we have not had a fatality on our roads in Texas. Let's say 17-and-a-half years times 365 times multiple facilities and different things So any project that takes people off our roads and puts them in a safe transportation mode such as a high-speed train, I'm all in of it Last comment: I also support the location of the Houston station at Northwest Mall area. Thank you.	Comment noted.
William Glenn Collins	1/31/2018	Oral	My name is Glenn Collins, or William G. Collins. I live at [...] located between Teague and Mexia. I own approximately 765 acres of land that I've worked and paid for. Currently the railroad is scheduled to be right across the farm to market road from my property. I feel that it has a significant impact on the value of my property. That's currently--even the announcement of this railroad has diminished--I don't even know if I could sell my property at this time. In addition, my house is located at one end of the property off --about a thousand foot off FM 2777. Currently Texas Central is --I understand Texas Central is negotiating approximately 100 acres there for a terminal or a maintenance facility.	Refer to VA-1.

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			This may or may not be true. But I feel like this would-- you know, the noise, lights, all this is going to impact my property. I have deer, wild game, like hogs, that we enjoy hunting, and I feel that's going to take that away from us. And the main issue is just that we are going to be compensated for diminishing value in our property or being able to sell the property for homesites such as that, if we choose to. And that concludes my statement.	
Jessica Colon	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
J.B. Colwell	2/27/2018	Handwritten	Where is fairness and justice in this country when a foreign country (business) can come into our country and take our land? Some of this land has been handed down from generation to generation. I guess this means nothing to city people. If one lives in Houston and rides a train to Dallas,, how will he or she get to their destination which might be miles from the train station? What will the cost of the ticket be? What will the cost of a cab or taxi be to get to their destination? This idea of the high speed train is so unfair to the rural landowners who will benefit nothing except heartache, noise and disruption of life--even the livestock's peace will be disrupted. Do not let this deal happen! When this high speed train goes broke, the rural and city taxpayers will be left with the bill and the rural people will have lost their land for nothing. Noise, land robbery, disruption! These are the things the high speed train will bring to rural people.	Refer to ED-1, GN-4, GN-6, NE-1, NE-9, NR-1, NV-1, SC-3 and SC-19.
Amely Comly	2/6/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF WALLER COUNTY (A HISTORICAL MINORITY POPULATION COUNTY) The proposed alignment of the HSR will run through a portion of Waller County that is currently experienced a high rate of commercial and residential development. As a result, the areas that could be impacted are areas that have and should continue to see high increases in property valuations due to positive development taking place in these areas, including high-end residential development. This project will create an obsolescence that will negatively impact the property values in Waller County. Bankers and appraisers heavily discount property values in situations like this, which destroys the market value of all properties. Because of this loss in value, ad valorem taxation will decrease causing WISD to lose \$3.6 million in annual revenue, \$1.8 million will be lost to the Municipal Management District discussed in No. 2 above, the City of Waller will lose \$1.3 million property tax collected by the county appraiser will be reduced by between \$279,000 to \$1.6 million annually from developments that will be ruined by the train passing through or near them. The HSR will prevent the highest and best use of hundreds of properties throughout Waller and Harris Counties where the area is experiencing some of the fastest growth in the state. The proposed route will cause people to lose value in their property, and decrease valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. This results in a disparate impact on Waller County, which has a majority minority population. These issues were brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to EJ-1 and VA-1.
Amely Comly	2/6/2018	Website	FEASIBILITY OF PROPOSED HIGH SPEED RAIL A recent study entitled, "Texas High Speed Rail: Caution Ahead" by Baruch Feigenbaum, the Assistant Director of Transportation Policy at the Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 million a year, and that TCR has severely underestimated the cost to build the project and the overestimated the projected ridership. The Report stated: "We truly hope that high-speed rail becomes a reality in the United States, and we would prefer that it be developed and implemented by the private sector," writes Feigenbaum. "However, based on our experience and analysis we are concerned that Texas Central's project will fail so spectacularly that privately financed U.S. high-speed rail lines may never be given a second chance." Given the irreversible impacts this project could have on our community, we should not building a project that does not meet feasibility requirements under NEPA and other federal laws. In effect, this project will either become a burden on taxpayers in terms of subsidies, or a bridge to nowhere...	Refer to GN-3.
Amely Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMPACT ON THE CITY OF WALLER	Refer to BA-8, ED-2, LU-4, PI-1, TR-6 and TR-8.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS				
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			<p>The proposed alignment goes through the city of Waller's Extra-Territorial Jurisdiction and was chosen with no opportunity for public input or comment from city officials. The City of Waller has a population of approximately 2,400 people and is located in both Waller and Harris counties. The City is a general law city under the 5,000 threshold and is limited in growth strategies compared to home rule cities. This means it is important to maximize the development of the geographical area available to the city. The HC-4 Route passes through the City's extraterritorial jurisdiction and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interest, a 990-acre tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility currently under construction, a heating and air conditioning, \$410 million facility that will be 4.2 million square feet in size, the largest industrial facility under one roof in the State of Texas, and employ 4,000 people in 2016 and 6,000 by 2018. The City is part of a Greater Houston Partnership task force to support Daikin/Goodman in their effort to bring their key suppliers to the Waller area. It is estimated that the suppliers will add another 2-4,000 employees. There is concern that the HSR in the unincorporated area, causing a proliferation of onsite water and wastewater facilities rather than using city utilities resulting in a much less efficient usage of land and resources. Goodman Manufacturing has stated their position on the HSR route HC-4 this way: "...we would be concerned with any route that disrupts Waller plans to provide Goodman employees (residents and non-residents) with support services such as housing and retail options."</p> <p>Waller Towne Center (WTC) is a joint venture being marketed by Cullinan Properties, a national developer operating in Illinois, Missouri, Georgia, and Texas. The WTC is an integral part of the City's development strategies to reach retailers. The Texas Legislature created a municipal management district (MMD) specifically for this development. The 462-acre project is a \$280 million investment that will include a power center, lifestyle walkable retail, entertainment, hotel/conference center, medical facilities, and housing. The city of Waller has a retail "leakage" of \$352 million in their primary trade area and \$584 million in our secondary trade area. The WTC is critical to the City's closing this leakage. This build out investment would double the City's property valuation and could potentially double the City's sales tax revenue. This would allow the City to decrease its tax rate while improving City services. HC-4 slices through this entire planned WTC project impacting 500 housing units delaying out residential growth and retail development creating extremely significant negative impacts on the economic development plans for the City of Waller. Waller City Council has opposed the HSR project in Resolution 2016-6, passed on January 25, 2016. The Resolution addresses the fact that HC-4 was selected without public comment as the single route through Waller County splitting the WTC creating significant detrimental impacts on the City's retail strategy and destroying the economic value of the City, and negatively impacting both property values and development opportunities. All of the above impacts on the city of Waller was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordinating meetings, and the FRA has failed to address these impacts in the draft EIS.</p> <p>I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement</p>	
Amely Comly	2/6/2018	Handwritten	<p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason:</p> <p>IMPACT ON THE CITY OF WALLER</p> <p>The proposed alignment goes through the city of Waller's Extra-Territorial Jurisdiction and was chosen with no opportunity for public input or comment from city officials. The City of Waller has a population of approximately 2,400 people and is located in both Waller and Harris counties. The City is a general law city under the 5,000 threshold and is limited in growth strategies compared to home rule cities. This means it is important to maximize the development of the geographical area available to the city. The HC-4 Route passes through the City's extraterritorial jurisdiction and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interest, a 990-acre tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility currently under construction, a heating and air conditioning, \$410 million facility that will be 4.2 million square feet in size, the largest industrial facility under one roof in the State of Texas, and employ 4,000 people in 2016 and 6,000 by 2018. The City is part of a Greater Houston Partnership task force to support Daikin/Goodman in their effort to bring their key suppliers to the Waller area. It is estimated that the suppliers will add another 2-4,000 employees. There is concern that the HSR in the unincorporated area, causing a proliferation of onsite water and wastewater facilities rather than using city utilities resulting in a much less efficient usage of land and resources. Goodman Manufacturing has stated their position on the HSR route HC-4 this way: "...we would be concerned with any route that disrupts Waller plans to provide Goodman employees (residents and non-residents) with support services such as housing and retail options."</p> <p>Waller Town Center (WTC) is a joint venture being marketed by Cullinan Properties, a national developer operating in Illinois, Missouri, Georgia, and Texas. The WTC is an integral part of the City's development strategies to reach retailers. The Texas Legislature created a municipal management district (MMD) specifically for this development. The 462-acre project is a \$280 million investment that will include a power center, lifestyle walkable retail, entertainment, hotel/conference center, medical facilities, and housing. The city of Waller has a retail "leakage" of \$352 million in their primary trade area and \$584 million in our secondary trade area. The WTC is critical to the City's closing this leakage. This build out investment would double the City's property valuation and could potentially double the City's sales tax revenue. This</p>	Refer to BA-8, LU-4 and PI-1.

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			would allow the City to decrease its tax rate while improving City services. HC-4 slices through this entire planned WTC project impacting 500 housing units delaying out residential growth and retail development creating extremely significant negative impacts on the economic development plans for the City of Waller. Waller City Council has opposed the HSR project in Resolution 2016-6, passed on January 25,2016. The Resolution addresses the fact that HC-4 was selected without public comment as the single route through Waller County splitting the WTC creating significant detrimental impacts on the City's retail strategy and destroying the economic value of the City, and negatively impacting both property values and developmet opportunities. All of the above impacts on the city of Waller was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordinating meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Amely Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: On its website Texas Central Railways claims that it is a "railroad". Earlier information I printed out from TCR's website States: "TCR will not be the constructor of the railroad" "TCR will not be the owner, developer, implementer nor operator of the railroad" "Following the completion of the environmental impact study, TCR anticipates that privately funded development entities will assume responsibility for project's construction and the selection of an operator to manage the operation of the railway." Based on the quotes above from TCR documents: How can TCR claim to be a "railroad"? How can the FRA buy into the "player to be named later" ploy, particularly after the Reason Foundation report made fun of TCR's ridership figures, conversion figures, construction costs and the overall feesibility of this project? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to ED-1, GN-3, NE-1 and NE-2.
Amely Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: The original Utility Corridor Route followed the Utility Corridor all the way to Texas Highway 290. Late in 2015 that route was changed to have the rouse veer off the Utility Corridor to the southwest after it crossed the Grimes/Waller county line. Many people are of the opinion the route change was the result of significant "investment" or "contribution" by a developer along the original Utility Corridor route. Does the FRA condone bribery as an acceptable route selection methodology? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to BA-5 and BA-8.
Amely Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: It is evident to me that the FRA, AECOM, other FRA contractors and consultants, seven other cooperating Federal Agencies and their contractors and consultants have produced and issued the bulk of the Draft Environmental Impact Study and have expended Federal funds on behalf of the "privately funded" Texas Central Railways/Texas Central Partners. Would any other "privately funded" project have a Draft EIS prepared for them by the Federal Government? I doubt it. Does the FRA intend to seek reimbursement from TCR for all Federal Funds expended on their behalf to producing and issuing the Draft EIS? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NE-1 and NE-5.
Amely Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: IMPACTS ON HISTORICAL SITES At the coordination meeting with TXDOT on about Februuy 9, 2016, Mr. Rick Welch and Tom Gleason discussed historical significant locations and objects and cultrral resources within Waller County and the location where rail is selected to traverse. Mr. Welch told of Benaiah "Yankee" Jones, III, born in Massachusetts in 1795 and moved to Texas in the 1830's to early 1840's. He ended up in the area that is now northeast Waller County where he bought 1,100 acres. On this land, he built a stage coach Inn that became a famous stage coach route that is still visible today in the Kickapoo Preserve. Jones and his family are also buried on the family cemetery located in Kickapoo Preserve. HC-4 runs right over this land and very close, if not directly over this old Inn and Stage Coach site and cemetery. When Kickapoo Preserve was established, they were required to perform archeological survey, which produced the "Kickapoo Archeological Survey Rqort of 2010." For this report, the developer was required to obtain an Army Corps Of Engineers Section 4 Permit. This report revealed four sites and two sites considered for inclusion in the National Register of Historical Places-Mr. Welch has historical maps indicating historical boundaries, roads, stage coach routes, written historic interviews of "Old timers,"and all the historical sites on the Kickapoo Preserve. These documents show where the sites were for historical Stage Coach Road that was created between the 1830's and 1840's that from in the town Of (now Houston) and went northwest through Mr. Jones' lard These are all historical sites that should not be destroyed by the HSR	Refer to CR-2 and CR-9.

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			All of this information was provided. All of this information was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Amely Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: Recreational and Sport duck hunting will be directly affected by any noise, vibration and possible 96 trains running through the area. The route cuts through the north end of one of the major wetlands in the region where duck hunting is vital to the economy and where water fowl and their hunting will be diminished, if not destroyed by a high speed train. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NR-1, NR-2, RF-2 and WW-2.
Amely Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: IMPACT ON FLOODING AND DRAINAGE Local Environmental Impact include the Spring Creek Watershed where five will cross the track of the HSR. This watershed will be directly impacted by the track depending how it's built. Tropical Storm Allison, the Tax Day Floods, the flooding event in May of 2016, and Hurricane Harvey have shown that if any impediments to flow occur through the watershed, the area will experience major flooding and damage to property if the track is not properly studied and engineered. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to FP-1, SS-17, WW-1 and WW-8.
Amely Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMPACT ON ECONOMIC DEVELOPMENT The proposed alignment will impact all future road and thoroughfares through the northern portion of the County. Dozens of roads are planned, but none will be able to be completed if the train cuts through stifling all future economic development in that area. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to TR-8.
Amely Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMPACT ON G&W WATER G & W Water is the supplier of potable water for northern Waller county and southern Grimes County. They recently obtained funding built a new tower and the proposed train route falls directly top of it. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to EU-2 and WW-6.
Amely Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMPACT ON KATY PRAIRIE CONSERVANCY Katy Prairie Conservancy owns the Warren Ranch, a 6400 acre preserve that provides essential habitat for migratory birds and is designated as a Global Important Bird Area. Warren Ranch is a critical part of the Katy Prairie Preserve, a vast collection of protected properties owned or managed by the nonprofit land trust Katy Prairie Conservancy (KPC). KPC is diligently working to protect this land for generations to come. The prairie is a biologically diverse powerhouse with more than 300 of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one mile of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important exist that will be directly or indirectly affected by a HSR corridor. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to RF-4, NR-2, WW-1. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Amely Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: IMPACTS ON QUALITY OF LIFE Quality of Life issues include people living within noise and vibration distance, as well as, sight, particularly if the train track is elevated. Depending on location and of back, there will be loss of disposable income for the increase in travel time because will not want to live within five to ten miles of train track causing them to spend time driving longer distances. Mr. T. J. Johnson, President of the County Advocacy Group, estimates quality of life spent driving behind the wheel of their be reduced by 5,000 man-hours per year for residents in Waller County and cost additional loss of disposable income up to \$3 million. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to AS-1, NV-1, TR-6 and TR-8.

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Amely Comly	2/6/2018	Handwritten	<p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: Economic Impact On Property Values And Tax Base Of Waller County (A Historical Minority Population County) The proposed alignment of HSR will run through a portion of Waller County that is currently experienced a high rate of and residential development. As a result, areas that could be impacted are areas that have and should continue to see high increases in property values due to positive development taking place in these areas, including high-end residential. This project will create obsolescence that will negatively impact the property values in Waller County. Bankers and heavily discount property values in situations like this, which destroys the market value all properties. Because Of this loss in value; it will decrease and will cause WISD to lose \$3.6 million annual revenue, 1.8 million will be lost to the Municipal Management District discussed in NO. 2 above, City of Waller will lose 1.3 million and property tax collected by the county appraiser will be reduced between 279,000 to \$1.6 million annually from developments that will be ruined by the train through or near them. The HSR will prevent the highest and best use of hundreds of properties throughout Waller and Harris Counties where the area is experiencing some of the fastest growth in the state. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are to the citizens who pay the taxes. This results in a disparate impact on Waller County, which has a majority minority population. These issues were brought to the attention of the FRA by the Texas Department Of Transportation as a result of coordination meetings, and FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	Refer to EJ-1, LU-4, SC-19 and VA-1.
Amely Comly	2/6/2018	Handwritten	<p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: IMPACT ON HEWLETT PACKARD DATA CENTER One more impact will be the Hewlett Packard Data Center facility, which houses 1,500 that will be within 1,000 feet of the HC-4 route. When notified of tr route, HP 's mamganent team and legal department stated: "Hewlett Packard Enterprise is currently not in a position to approve or disapprove the proposed route... the route would appear to have very serious negative impacts on our property and our critical data center operations at the property. If we determine that is the case, we wmald have choice, but to vigorously oppose this proposed route." This issue was trought to die attention of die FRA by the Texas Department of Transportation a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	Refer to SC-11.
Amely Comly	2/6/2018	Handwritten	<p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: Impact On Waller Harris Emergency Services District No 200 The Waller Harris Emergency Services District No. 200 (ESD) provides emergency services throughout the impacted area of the proposed alignment of the High Speed Rail. These services could be negatively impacted by the HSR line, due to its potential impact on county and private roads, many of which are used for emergency vehicles that now service the District and provide an 8-minute response time. The HSR will disrupt this service and increase the response time to dangerous and unacceptable levels. The District is funded with ad valorem taxation and any diminution of value due to the HSR will cause a tax increase to cover expenses and budgets. Each fire department costs \$4.5 million for the building, equipment and staffing. An ambulance costs \$300,000 and staff is needed 24/7 for 365 days. New fire stations and emergency services will be needed should the HSR divide the District. However, currently the District cannot prepare for this and other needs because of the FRA's actions. Right now, the District has 10 fire departments and will need more if the HSR is built. The District is also very concerned with catastrophic accidents that may occur from an HSR accident. Hundreds of ambulances, life flights, and emergency services will be needed and the District will notbe able to handle this type of emergency. This will place an undue burden on the District. To datte there has been no discussion with the FRA as to how they will resolve these conflicts. This issue was brought to the attention of the FRA by Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	Refer to SS-12, SS-18, SS-23 and SS-26.
Amely Comly	2/6/2018	Handwritten	<p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: FRA FAILED TO COORDINATE WITH LOCAL GOVERNMENT Despite two written requests dated 14, 2014 and July 6, 2015 from the County Sub-Regional Plaming Commission ("WCSRPC"), the FRA failed to coordinate with any local government in Waller County "prior to identifying the alternative alignments be evaluated the draft EIS" as FRA stated it would do on Page 24 Of the Scoping Report that released by the FRA in April Of 2015. The WCSRPC is a sub-regional planning commission formed the purposes Of planning future development Of our community and is comprised of officials from several municipalities in County, in addition to Waller County itself and two of its school districts. Without this coordination there is no way to ensure that impacts to the local community are properly analyzed and conflicts with local plans are resolved. FRA has also erred in identify WCSRPC as a "public stakeholder" and not a political subdivision of the state of Texas. This issue was brought to the attention of the FRA by the Texas Department</p>	Refer to PI-1.

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			of Transportation as a result of meetings, and the FRA has failed to address these impacts in the Draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Amely Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: FEASIBILITY OF PROPOSED HIGH SPEED RAIL A recent study entitled, "Texas High Speed Rail: Caution Ahead" by Baruch Feigenbaum, the Assistant Director of Transportation Policy at the Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 million a year, and that TCR has severely underestimated the costs to build the project and the overestimated the projected ridership. The Report stated, "We truly hope that high-speed rail because a reality in the United States, and we would prefer that it be developed and implemented by the private sector," writes Feignbaum. "However, based on our experience and analysis we are concerned that Texas Central's project will fail so spectacularly that privately financed U.S. high speed rail lines may never be given a second chance." Given the irreversible impacts this project could have on our community, we should not building a project that does not meet feasibility requirements under NEPA and other federal laws. In effect, this project will either become a burden on taxpayers in terms of subsidies, or a bridge to nowhere... I propose that the only viable alternative would be that the NO BUILD option be chosen in the Final Environmental Impact Statement.	Refer to AQ-7, GN-2, GN-3, GN-4, NE-1 and SC-22.
Amely Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: The Houston to Dallas High Speed Rail Project affects me as a taxpayer because I believe it is not "financially sustainable and that I, as a taxpayer, will end up bailing it out. The Draft EIS states that High Speed Rail must be financially sustainable. So reconcile this. From the Draft EIS and the "ultimate configuration of the project": 6 each 600 passenger trains per hour each way during peak hours 4 each 400 passenger tranins per hour each way during off peak hours Peak vs Off Peak not defined Operating hours 5:30 am to 11:30 pm. 18 hours Seven days per week Case 1 based on: 12 hours peak and 6 off peak Peak, 12 trains X 12 hours X 400 seats = 57600 seats Off Peak, 8 trains X 6 Hours X 400 seats = 19200 seats Total seats per day = 76800 80% occupancy = 61440 passengers Passengers per year = 22,425,600 Case 2 based on: 6 hours peak and 12 off peak Peak, 12 trains x 6 hours x 400 seats = 28800 seats Off peak 8 trains x 12 hours x 400 seats = 38400 seats Total seats per day = 67200 80% occupancy - 53760 passengers Passengers per year = 19,622,400 Assuming that Texas Central Rail should be operating at "the ultimate configuration of the project" by 2035 please explain the difference between the passengers per year figures above and the Reason Foundation's for 2035 of: 1,401491 To get close to this number the trains in Case 2 would have to run at under 6% occupancy. This does not equate to "financially sustainable". I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to GN-2, GN-3, GN-4 and NE-1.
Amely Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: Viability of Saddle Creek Forest Saddle Creek Forest is not mentioned in the Drat EIS, one of our privately roads, Plantation Drive, is. The High Speed Ran route cuts off the eastern end of our community. It will send 12 trains per hour through our community at 200 MPH and at 95 decibels with each train. The Draft EIS does not address whether a gated community with privately maintained roads. bridges, drainages, lakes, parks, and recreational facilities will be "financially sustainable" after High Speed Rail essentially makes 20% of it uninhabitable. If Saddle Creek Forest is not *financially sustainable"then I will be deprived of the security, the stability Of a well governed Property Owners Association and other amenities that caused me to pay 8 to 10 times the going acreage rates for the properties I built a home on. I will demand a significant decrease in my assessed value that will affect tax revenues to Waller and Grimes Counties and Waller ISD. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to LU-3 and LU-4.
Amely Comly	2/6/2018	Email	Dr Mr. Wright I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMACT ON THE CITY OF WALLER The proposed alignment goes through the city of Waller's Extra-Territorial Jurisdiction and was chosen with no opportunity for public input or comment from city officials. The City of Waller has a population of approximately 2,400 people and is located in both Waller and Harris counties. The City is a general law city under the 5,000 threshold and is limited in growth stategies compared to home rule cities. This means it is important to maximize the development of the geographical area available to the city. The HC-4 Route passes through the City's extraterritorial jurisdiction and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interest, a 990-acre tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility currently under construction, a heating and air conditioning, \$410 million facility that will be 4.2 million square feet in size, the largest industrial facility under one roof in the State of Texas, and employ 4,000 people in 2016 and 6,000 by 2018. The City is part of a Greater Houston Partnership task force to support Daikin/Goodman in their effort to bring their key suppliers to the Waller area. It is estimated that the suppliers will add another 2-4,000 employees. There is concern that the HSR in the unincorporated area, causing a proliferation of onsite water and wastewater facilities rather than using city utilities resulting in a much less efficient usage of land and resources. Goodman	Refer to ED-2 and LU-4.

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			Manufacturing has stated their position on the HSR route HC-4 this way:"...we would be concerned with any route that disrupts Waller plans to provide Goodman employees (residents and non-residents) with support services such as housing and retail options." Waller Towne Center (WTC) is a joint venture being marketed by Cullinan Properties, a national developer operating in Illinois, Missouri, Georgia, and Texas. The WTC is an integral part of the City's developement strategies to reach retailers. The Texas Legislature created a municipal management district (MMD) specifically for this development. The 462-acre project is a \$280 million investment that will include a power center, lifestyle walkable retail, entertainment, hotel/conferance center, medical facilities, and housing. The city of Waller has a retail "leakage" of \$352 million in their primary trade area and \$584 million in our secondary trade area. The WTC is critical to the City's closing this leakage. This build out investment would double the City's property valuation and could potentially double the City's sales tax revenue. This would allow the City to decrease its tax rate while improving City services. HC-4 slices through this entire planned WTC project impacting 500 housing units delaying out residential growth and retail development creating extremely significant negative impacts on the economic development plans for the City of Waller. Waller City Council has opposed the HSR project in Resolution 2016-6, passed on January 25,2016. The Resolution addresses the fact that HC-4 was selected without public comment as the single route through Waller County splitting the WTC creating significant detrimental impacts on the City's retail strategy and destroying the economic value of the City, and negatively impacting both property values and developmet opportunities. All of the above impacts on the city of Waller was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordinatng meetings, and the FRA has failed to address these impacts in the draft EIS.	
Amely Comly	2/6/2018	Email	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: I started reviewing the Draft EIS several weeks ago. I have not seen or found detailed descriptions of how County and State road intersections are being crossed, how long, if at all, the intersecting road will be closed or whether the road will be closed permanently. Since the FRA has refused to coordinate with local governments and local planning commissions in violation of NEPA, please provide detailed descriptions of crossings at road intersections, duration of road closures at intersections and permanent road closures at intersections. Please also provide a list of County and State roads that may be closed for construction use only. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmetnal Impact Statement.	Refer to PI-1, TR-6 and TR-8.
Amely Comly	2/6/2018	Email	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY Saddle Creek Forest, Plantation Forest Oak Hallow, Remington Forest and Six Pines -- all developments for nearly 500 homes, 50 of which have already been built with four or five more in the works are all now cancelled because of the route. The HC-4 route travels right through the developments and destroys the economic viability of them and the value of everyone's property. Also, within these developments are four horse riding trails that the train will cross. This will destroy and viability of the equestrian facility and create dangerous situations for anyone riding in the area, especially children. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to LU-3, LU-4 and RF-1.
Amely Comly	2/6/2018	Email	IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY Saddle Creek Forest, Plantation Forest Oak Hallow, Remington Forest and Six Pines -- all developments for nearly 500 homes, 50 of which have already been built with four or five more in the works are all now cancelled because of the route. The HC-4 route travels right through the developments and destroys the economic viability of them and the value of everyone's property.	Refer to LU-3 and VA-1.
Amely Comly	2/6/2018	Email	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMPACT ON KICKAPOO PRESERVE Kickapoo Preserve is a high-end development for 500 new homes for Daiken/Goodman employees that is under construction development. The proposed alignment will be just west of homes that are currently occupied and others that are under construction and other that are for sale. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to LU-4.
Amely Comly	2/6/2018	Email	The proposed alignment will run through a large portion ISD's district, which could negatively impact bus routes, which may cause Waller ISD to purchase additional school buses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project. This issue was brought to the attention Of the FRA by the Texas Department of Transportation and the FRA has failed to address these impacts in draft EIS.	Refer to SC-5 and SC-8.
Amely Comly	2/6/2018	Email	Dear Mr. Wright, I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: VISABILTY OF SADDLE CREEK FOREST Saddle Creek Forest is not mentioned in the Draft EIS, but one of our privately maintained roads, Plantation Drive, is. The High Speed Rail	Refer to BA-6, LU-3, RF-1, SC-12 and VA-1.

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			route cuts off the eastern end of our community. It will send 12 trains per hour through our community at 200 MPH and at 95 decibels with each passing train. The Draft EIS does not address whether a gated community, with privately maintained road, bridges, drainages, lakes parks, and recreational facilities will be "financially sustainable" then I will be deprived of the security, the stability of a well governed Property Owners Association and other amenities that caused me to pay 8 to 10 times the going average rates for the properties I built a home on. I will demand a significant decrease in my assessed value that will affect tax revenue to Waller and Grimes Counties and to Waller ISD. I proposed that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Amely Comly	2/9/2018	Website	Page 301 I am lodging an objection to the high speed rail line between Houston and Dallas for the following reason: On its website Texas Central Railways claims that it is a "railroad" Earlier information I printed out from TCR's website states: "TCR will not be the constmctor of the railroad" "TCR will not be the owner, developer, implementer nor operator of the railroad. " "Following the completion of the environmental impact study, TCR anticipates that privately funded development entities will assume responsibility for project's constmction and the selection of an operator to manage the operation of the railway. " Based on the quotes from TCR documents: How can TCR claim to be a "railroad"? How can FRA buy into the "player to be named later" ploy: particularly after the Reason Foundation report made fun of TCR's ridership figures, conversion figures: constmction costs and the cnerall feasibility of this project? I propose that the only viable would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to GN-2, GN-3 and NE-1.
Amely Comly	2/9/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: I started reviewing the Draft EIS several weeks ago. I have not seen or found detailed descriptions of how County and State road intersections are being crossed, how long, if at all, the intersecting road will be closed or whether the road will be closed permanently. Since the FRA has refused to coordinate with local governments and local planning commissions in violation of NEPA, please provide detailed descriptions of crossings at road intersections, duration of road closures at intersections and permanent road closures at intersections. Please also provide a list of County and State roads that may be closed for construction use only. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to PI-1, TR-6 and TR-8.
Amely Comly	2/9/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: The original Utility Corridor Route followed the Utility Corridor all the way to Texas Highway 290. Late in 2015 that route was changed to have the route veer off the Utility Corridor to the southwest after it crossed the Grimes/Waller county line. Many people are of the opinion the route change was the result of a significant "investment", or "contribution" by a developer along the original Utility Corridor route. Does the FRA condone bribery as an acceptable route selection methodology?	Refer to BA-5 and BA-8.
Amely Comly	2/9/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: It is evident to me that the FRA, AECOM, other FRA contractors and consultants, seven other cooperating Federal Agencies and their contractors and consultants have produced and issued the bulk of the Draft Environmental Impact Study and have expended Federal funds on behalf of the "privately funded" Texas Central Railways/Texas Central Partners. Would any other "privately funded" project have a Draft EIS prepared for them by the Federal Government? I doubt it. Does the FRA Intend to seek reimbursement from Texas Central Railways/Texas Central Partners for all Federal Funds expended on their behalf for producing and issuing the Draft EIS? I propose that the only viable alternative would be that the NO BUILD option be chosen in the Environmental Impact Statement.	Refer to GN-4, NE-1 and NE-5.
Amely Comly	2/9/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMPACT ON PUBLIC SAFETY At the coordination meeting between WCSRPC and TXDOT on February 9,2016, Mr. Tom Gleason discussed the Atmos Energy Turbine Powered Natural Gas Compression Station, which uses a jet engine to pressure up to a 30 inch natural gas pipeline between Waxahatchie and Katy Texas. The Pipeline is pressured up to 930 psi and was installed in 2006. There have been at least three known accidental of natural gas: May 24,2007 - 18,000 lbs released, May 30,2007 - 20,000 lbs released, and June 11,2007 - unknown quantity On August 9,2011, there was a planned Emergency Shutdown Simulation that released thousands of pounds of gas that Mr. Gleason and other neighbors experienced over a mile away. It turns out that Atmos has to perform emergency simulations twice a year creating potential	Refer to EU-2, EU-6, SS-1, SS-18 and SS-19.

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			<p>hazardous situations, especially with an electric train traveling nearby. What would happen during one of these accidental or planned events should a train traveling 200 mph ignite the natural gas and cause a catastrophic accident?</p> <p>This will cause an unprecedented catastrophe with tremendous loss of life, damage to private property and environmental destruction to Waller County or any other county should this occur. The train adds the ignition source to an already volatile and potentially dangerous scenario that creates an unacceptable risk to the health, safety and welfare of our community and local residents, as well as, the passengers on the train should an explosion occur. All of this information was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.</p> <p>I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	
Amely Comly	2/9/2018	Website	<p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason:</p> <p>IMPACTS ON HISTORICAL SITES</p> <p>At the coordination meeting with TXDOT on or about February 9,2016, Mr. Rick Welch and Tom Gleason discussed historical significant locations and objects and cultural resources within Waller County and the location where the rail is selected to traverse. Mr Welch told of Benaiah "Yankee" Jones, III, born in Massachusetts in 1795 and moved to Texas in the 1830's to early 1840's. He ended up in the area that is now northeast Waller County where he bought 1,100 acres. On this land, he built a stage coach Inn that became a famous stage coach route that is still visible today in the Kickapoo Preserve. HC-4 runs right over this land and very close, if not directly over this old Inn and Stage Coach site and cemetery.</p> <p>When Kickapoo Preserve was established, they were required to perform an archeological survey, which produced the "Kickapoo Archeological Survey Report of April,2010." For this report, the developer was required to obtain an Army Corps of Engineers Section 4 Permit. This report revealed four archeological sites and two pre-historic/historic sites considered for inclusion in the National Register of Historical Places. Mr Welch has historical maps indicating historical boundaries, roads, stage coach routes, written historic interviews of " old timers" and all the historical sites on the Kickapoo Preserve.</p> <p>These documents show where the sites were for historical Stage Coach Road that was created between the 1830's and 1840's that came from in the original town of Harrisburg (now Houston) and went northwest through Mr. Jones' land. These are all historical sites that should not be destroyed by the HSR. All of this information was provided. All of this information was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.</p> <p>I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	Refer to CR-2 and CR-9.
Amely Comly	2/9/2018	Website	<p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason:</p> <p>IMPACT ON WATERFOWL AND HUNTING</p> <p>Recreational and Sport duck hunting will be directly affected by any noise, vibration and possible 96 trains running through the area. The route cuts through the north end of one of the major wetlands in the region where duck hunting is vital to the economy and where water fowl and their hunting will be diminished, if not destroyed by a high speed train. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.</p> <p>I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	Refer to NR-1, NR-2, RF-2 and WW-2.
Amely Comly	2/9/2018	Website	<p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason:</p> <p>IMPACT ON FLOODING AND DRAINAGE</p> <p>Local Environmental Impact include the Spring Creek Watershed where five creeks will cross the track of the HSR. This watershed will be directly impacted by the train and the track depending on how it's built. Tropical Storm Allison, the Tax Day Floods, the flooding event in May of 2016, and Hurricane Harvey have shown that if any impediments to water flow occur through the watershed, the area will experience major flooding and damage to property if the track is not properly studied and engineered. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.</p> <p>I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	Refer to FP-1, SS-17, WW-1 and WW-8.
Amely Comly	2/9/2018	Website	<p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason:</p> <p>IMPACT ON ECONOMIC DEVELOPMENT</p> <p>The proposed alignment will impact all future road and thoroughfares through the northern portion of the County. Dozens of roads are planned, but none will be able to be completed if the train cuts through stifling all future economic development in that area. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordinating meetings, and the FRA has failed.</p> <p>I proposed that the only alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	Refer to SC-13.

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Amely Comly	2/9/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMPACT ON G&W WATER G & W Water is the supplier of potable water for northern Waller county and southern Grimes County. They recently obtained funding and built a new water tower and the proposed train route falls directly on top of it. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to EU-2.
Amely Comly	2/9/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest and Six Pines - all developments for nearly 500 homes, 50 of which have already been built with four or five more in the works are all now cancelled because of the route. The HC-4 route travels right through the developments and destroy the economic viability of them and the value of everyone's property. Also, within these developments are four horse riding trails that the train will cross. This will destroy any viability of the equestrian facility and create dangerous situations for anyone riding in the area, especially children. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to LU-3, RF-1, SC-12 and VA-1.
Amely Comly	2/9/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMPACT ON KICKAPOO PRESERVE Kickapoo Preserve is a high-end development for 500 new homes for Daiken/Goodman employees that is under construction development. The proposed alignment will be just west of homes that are currently occupied and others that are under construction and others that are for sale. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I proposed that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to LU-4.
Amely Comly	2/9/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMPACT ON KATY PRAIRIE CONSERVANCY Katy Prairie Conservancy owns the Warren Ranch, a 6400 acre preserve that provides essential habitat for migratory birds and is designated as a Global Important Bird Area. Warren Ranch is a critical part of the Katy Prairie Preserve, a vast collection of protected properties owned or managed by the nonprofit land trust Katy Prairie Conservancy (KPC). KPC is diligently working to protect this land for generations to come. The prairie is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one mile of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands exist that will be directly or indirectly affected by a HSR corridor. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Amely Comly	2/9/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMPACT ON QUALITY OF LIFE Quality of life issues include people living within noise and vibration distance, as well as, sight, particularly if the train track is elevated. Depending on location and height of track, There will be loss of disposable income for the increase in travel time because people will not want to live within five to ten miles of the train track causing them to spend more time driving longer distances. Mr T.J. Johnson, President of the Waller County Advocacy Group, estimates quality of life spent driving behind the wheel of their vehicles will be reduced by 5,000 man-hours per year for residents in Waller County and cost an additional loss of disposable income up to \$3 million. This issue was brought to the attention of the FRA by the TEXas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to AS-1, ED-2, NV-1 and VA-1.
Amely Comly	2/9/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT The proposed alignment will run through a large portion of Waller ISD's district, which could negatively impact bus routes, which may cause Waller ISD to purchase additional school buses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project. This issue was brought to the attention of the FRA by the Texas Department of	Refer to SC-5.

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			Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I proposed that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Amely Comly	2/9/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: IMPACT ON HEWLETT PACKARD DATA CENTER One more major impact will be on the Hewlett Packard Data Center facility, which houses 1,500 servers that will be within 1,000 feet of the HC-4 route. When notified of the route, HP's managemnet team and legal department stated: "Hewlett Packard Enterprise is currently not in a position to approve or disapprove the proposed route...However...the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property. If we determine that is the case, then we would have no choice, but to vigorously oppose this proposed route." This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SC-11.
Amely Comly	2/9/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO. 200 The Waller Harris Emergency Services District No 200 (ESD) provides emergency services throughout the impacted area of the proposed alignment of the High Speed Rail. These services could be negatively impacted by the HSR line, due to its potential impact on county and private roads, many of which are used for emergency vehicles that now service the District and provide an 8-minute response time. The HSR will disrupt this service and increase the response time to dangerous and unacceptable levels. The District is funded with ad calorem taxation and any diminution of value due to the HSR will cause tax increase to cover expenses and budgets. Each fire department cost \$4.5 million for the building, equipment and staffing. An ambulance costs \$300,000 and staff is needed 24/7 for 365 days. New fire stations and emergency services will be needed should the HSR divide the District. However, currently the District cannot prepare for this and other needs because of the FRA's actions. Right now, the District has 10 fire departments and will need more if the HSR is built. The District is also very concerned with catastrophic accidents that may occur from an HSR accident. Hundreds of ambulances, life flights, and emergency services will be needed and the District will not be able to handle this type of emergency. This will place an undue on the District. To date there has been no discussion with the FRA as to how they will resolve these conflicts. This issue was brought to the attention of the FRA by Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact	Refer to SS-12, SS-18, SS-23 and SS-26.
Amely Comly	2/9/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: FRA FAILED TO COORDINAT WITH LOCAL GOVERNMENT Despite two written request dated November 14,2014 and July 6,2015 from the Waller County Sub-Regional Planning Commission ("WCSRPC"), the FRA failed to coordinate with any local government in Waller County "prior to indentifying the alternative alignments to be evaluated in the draft EIS" as the FRA stated it would do on Page 24 of the Scoping Report that was released by the FRA in April of 2015. The WCSRPC is a sub-regional planning commission formed for the purpose of planning future development of our community and is comprised of elected officials from several municipalities in Waller County, in addition to Waller County itself and two of its school districts. Without this coordination, there is no way to ensure that impacts to the local community are properly analyzed and conflicts with local plans are resolved. The FRA has also erred in indentify th WCSRPC as a "public stakeholder" and not a political subdivision of the state of Texas. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Comment noted.
Amely Comly	2/9/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: The Houston to Dallas High Speed Rail Project affects me as a Taxpayer because I believe it is not "Financially Sustainable" and that I, as a taxpayer, will end up bailing it out. The Draft EIS states that High Speed Rail must be "Financially Sustainable". So reconcile this. From the Draft EIS and "the ultimate configuration of the Project". 6 each 400 passenger trains per hour each way during peak hours 4 each 400 passenger trains per hour each way during off peak hours Peak vs Off Peak not defined Operating hours 5:30 am to 11:30pm. 18 hours seven days per week Case 1 based on: 12 hours peak and 6 Off Peak	Refer to BA-6, GN-2, GN-3, GN-4 and NE-1.

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			<p>Peak, 12 trains X 12 hours X 400 seats = 57,600 seats Off Peak 8 train X 6 hours X 400 seats = 19,200 seats Total Seats per day 76,800 80% Occupancy 61,440 passengers Passengers per year 22,425.600</p> <p>Case 2 based on: 6 Hours Peak and 12 Off Peak Peak, 12 trains X 6 Hours X 400 seats = 28,800 seats Off Peak 8 trains X 12 Hours X 400 = 38,400 seats Total Seats per day 67,200 80% Occupancy 53,7600 passengers Passengers per year 19,622.400</p> <p>Assuming that Texas Central Rail should be operating at "the ultimate configuration of the Project" by 2035 please explain the difference between the Passengers per year figures above and the Reason Foundation's for 2035 of: 1,401,491 To get close to this number the trains in Case 2 would have to run at under 6% occupancy. This does not equate to "financially sustainable". I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	
Frank Comly	2/5/2018	Email	<p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMACT ON THE CITY OF WALLER The proposed alignment goes through the city of Waller's Extra-Territorial Jurisdiction and was chosen with no opportunity for public input or comment from city officials. The City of Waller has a population of approximately 2,400 people and is located in both Waller and Harris counties. The City is a general law city under the 5,000 threshold and is limited in growth strategies compared to home rule cities. This means it is important to maximize the development of the geographical area available to the city. The HC-4 Route passes through the City's extraterritorial jurisdiction and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interest, a 990-acre tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility currently under construction, a heating and air conditioning, \$410 million facility that will be 4.2 million square feet in size, the largest industrial facility under one roof in the State of Texas, and employ 4,000 people in 2016 and 6,000 by 2018. The City is part of a Greater Houston Partnership task force to support Daikin/Goodman in their effort to bring their key suppliers to the Waller area. It is estimated that the suppliers will add another 2-4,000 employees. There is concern that the HSR in the unincorporated area, causing a proliferation of onsite water and wastewater facilities rather than using city utilities resulting in a much less efficient usage of land and resources. Goodman Manufacturing has stated their position on the HSR route HC-4 this way: "...we would be concerned with any route that disrupts Waller plans to provide Goodman employees (residents and non-residents) with support services such as housing and retail options." Waller Towne Center (WTC) is a joint venture being marketed by Cullinan Properties, a national developer operating in Illinois, Missouri, Georgia, and Texas. The WTC is an integral part of the City's development strategies to reach retailers. The Texas Legislature created a municipal management district (MMD) specifically for this development. The 462-acre project is a \$280 million investment that will include a power center, lifestyle walkable retail, entertainment, hotel/conference center, medical facilities, and housing. The city of Waller has a retail "leakage" of \$352 million in their primary trade area and \$584 million in our secondary trade area. The WTC is critical to the City's closing this leakage. This build out investment would double the City's property valuation and could potentially double the City's sales tax revenue. This would allow the City to decrease its tax rate while improving City services. HC-4 slices through this entire planned WTC project impacting 500 housing units delaying out residential growth and retail development creating extremely significant negative impacts on the economic development plans for the City of Waller. Waller City Council has opposed the HSR project in Resolution 2016-6, passed on January 25,2016. The Resolution addresses the fact that HC-4 was selected without public comment as the single route through Waller County splitting the WTC creating significant detrimental impacts on the City's retail strategy and destroying the economic value of the City, and negatively impacting both property values and development opportunities. All of the above impacts on the city of Waller was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordinating meetings, and the FRA has failed to address these impacts in the draft EIS.</p>	Refer to ED-2 and LU-4.
Frank Comly	2/5/2018	Email	<p>Dear Mr. Wright, I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT The proposed alignment will run through a large portion of Waller ISD's district, which could negatively impact bus routes, which may cause Waller ISD to purchase additional school buses to transport students and accommodate delays due to county and private roads being</p>	Refer to SC-5.

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			impacted and/or closed by the proposed HSR project. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Frank Comly	2/5/2018	Email	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. The proposed alignment goes through the city of Waller's Extra-Territorial Jurisdiction and was chosen with no opportunity for public input or comment from city officials. The City of Waller has a population of approximately 2,400 people and is located in both Waller and Harris counties. The City is a general law city under the 5,000 threshold and is limited in growth strategies compared to home rule cities. This means it is important to maximize the development of the geographical area available to the city. The HCA Route passes through the City's extraterritorial jurisdiction and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990-acre tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility, a heating and air conditioning, \$410 million facility that will be 4.2 million square feet in size, the largest industrial facility under one roof in the State of Texas, and employ 6,000 by 2018. The City is part of a Greater Houston Partnership task force to support Daikin/Goodman in their effort to bring their key suppliers to the Waller area. It is estimated that the suppliers will add another 2- 4,000 employees. There is concern that the HSR will create a barrier between Waller and the Goodman facility and cause the city to lose much needed tax base from these suppliers. The barrier will cause suppliers to locate to the east of the HSR in the unincorporated area, causing a proliferation of onsite water and wastewater facilities rather than using city utilities, resulting in a much less efficient usage of land and resources. Goodman Manufacturing has stated their position on the HSR route HC-4 this way: , we would be concerned with any route that disrupts Waller plans to provide Goodman employees (residents and non-residents) with support services such as housing and retail options." Waller Town Center (WTC) is a joint venture being marketed by Cullinan Properties, a national developer operating in Illinois, Missouri, Georgia, and Texas. The WTC is an integral part of the City's development strategies to reach retailers. The Texas Legislature created a municipal management district (MMD) specifically for this development. The 462-acre project is a \$280 million investment that will include a power center, lifestyle walkable retail, entertainment, hotel/conference centers, medical facilities, and housing. The city of Waller has a retail "leakage" of \$352 million in their primary trade area and \$584 million in our secondary trade area. The WTC is critical to the City's closing this leakage. This build out investment would double the City's property valuation and could potentially double the City's sales tax revenue. This would allow the City to decrease its tax rate while improving City services. HC-4 slices through this entire planned WTC project impacting 500 housing units delaying our residential growth and retail development creating extremely significant negative impacts on the economic development plans for the City of Waller. Waller City Council has opposed the HSR project in Resolution 2016-6, passed on January 25, 2016. The Resolution addresses the fact that HC-4 was selected without public comment as the single route through Waller County, splitting the WTC creating significant detrimental impacts on the City's retail strategy and destroying the economic value of the City, and negatively impacting both property values and development opportunities. All of the above impacts on the city of Waller was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS	Refer to LU-4.
Frank Comly	2/5/2018	Email	FEASIBILITY OF PROPOSED HIGH SPEED RAIL A recent study entitled, "Texas High Speed Rail: Caution Ahead" by Baruch Feigenbaum, the Assistant Director of Transportation Policy at the Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 million a year, and that TCR has severely underestimated the costs to build the project and the overestimated the projected ridership. The Report stated, "We truly hope that high-speed rail become a reality in the United States, and we would prefer that it be developed and implemented by the private sector," writes Feignbaum. "However, based on our experience and analysis we are concerned that Texas Central's project will fail so spectacularly that privately financed U.S. high speed rail lines may never be given a second chance." Given the irreversible impacts this project could have on our community, we should not building a project that does not meet feasibility requirements under NEPA and other federal laws. In effect, this project will either become a burden on taxpayers in terms of subsidies, or a bridge to nowhere... I propose that the only viable alternative would be that the NO BUILD option be chosen in the Final Environmental Impact Statement.	Refer to GN-3.
Frank Comly	2/5/2018	Email	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: FRA FAILED TO COORDINATE WITH LOCAL GOVERNMENT Despite two written request dated November 14, 2014 and July 6, 2015 from the Waller County Sub-Regional Planning Commission ("WCSRPC"), the FRA failed to coordinate with any local government in Waller County "prior to indentifying the alternative alignments to be evaluated in the draft EIS" as the FRA stated it would do on Page 24 of the Scoping Report that was released by the FRA in April of 2015. The WCSRPC is a sub-regional planning commission formed for the purpose of planning future development of our community and is comprised of elected officials from several municipalities in Waller County, in addition to Waller County itself and two of its school districts. Without this coordination, there is no way to ensure that impacts to the local community are properly analyzed and conflicts with local plans are resolved. The FRA has also erred in indentify th WCSRPC as a "public stakeholder" and not a political subdivision	Refer to PI-1.

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			of the state of Texas. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	
Frank Comly	2/5/2018	Email	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO. 200 The Waller Harris Emergency Services District No 200 (ESD) provides emergency services throughout the impacted area of the proposed alignment of the High Speed Rail. These services could be negatively impacted by the HSR line, due to its potential impact on county and private roads, many of which are used for emergency vehicles that now service the District and provide an 8-minute response time. The HSR will disrupt this service and increase the response time to dangerous and unacceptable levels. The District is funded with ad calorem taxation and any diminution of value due to the HSR will cause tax increase to cover expenses and budgets. Each fire department cost \$4.5 million for the building, equipment and staffing. An ambulance costs \$300,000 and staff is needed 24/7 for 365 days. New fire stations and emergency services will be needed should the HSR divide the District. However, currently the District cannot prepare for this and other needs because of the FRA's actions. Right now, the District has 10 fire departments and will need more if the HSR is built. The District is also very concerned with catastrophic accidents that may occur from an HSR accident. Hundreds of ambulances, life flights, and emergency services will be needed and the District will not be able to handle this type of emergency. This will place an undue on the District. To date there has been no discussion with the FRA as to how they will resolve these conflicts. This issue was brought to the attention of the FRA by Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SS-12, SS-18, SS-23 and SS-26.
Frank Comly	2/5/2018	Email	A recent study entitled, "Texas High Speed Rail: Caution Ahead" by Baruch Feigenbaum, the Assistant Director of Transportation Policy at the Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 million a year, and that TCR has severely underestimated the costs to build the project and the overestimated the projected ridership. The report stated: "We truly hope that high-speed rail becomes a reality in the US and we would prefer that it be developed and implemented by the private sector. However, based on our experience and analysis we are concerned that Texas Central's project will fail so spectacularly that privately financed US high speed rail lines may never be given a second chance." Given the irreversible impacts this project could have on our community, we should not build a project that does not meet feasibility requirements under NEPA and other federal laws. In effect, this project will either become a burden on taxpayers in terms of subsidies, or a bridge to nowhere... I propose that the only viable alternative would be that the NO BUILD option be chosen in the final EIS.	Refer to GN-3.
Frank Comly	2/5/2018	Email	Dear Mr. Wright, I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT The proposed alignment will run through a large portion of Waller ISD's district, which could negatively impact bus routes, which may cause Waller ISD to purchase additional school buses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SC-5.
Frank Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: The original utility corridor route followed the utility corridor all the way to Texas Highway 290. Late in 2015 that route was changed to have the route veer off the utility corridor to the southwest after it crossed the Grimes/Waller county line. Many people are of the opinion the route change was the result of a significant "investment", or "contribution" by a developer along the original utility corridor route. Does the FRA condone bribery as an acceptable route selection methodology? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to BA-3, BA-7, BA-8 and NE-1.
Frank Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: It is evident to me that the FRA, AECOM, other FRA contractors and consultants, seven other cooperating Federal Agencies and their contractors and consultants have produced and issued the bulk of the Draft Environmental Impact Study and have expended Federal funds on behalf of the "privately funded" Texas Central Railways/Texas Central Partners. Would any other "privately funded" project have a Draft EIS prepared for them by the Federal Government? I doubt it. Does the FRA intend to seek reimbursement from Texas Central Railways/Texas Central Partners for all Federal Funds expended on their behalf for producing and issuing the Draft EIS? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NE-1 and NE-5.
Frank Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: The Houston to Dallas High Speed Rail Project affects me as a taxpayer because I believe it is not "financially sustainable and that I, as a taxpayer, will end up bailing it out.	Refer to GN-3 and NE-1.

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			<p>The Draft EIS states that High Speed Rail must be financially sustainable. So reconcile this. From the Draft EIS and the "ultimate configuration of the project": 6 each 600 passenger trains per hour each way during peak hours 4 each 400 passenger trains per hour each way during off peak hours Peak vs Off Peak not defined Operating hours 5:30 am to 11:30 pm. 18 hours Seven days per week Case 1 based on: 12 hours peak and 6 off peak Peak, 12 trains X 12 hours X 400 seats = 57600 seats Off Peak, 8 trains X 6 Hours X 400 seats = 19200 seats Total seats per day = 76800 80% occupancy = 61440 passengers Passengers per year = 22,425,600 Case 2 based on: 6 hours peak and 12 off peak Peak, 12 trains x 6 hours x 400 seats = 28800 seats Off peak 8 trains x 12 hours x 400 seats = 38400 seats Total seats per day = 67200 80% occupancy = 53760 passengers Passengers per year = 19,622,400 Assuming that Texas Central Rail should be operating at "the ultimate configuration of the project" by 2035 please explain the difference between the passengers per year figures above and the Reason Foundation's for 2035 of: 1,401,491 To get close to this number the trains in Case 2 would have to run at under 6% occupancy. This does not equate to "financially sustainable". I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	
Frank Comly	2/6/2018	Handwritten	<p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: Viability of Saddle Creek Forest Saddle Creek Forest is not mentioned in the Draft EIS, one of our privately roads, Plantation Drive, is. The High Speed Rail route cuts off the eastern end of our community. It will send 12 trains per hour through our community at 200 MPH and at 95 decibels with each train. The Draft EIS does not address whether a gated community with privately maintained roads, bridges, drainages, lakes, parks, and recreational facilities will be "financially sustainable" after High Speed Rail essentially makes 20% of it uninhabitable. If Saddle Creek Forest is not "financially sustainable" then I will be deprived of the security, the stability Of a well governed Property Owners Association and other amenities that caused me to pay 8 to 10 times the going acreage rates for the properties I built a home on. I will demand a significant decrease in my assessed value that will affect tax revenues to Waller and Grimes Counties and Waller ISD. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	Refer to VA-1 and LU-3.
Frank Comly	2/6/2018	Handwritten	<p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: FRA FAILED TO COORDINATE WITH LOCAL GOVERNMENT Despite two written requests dated 14, 2014 and July 6, 2015 from the Waller County Sub-Regional Planning Commission ("WCSRPC"), the FRA failed to coordinate with any local government in Waller County "prior to identifying the alternative alignments to be evaluated in the draft EIS" as FRA stated it would do on Page 24 Of the Scoping Report that released by the FRA in April Of 2015. The WCSRPC is a sub-regional planning commission formed for the purposes Of planning future development Of our community and is comprised of officials from several municipalities in County, in addition to Waller County itself and two of its school districts. Without this coordination there is no way to ensure that impacts to the local community are properly analyzed and conflicts with local plans are resolved. FRA has also erred in identifying WCSRPC as a "public stakeholder" and not a political subdivision of the state of Texas. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of meetings, and the FRA has failed to address these impacts in the Draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	Refer to PI-1.
Frank Comly	2/6/2018	Handwritten	<p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: Economic Impact On Property Values And Tax Base Of Waller County (A Historical Minority Population County) The proposed alignment of HSR will run through a portion of Waller County that is currently experiencing a high rate of residential development. As a result, areas that could be impacted are areas that have and should continue to see high increases in property values due to positive development taking place in these areas, including high-end residential. This project will create obsolescence that will negatively impact the property values in Waller County. Bankers heavily discount property values in situations like this, which destroys the market value of all properties. Because Of this loss in value; it will decrease and will cause WISD to lose \$3.6 million annual revenue, 1.8 million will be lost to the Municipal Management District discussed in NO. 2 above, City of Waller will lose 1.3 million and property tax collected by the county appraiser will be reduced between 279,000 to \$1.6 million annually from developments that will be ruined by the train through or near them. The HSR will prevent the highest and best use of hundreds of properties throughout Waller and Harris Counties where the area is experiencing some of the fastest growth in the state. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are to the citizens who pay the taxes. This results in a disparate impact on Waller County, which has a majority minority population. These issues were brought to the attention of the FRA by the Texas Department Of Transportation as a result of coordination meetings, and FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	Refer to EJ-1, NV-5, PN-3, PN-5, SC-19, SS-1 and VA-1.

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Frank Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: FEASIBILITY OF PROPOSED HIGH SPEED RAIL A recent study entitled, "Texas High Speed Rail: Caution Ahead" by Baruch Feigenbaum, the Assistant Director of Transportation Policy at the Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 million a year, and that TCR has severely underestimated the costs to build the project and the overestimated the projected ridership. The Report stated, "We truly hope that high-speed rail because a reality in the United States, and we would prefer that it be developed and implemented by the private sector," writes Feignbaum. "However, based on our experience and analysis we are concerned that Texas Central's project will fail so spectacularly that privately financed U.S. high speed rail lines may never be given a second chance." Given the irreversible impacts this project could have on our community, we should not building a project that does not meet feasibility requirements under NEPA and other federal laws. In effect, this project will either become a burden on taxpayers in terms of subsidies, or a bridge to nowhere... I propose that the only viable alternative would be that the NO BUILD option be chosen in the Final Environmental Impact Statement.	Refer to AQ-7, GN-2, GN-3, GN-4, NE-1 and SC-22.
Frank Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: Local Environmental Impact include the Spring Creek Watershed where five cross the track of the HSR. This watershed will be directly impacted by the train and track depending how it's built. Tropical Allison, the Tax Day the flooding event in May of 2016, and Hurricane Harvey have shown that if any impediments to water flow through the watershed, the area will experience major flooding and damage to property if the track is properly studied and engineered. This issue was brought to the attention of the FRA by the Teas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the Final Environmental Impact Statement.	Refer to FP-1, WW-1, WW-2 and WW-8.
Frank Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMPACT ON WATER G & W Water is the supplier of potable water for northern Waller county and southern Grimes County. They recently obtained funding and built a new water tower and the proposed train route falls directly on top of it. This issue was brought to the of the FRA by die Texas Department Of Transportation as a result of coordination and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to EU-2.
Frank Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: I started reviewing the Draft EIS several weeks ago. I have not seen or found detailed descriptions of how County and State road intersections are being crossed, how long, if at all, the intersecting road will be closed or whether the road will be closed permanently. Since the FRA has refused to coordinate with local governments and local planning commissions in violation of NEPA, please provide detailed descriptions of crossings at road intersections, duration of road closures at intersections and permanent road closures at intersections. Please also provide a list of County and State roads that may be closed for construction use only. I propose that the only viable alternative would be that the NO BUILD option be chosen In the final Environmental Impact Statement	Refer to PI-1, TR-6 and TR-8.
Frank Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: IMPACT ON FLOODING AND DRAINAGE Local Environmental Impact include the Spring Creek Watershed where five will cross the track Of the HSR. This watershed will be directly	Refer to FP-1, SS-17, WW-1, WW-2 and WW-8.

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			impacted by the track depending how it's built. Tropical Storm Allison, the Tax Day Floods, the flooding event in May of 2016, and Hurricane Harvey have shown that if any impediments to flow occur through the watershed, the area will experience major flooding and damage to property if the track is not properly studied and engineered. This issue was brought to the attention Of the FRA by the Texas Department Of Transportation as a result Of coordination meetings, and the FRA has failed to address these impacts in die draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.	
Frank Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMPACT ON G&W Water G & W Water is the supplier of potable water for northern Waller county and southern Grimes County. They recently obtained funding built a new tower and the proposed train route falls directly top of it. This issue was brought to the attention ff the FRA by the Texas Department Of Transportation as a result of coordination meetings, FRA has faded to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to EU-2.
Frank Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: IMPACTS ON HISTORICAL SITES At the coordination meeting with TXDOT on about Februuy 9, 2016, Mr. Rick Welch and Tom Gleason discussed historical significant locations and objects and cultral resources within Waller County and the location where rail is selected to traverse. Mr. Welch told of Benaiah "Yankee" Jones, III, born in Massachusetts in 1795 and moved to Texas in the 1830's to early 1840's. He ended up in the area that is now northeast Waller County where he bought 1,100 acres. On this land, he built a stage coach Inn that became a famous stage coach route that is still visible today in the Kickapoo Preserve. Jones and his family are also buried on the family cemetery located in Kickapoo Preserve. HC-4 runs right over this land and very close, if not directly over this old Inn and Stage Coach site and cemetery. When Kickapoo Preserve was established, they were required to perform archeological survey, which produced the "Kickapoo Archeological Survey Rqort of 2010." For this report, the developer was required to obtain an Army Corps Of Engineers Section 4 Permit. This report revealed four sites and two sites considered for inclusion in the National Register of Historical Places-Mr. Welch has historical maps indicating historical boundaries, roads, stage coach routes, written historic interviews of "Old timers,"and all the historical sites on the Kickapoo Preserve. These documents show where the sites were for historical Stage Coach Road that was created between the 1830's and 1840's that from in the town Of (now Houston) and went northwest through Mr. Jones' lard These are all historical sites that should not be destroyed by the HSR All ofthis information was provided. All Of this information was brought to the attention of the FRA by the Texas Department of Transportatim as a result of coordination meetings, and the FRA has to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to CR-2 and CR-9.
Frank Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: IMPACT ON HEWLETT PACKARD DATA CENTER One more major impact will be on the Hewlett Packard Data Center facility, which houses 1500 servers that will be within 1000 feet of the HC-4 route. When notified of the route, HP's management team and legal department stated: "Hewlett Packard Enterprise is currently not in a position to approve or disapprove the proposed route... however... the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property. If we determine that is the case, then we would have no choice, but to vigorously oppose this proposed route." This issue was brought to the attention of the FRA by TxDOT as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SC-11.
Frank Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT The proposed alignment will run through a large portion of Waller ISD's district, which could negatively impact bus routes, which may cause Waller ISD to purchase additional school buses to transport students and accommodate delays due to county and private roads being impacted and/or by the proposed HSR project. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SC-5.
Frank Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: IMPACT ON KICKAPOO PRESERVE Kickapoo Preserve is a high-end development for 500 new homes for Daiken/Goodman employees that is under construction development. The proposed alignment will be just west of homes that are currently occupied and others that are under construction and others that are for	Refer to SC-12.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

Submitted By	Date Submitted	Submission Type	Comment	Response
			sale. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Frank Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMPACT ON KATY PRAIRIE CONSERVANCY Katy Prairie Conservancy owns the Warren Ranch, a 6400 acre preserve that provides essential habitat for migratory birds and is designated as a Global Important Bird Area. Warren Ranch is a critical part of the Katy Prairie Preserve, a vast collection of protected properties owned or managed by the nonprofit land trust Katy Prairie Conservancy (KPC). KPC is diligently working to protect this land for generations to come. The prairie is a biologically diverse powerhouse with more than 300 of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one mile of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important exist that will be directly or indirectly affected by a HSR corridor. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to RF-4, NR-2 and WW-9. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Frank Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and oanas for the following reason: FAA FAILED TO PERFORM A PROGAMMATIC ANALYSIS FOR THE EIS The Federal Rail Administration (FAA) has Improperly selected one build alternative (Utility Corridor) and one alignment (HC-4) through Waller County without conducting the necessary comparative analysis of alternatives pursuant to NEPA. Specifically, we are requesting that your agency call upon the FRA to step back and conduct a programmatic EIS for the four build corridors (BNSF, UPRR, 1-45, Utility) that met the "Purpose and Need" of the project Identified In the Corridor Alternatives Analysis Technical Report (August 2015). Doing so Is the only way that the FAA can fulfill Its responsibility to advance an alternative that resolves the conflicts the project creates in Waller County. (40 C.F.R. Â§ 1501.2(c)). This Issue was brought to the attention of the FAA by the Texas Department of Transportation as a result of coordination meetings, and the FAA has failed to address these Impacts In the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen In the final Environmental Impact Statement.	Refer to BA-6, BA-7, BA-8, BA-9, BA-10, LU-4, NE-1, PN-3 and PI-1.
Frank Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: IMPACTS ON QUALITY OF LIFE Quality' Of Life issues include people living within noise and vibration distance, as well as, sight, particularly if the train track is elevated Depending on location and of back, there will be loss of disposable income for the increase in travel time because will not want to live within five to ten miles of train track causing them to spend time driving longer distances. Mr. T. J. Johnson, President of the County Advocacy Group, estimates quality of life spent driving behind the wheel of their be reduced by 5,000 man-hours per year for residents in Waller County and cost additional loss of disposable income up to \$3 million. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a of coordination meetings and the FRA has failed address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to AS-1, NV-1, NV-5, TR-6 and TR-8.
Frank Comly	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest and Six Pines -- all developments for nearly 500 homes, 50 of which have already been built with four or five more in the works are all not cancelled because of the route. The HC-4 route travels right through the developments and destroys the economic viability of them and the value of everyone's property. Also, within these developments are four horse riding trails that the train will cross. This will destroy any viability of the equestrian facility and create dangerous situations for anyone riding in the area, especially children. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD be chosen in the final Environmental Impact Statement.	Refer to LU-3, RF-1 and VA-1.
Frank Comly	2/6/2018	Email	The proposed alignment will impact all future roads and thoroughfares through the northern portion Of the County. Dozens of roads planned, but none will be able to be completed if the train cuts through stifling all future economic development in that are This issue was brought to the attentim of the FRA by Texas Department Of Transportation as a result of meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to PI-1 and TR-8.
Frank Comly	2/6/2018	Email	At the coordination meeting with TXDOT on or about February 9, 2016, Mr. Rick Welch I'.and Tom Gleason discussed historical locations and objects and cultural resources within and the location where the rail is selected to traverse. Mr. Welch told of Benaiah "Yankee" Jones, III, born in Massachusetts in 1795 and moved to I' Texas in the 1830's to early 1840's. He ended up in the area that is now northeast Waller	Refer to CR-2 and CR-9.

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			County where he bought 1,100 acres. On this land, he built a stage coach Inn that became a famous stage coach route that is still visible today in the Kickapoo Preserve. Jones and his family are also buried on the family cemetery located in the Kickapoo Preserve. HC-4 runs right over this land and very close, if not directly over the old inn and Stage Coach site and cemetery. When the Kickapoo Preserve was established they were required to perform an archeological survey, which produced the "Kickapoo Archeological Survey Report of April 2010." For this report, the developer was required to obtain an Army Corps of Engineers Section 4 Permit. This report revealed four archeological sites and two pre-historic/historic sites considered for inclusion in the National Register of Historical Places. Mr. Welch has historical maps indicating historical boundaries, roads, stagecoach routes, written historic interviews of "old timers," and all historical sites in the Kickapoo Preserve. These documents show where the sites were for historical Stage Coach Road that was created between 1830's and 1840's that came from in the original town of Harrisburg (now Houston) and went northwest through Mr. Jones' land. These are all historical sites that should not be destroyed by the HSR. All of this information was provided.	
Frank Comly	2/6/2018	Email	Dear Mr. Wright I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMPACT ON HEWLETT PACKARD DATA CENTER One more major impact will be on the Hewlett Packard Data Center facility, which houses 1,500 servers that will be within 1,000 feet of the HC-4 route. When notified of the route, HP's management team and legal department stated: "Hewlett Packard Enterprise is currently not in a position to approve or disapprove the proposed route. However, the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property. If we determine that this is the case, then we would have no choice but to vigorously oppose the proposed route." This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SC-11.
Frank Comly	2/6/2018	Email	Dear Mr. Wright, I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason: IMPACT ON KICKAPOO PRESERVE Kickapoo Preserve is a high-end development for 500 new homes for Daiken/Goodman employees that is under construction development. The proposed alignment will be just west of homes that are currently occupied and others that are under construction and other that are for sale. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to LU-4 and SC-12.
Frank Comly	2/6/2018	Email	Quality Of Life issues include living within noise and vibration distance, as well as, sight, particularly if the train track is elevated Depending on location and height of track, there will be loss Of disposable income for the increase in travel time because people will not want to live within five to ten miles Of the train track causing them to spend more time driving longer distances. Mr. T. J. Johnson, President Of the Waller County Advocacy Group, estimates quality Of life spent driving behind the wheel of their vehicles will be reduced by 5,000 man-hours per year for residents in Waller County and cost additional loss Of disposable income up to \$3 million. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I ONLY be tW BULD be final Environmental	Refer to AS-1, NV-1, NV-5, TR-6 and TR-8.
Frank Comly	2/6/2018	Email	IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY Saddle Creek Forest, Plantation Forest Oak Hollow, Remington Forest and Six Pines -- all developments for nearly 500 homes, 50 of which have already been built with four or five more in the works are all now cancelled because of the route. The HC-4 route travels right through the developments and destroys the economic viability of them and the value of everyone's property.	Refer to LU-3 and VA-1.
Frank Comly	2/6/2018	Email	IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY Saddle Creek Forest, Plantation Forest Oak Hollow, Remington Forest and Six Pines -- all developments for nearly 500 homes, 50 of which have already been built with four or five more in the works are all now cancelled because of the route. The HC-4 route travels right through the developments and destroys the economic viability of them and the value of everyone's property.	Refer to LU-3 and VA-1.
Frank Comly	2/6/2018	Email	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: On its website Texas Central Railways claims that it is a "railroad". Earlier information I printed out from TCR's website states: "TCR will not be the constructor of the railroad" "TCR will not be the owner, developer, implementer nor operator of the railroad." Following the completion or the environmental Impact study, TCR anticipates that privately funded development entities will assume responsibility for project's construction and the selection of an operator to manage the operation of the railway." Based on the quotes above from TCR documents: How can TCR claim to be a "railroad"?	Refer to GN-3 and NE-1.

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			How can the FRA buy into the "player be named later" ploy, particularly after The Reason Foundation report made fun of TCR's ridership figures, conversion figures construction costs and the overall feasibility of the project? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Frank Comly	2/6/2018	Email	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: The original Utility Corridor Route followed the Utility Corridor all the way to Texas Highway 290. Late In 2015 that route was changed to have the route veer off the Utility Corridor to the southwest after it crossed the Grimes/Waller county line. Many people are of the opinion the route change was the result of a significant "Investment, or "contribution" by a developer along the original Utility Corridor route. Does the FRA condone bribery as an acceptable route selection methodology?	Refer to BA-5 and BA-8.
Frank Comly	2/6/2018	Email	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: It is evident to me that the FRA, AECOM, other FRA contractors and consultants, seven other cooperating Federal Agencies and their contractors and consultants have produced and issued the bulk of the Draft Environmental Impact Study and have expended Federal funds on behalf of the "privately funded" Texas Central Railways/Texas Central Partners. Would any other "privately funded" project have a Draft EIS prepared for them by the Federal Government? I doubt it. Does the FRA intend to seek reimbursement from Texas Central Railways/ Texas Central Partners for all Federal Funds expended on their behalf for producing and issuing the Draft EIS?	Refer to NE-5.
Frank Comly	2/6/2018	Email	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: The Houston to Dallas High Speed Rail Project affects me as a taxpayer because I believe it is not "financially sustainable and that I, as a taxpayer, will end up bailing it out. The Draft EIS states that High Speed Rail must be financially sustainable. So reconcile this. From the Draft EIS and the "ultimate configuration of the project": 6 each 600 passenger trains per hour each way during peak hours 4 each 400 passenger trains per hour each way during off peak hours Peak vs Off Peak not defined Operating hours 5:30 am to 11:30 pm. 18 hours Seven days per week Case 1 based on: 12 hours peak and 6 off peak Peak, 12 trains X 12 hours X 400 seats = 57600 seats Off Peak, 8 trains X 6 Hours X 400 seats = 19200 seats Total seats per day = 76800 80% occupancy = 61440 passengers Passengers per year = 22,425,600 Case 2 based on: 6 hours peak and 12 off peak Peak, 12 trains x 6 hours x 400 seats = 28800 seats Off peak 8 trains x 12 hours x 400 seats = 38400 seats Total seats per day = 67200 80% occupancy - 53760 passengers Passengers per year = 19,622,400 Assuming that Texas Central Rail should be operating at "the ultimate configuration of the project" by 2035 please explain the difference between the passengers per year figures above and the Reason Foundation's for 2035 of: 1,401,491 To get close to this number the trains in Case 2 would have to run at under 6% occupancy. This does not equate to "financially sustainable". I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to GN-2, GN-3, GN-4 and NE-1.
Frank Comly	2/6/2018	Email	Dear Mr. Wright, I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: It is evident to me that the FRA, AECOM, other FRA contractors and consultants, seven other cooperating Federal Agencies and their contractors and consultants have produced and issued the bulk of the Draft Environmental Impact Study and have expended Federal funds on behalf of the "privately funded" Texas Central Railways/Texas Central Partners. Would any other "privately funded" project have a Draft EIS prepared for them by the Federal Government? I doubt it. Does the FRA intend to seek reimbursement from Texas Central Railways/Texas Central Partners for all the Federal Funds expended on their behalf for producing and issuing the Draft EIS? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to GN-4, NE-1 and NE-5.
Frank Comly	2/6/2018	Email	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: The Houston to Dallas High Speed Rail Project affects me as a taxpayer because I believe it is not "financially sustainable and that I, as a taxpayer, will end up bailing it out. The Draft EIS states that High Speed Rail must be financially sustainable. So reconcile this. From the Draft EIS and the "ultimate configuration of the project": 6 each 600 passenger trains per hour each way during peak hours 4 each 400 passenger trains per hour each way during off peak hours Peak vs Off Peak not defined Operating hours 5:30 am to 11:30 pm. 18 hours Seven days per week Case 1 based on: 12 hours peak and 6 off peak Peak, 12 trains X 12 hours X 400 seats = 57600 seats Off Peak, 8 trains X 6 Hours X 400 seats = 19200 seats Total seats per day = 76800 80% occupancy = 61440 passengers Passengers per year = 22,425,600 Case 2 based on: 6 hours peak and 12 off peak Peak, 12 trains x 6 hours x 400 seats = 28800 seats Off peak 8 trains x 12 hours x 400 seats = 38400 seats Total seats per day = 67200 80% occupancy - 53760 passengers Passengers per year = 19,622,400 Assuming that Texas Central Rail should be operating at "the ultimate configuration of the project" by 2035 please explain the difference between the passengers per year figures above and the Reason Foundation's for 2035 of: 1,401,491 To get close to this number the trains in Case 2 would have to run at under 6% occupancy. This does not equate to "financially sustainable". I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to GN-2, GN-3, GN-4 and NE-1.
Frank Comly	2/6/2018	Email	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: IMPACT ON ECONOMIC DEVELOPMENT The proposed alignment will impact all future road and thoroughfares through the northern portion of the County. Dozens of	Refer to BA-4 and SC-13.

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			roads are planned, but none will be able to be completed if the train cuts through stifling all future economic development in that area. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option should be chosen in the final Environmental Impact Statement.	
Frank Comly	2/6/2018	Email	Dear Mr. Wright, I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: Recreational and Sport duck hunting will be directly affected by any noise, vibration and possible 96 trains running through the area. The route cuts through the north end of one of the major wetlands in the region where duck hunting is vital to the economy and where water fowl and their hunting will be diminished, if not destroyed by a high speed train. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NR-1, NR-2, RF-2 and WW-2.
Frank Comly	2/6/2018	Email	Dear Mr. Wright, I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMPACT ON HEWLETT PACKARD DATA CENTER One more major impact will be on the Hewlett Packard Data Center facility, which houses 1,500 servers that will be within 1,000 feet of the HC-4 route. When notified of the route, HP's management team and legal department stated: "Hewlett Packard Enterprise is currently not in a position to approve or disapprove the proposed route...However...the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property. If we determine that is the case, then we would have no choice, but to vigorously oppose this proposed route. " This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SC-11.
Frank Comly	2/6/2018	Email	Dear Mr. Wright, I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMPACT ON KICKAPOO PRESERVE Kickapoo Preserve is a high-end development for 500 new homes for Daiken/Goodman employees that is under construction development. The proposed alignment will be just west of homes that are currently occupied and others that are under construction and other that are for sale. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to LU-4.
Frank Comly	2/6/2018	Website	I started reviewing the Draft EIS several weeks ago. I have not seen or found detailed descriptions of how County and State road intersections are being crossed, how long, if at all, the intersecting road will be closed or whether the road will be closed permanently. Since the FRA has refused to coordinate with local governments and local planning commissions in violation of NEPA, please provide detailed descriptions of crossings at road intersections, duration of road closures at intersections and permanent road closures at intersections. Please also provide a list of County and State roads that may be closed for construction use only.	Refer to PI-1, TR-6 and TR-8.
Frank Comly	2/6/2018	Website	I started reviewing the Draft EIS several weeks ago. I have not seen or found detailed descriptions of how County and State road intersections are being crossed, how long, if at all, the intersecting road will be closed or whether the road will be closed permanently. Since the FAA has refused to coordinate with local governments and local planning commissions in violation of NEPA, please provide detailed descriptions of crossings at road intersections, duration of road closures at intersections and permanent road closures at intersections. Please also provide a list of County and State roads that may be closed for construction use only.	Refer to PI-1, TR-6 and TR-8.
Frank Comly	2/9/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: IMPACT ON ECONOMIC DEVELOPMENT The proposed alignment will impact all future road and thoroughfares through the northern portion of the County. Dozens of roads are planned, but none will be able to be completed if the train cuts through stifling all future economic development in that area. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SC-13.
Frank Comly	2/9/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF WALLER COUNTY (A HISTORICAL MINORITY POPULATION COUNTY) The proposed alignment of the HSR will run through a portion of Waller County that is currently experienced a high rate of commercial and residential development. As a result, the areas that could be impacted are areas that have and should continue to see high increases in	Refer to EJ-1 and VA-1.

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			<p>property valuations due to positive development taking place in these areas, including high-end residential development. This project will create an obsolescence that will negatively impact the property values in Waller County. Bankers and appraisers heavily discount property values in situations like this, which destroys the market value of all properties. Because of this loss in value, ad valorem taxation will decrease causing WISD to lose \$3.6 million in annual revenue, \$1.8 million will be lost to the Municipal Management District discussed in No.2 above, the City Waller will lose \$1.3 million and property tax collection by the county appraiser will be reduced by between \$279,000 to \$1.6 million annually from developments that will be ruined by the train passing through or near them. The HSR will prevent the highest and best use of hundreds of properties throughout Waller and Harris Counties where the area is experiencing some of the fastest growth in the state. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. This results in a disparate impact on Waller County, which has a majority minority population. These issues were brought to the attention of the FRA by the Texas Department of Transportation as a Result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.</p> <p>I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	
Frank Comly	2/9/2018	Website	<p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reasons: IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO.2 The Waller Harris Emergency Services District No.200 ("ESD") provides emergency services throughout the impacted area of the proposed alignment of the High Speed Rail. These services could be negatively impacted by the HSR line, due to its potential impact on county and private roads, many of which are used for emergency vehicles that now service the District and provide an 8-minute response time. The HSR will disrupt this service and increase the response time to dangerous and unacceptable levels. The District is funded with ad valorem taxation and any diminution of value due to the HSR will cause a tax increase to cover expenses and budgets. Each fire department cost \$4.5 million for the building and staffing. An ambulance cost \$300,000 and staff is needed 24/7 for 365 days. New Fire stations and emergency services will be needed should the HSR divide the district. However, currently the District cannot prepare for this and other needs because of the FRA's actions. Right now, the District has 10 fire departments and will need more if the HSR is built. The District is also very concerned with catastrophic accidents that may occur from an HSR accident. Hundreds of ambulances, life flights, and emergency services will be needed and the District will not be able to handle this type of emergency. This will place an undue burden on the District. To date there has been no discussion with the FRA as to how they will resolve these conflicts. This issue was brought to the attention of the FRA by Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.</p> <p>I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	Refer to SS-12, SS-18, SS-23 and SS-26.
Frank Comly	2/9/2018	Website	<p>FEASIBILITY OF PROPOSED HIGH SPEED RAIL A recent study entitled, "Texas High Speed Rail: Caution Ahead" by Baruch Feigenbaum, the Assistant Director of Transportation Policy at the Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 million a year, and that TCR has severely underestimated the cost to build the project and the overestimated the projected ridership. The Report stated: "We truly hope that high-speed rail becomes a reality in the United States, and we would prefer that it be developed and implemented by the private sector," writes Feigenbaum. "However, based on our experience and analysis we are concerned that Texas Central's project will fail so spectacularly that privately financed U.S. high-speed rail lines may never be given a second chance." Given the irreversible impacts this project could have on our community, we should not building a project that does not meet feasibility requirements under NEPA and other federal laws. In effect, this project will either become a burden on taxpayers in terms of subsidies, or a bridge to nowhere...</p> <p>I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	Refer to GN-3.
Frank Comly	2/9/2018	Website	<p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMPACT ON FLOODING AND DRAINAGE Local Environmental Impact include the Spring Creek Watershed where five creeks will cross the track of the HSR. This watershed will be directly impacted by the train and the track depending on how it's built. Tropical Storm Allison, the Tax Day Floods, the flooding event in May 2016, and Hurricane Harvey have shown that if any impediments to water flow occur through the watershed, the area will experience major flooding and damage to property if the track is not properly studied and engineered. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.</p> <p>I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement</p>	Refer to FP-1, SS-17, WW-1, WW-2 and WW-8.
Frank Comly	2/9/2018	Website	<p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMPACT ON G&W WATER G & W Water is the supplier of potable water for northern Waller county and southern Grimes County. They recently obtained funding and built a new water tower and the proposed train route falls directly on top of it. This issue was brought to the attention of the FRA by the</p>	Refer to EU-2.

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			Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Frank Comly	2/9/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: IMPACTS ON HISTORICAL SITES At the coordination meeting with TXDOT on or about February 9, 2016, Mr. Rick Welch and Tom Gleason discussed historical significant locations and objects and cultural resources within Waller County and the locations and objects and cultural resources within Waller County and the locations where the rail is selected to traverse. Mr. Welch told of Benaiah "Yankee" Jones, III, born in Massachusetts in 1795 and moved to Texas in the 1830's to early 1840's. He ended up in the area that is now northeast Waller County where he bought 1,100 acres. On this land, he built a stage coach Inn that became a famous stage coach route that is still visible today in the Kickapoo Preserve. Jones and his family are also buried on the family cemetery located in the Kickapoo Preserve. HC-4 runs right over this land and very close, if not directly over this old Inn and Stage Coach site and cemetery. When Kickapoo Preserve was established, they were required to perform an archeological survey, which produced the "Kickapoo Archeological Survey of April, 2010." For this report, the developer was required to obtain an Army Corps of Engineers Section 4 Permit. This report revealed four archeological sites and two pre-historic sites considered for inclusion in the National Register of Historical Places. Mr Welch has historical maps indicating historical boundaries, roads, stage coach routes, written historic interviews of "old timers," and all the historical sites on the Kickapoo Preserve. These documents show where the sites were for historical Stage Coach Road that was created between the 1830's and 1840's that came from in the original town of Harrisburg (now Houston) and went northwest through Mr. Jones' land. These are all historical sites that should not be destroyed by the HSR. All of this information was provided. All of this information was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the Environmental Impact Statement.	Refer to CR-2 and CR-9.
Frank Comly	2/9/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: FRA FAILED TO PERFORM A PROGRAMMATIC ANALYSIS FOR THE EIS The Federal Rail Administration (FRA) has improperly selected one build alternative (Utility Corridor) and one alignment (HC-4) through Waller County without conducting the necessary comparative analysis of alternatives pursuant to NEPA. Specifically, we are requesting that your agency call upon the FRA to step back and conduct a programmatic EIS for the four corridors (BNSF, UPRR, I-45, Utility) that met the "proposed and Need" of the project identified in the Corridor Alternative Analysis Technical Report (August 2015). Doing so is the only way that the FRA can fulfill its responsibility to advance an alternative that resolves the conflicts the project creates in Waller County. (40 C.F.R. 1501.2 (c)). This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to BA-3, BA-5, BA-6, BA-8, BA-9, BA-10 and NE-1.
Frank Comly	2/6/2018	Handwritten	The Federal Rail Administration (FAA) has Improperly selected one build alternative (Utility Corridor) and one alignment (HC-4) through Waller County without conducting the necessary comparative analysis of alternatives pursuant to NEPA. Specifically, we are requesting that your agency call upon the FRA to step back and conduct a programmatic EIS for the four build corridors (BNSF, UPRR, 1-45, Utility) that met the "Purpose and Need" of the project Identified In the Corridor Alternatives Analysis Technical Report (August 2015). Doing so is the only way that the FAA can fulfill its responsibility to advance an alternative that resolves the conflicts the project creates in Waller County. (40 C.F.R. § 1501.2(c)). This Issue was brought to the attention of the FAA by the Texas Department of Transportation as a result of coordination meetings, and the FAA has failed to address these Impacts In the draft EIS.	Refer to BA-5.
Guest Comments	3/1/2018	Website	I am writing to voice my concerns over the proposed route of the Dallas-Houston HSR project. I am an environmental scientist/engineer with over 30 years of experience in environmental investigations involving soil, groundwater, noise, and air issues. It appears that the proposed route will bisect the Morgan Creek Legacy Farm located near the intersection of Highways 709 and 3194 in Navarro County. I have been a guest at the Morgan Creek Legacy Farm on several occasions along with guests from across the USA and Canada, Australia, and Japan. The Morgan Farm lies in a pastoral setting, with beautiful vistas and abundant wildlife. The Morgan family makes the facilities on the farm available to a wide variety of visitors from all over the world. It is a wonderful place to relax and recreate. It appears that grading the planned right-of-way through the Morgan Farm to below the existing current elevation will be necessary to lay the tracks. This will change the direction of precipitation run-off and impact the existing bodies of water and wetlands on the farm. As such, the impact of running a high-speed railway through the farm would be a threat to the wildlife on the farm, an eyesore and would destroy the aesthetic beauty of the place. There is an electric power substation on the adjoining property northeast of the farm and a northwest to southeast power line right-of-way which runs from the Huntsville area up to the southern part of the Dallas-Ft. Worth metroplex. It would make much more sense to take advantage of this existing thoroughfare than to forcibly create new one by the taking of property by eminent domain and destroying the Morgan farm in the process. The use of this existing right-of-way should be given priority consideration in your deliberations.	Refer to LU-5, WW-1 and WW-2.

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Dora Compis	3/9/2018	Website	I think you have way over estimated the usage this train is going to get. This is not the East Coast. Texans love their cars & trucks. Why would I drive to the train station in Houston, pay to park my car, ride the train to Dallas which will cost much more than a tank of gas to get there, then pay to rent a car in Dallas. All this for a long weekend or a business trip? I don't think so. I wouldn't be able to stop at Bucee's or Corsicana Russell Stover outlet. As a public, I don't feel we have been informed about the laws and changes that are going to happen. I've heard things like the rail will take 2 miles wide property strip of land. That even though the train won't stop in your county, the county will have to pay to maintain the access roads, but yet you can't use them. My Dad & his family are buried in Oxford Cemetery and my Mother and her family are buried in Ten Mile Cemetery. I was told that both cemeteries would be relocated. Texas is going to build the train, but then Japan will own it and run it. Really? This whole thing sounds shady like someone is trying to make a lot of money by screwing the little guy	Refer to CR-1, GN-2, GN-4, GN-5, GN-7, LU-14, PN-3 and TR-7.
James Compis	2/5/2018	Oral	I am James Compis and I am totally against this rail coming through and I married in the family here and i€s going to affect our lancl lfs not through our land but it's pretty close. I had a spot in Oxford Cemetery and this thing is going to go right over that. But even if it didn't go cnerhead, this is a land grab and I agree with everything everyone's been saying here tonight These people really need to listen to us; we don't need rail here. It's going to be a big bust just like Metro rail is in Houston: ifyou've ever ridden on that. The thing is empty. That's not the way people operate; that's not the way they travel. And if they travel, they travel with friends or meet friends along the way uth their personal possessions. Don't take our land. It's going to be a big bust and you're just going to destroy it: you're going to destroy a lot of people lives and stuff like that. So please heecl Thank you.	Refer to CR-1.
Jon Compis	3/9/2018	Email	<p>I would like to thank you again for the time you spent with me last Monday at the meeting on Texas Central. I had told you I wanted to send you a presentation that outlines my concerns with this project. I have decided that since it was not finished and unpublished, I will send you a list of question from the presentation instead. I know that many of the questions do not pertain to the EIS, but I am sending them anyway. I am hoping that you would be kind enough to answer those question with information on; at what point in this process these issues will be addressed and to whom or what agency I would direct the particular question (to the best of your knowledge). This would bevery helpful to me in the near future. Also, I will notify you by email when I publish the presentation(s). Thank You for your kindness and interest, Jon Compis</p> <p>I am concerned about how the Texas Central's Bullet Train project will impact our regional flooding problem. How will the ground preparation along TC's ROW affect flooding in our region? What effect will the on grade separated berms have on flooding in our region? Will the land (ROW) that the viaduct structures are built upon (which support the elevated bullet train) be a raised foundation (higher than the adjacent land)? If so, how does TC's raised foundation design handle rain water runoff and will it block or hinder the natural drainage flow of rainwater across the landscape? Can the approximately 50 feet wide by 70 miles long ROW (strip of land) between the Northwest Mall Site and Roans Prairie also be engineered for flood control? Can detention ponds be built along TC's ROW, such as within the adjacent highvoltage transmission line ROW (HVTLROW) or along the Hempstead corridor? Even though TC will be building their bullet train on a strip of land (ROW) that is approximately 50 feet wide should they adhere to the same flood control regulations that apply to developers, such as in Harris County? Or, will TC's project be grandfathered as respects to flood control and we miss out on a flood control opportunity? Will TC's route interfere with HCFCD's or any other proposed floodcontrol solutions for the Cypress Creek Overflow problem? (Search for: HCFCD's 2015 "Cypress Creek Overflow Management Plan"). I am concerned about how the Texas Central's Bullet Train project will impact Katy Prairie Conservancy land (see: katyprairie.org/bullettrain). Even though TC's ROW brushes the northern edge of the Katy Prairie Conservancy property, how will it impact this sensitive wildlife area? Can TC design the section of the bullet train that passed the Katy Prairie Conservancy property in a way that would reduce sound and vibrations? I am concerned about how the Texas Central's design will affect future mass transit in the Houston Metro. Will TC's design allow for future commuter rail or light rail crossing its path between the Houston Termination Station and the Brazos Valley Station? Will TC's design allow for the Houston Termination Station and the Brazos Valley Station sites to host future commuter rail and light rail stations? I think that the Roans Prairie location for the Brazos Valley Station is not the best suited location for TxDOT's current and future highway</p>	<p>Refer to FP-1, TR-2, TR-5, WW-1 and WW-2. Hydrology, hydraulics, and drainage, including detention basins, are discussed in TCRR Final Conceptual Engineering Design and Constructability Reports, Appendix F, Section 13. The project will abide by and comply with all floodplain and floodplain management regulations including the National Flood Insurance Act, Department of Transportation Order 5650.2, Executive Order 11988, Executive Order 13690 and obtaining a floodplain development permit. Design of the Project would account for existing flood management plans.</p>

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			network in the region. SH 105 is a better choice for future growth. How will the Houston Termination Station and the Brazos Valley Station affect local traffic? Can the surface roadways and highways feeding in/out of the area handle the increased traffic that will come with the station(s)?	
Jon Compis	3/9/2018	Email	I think that the Roans Prairie location for the Brazos Valley Station is not the best suited location for TxDOT's current and future highway network in the region. SH 105 is a better choice for future growth.	Refer to GN-7.
Tom Compson	2/22/2018	Website	I support the proposed TCR project, with the important proviso that convenient, reliable, frequent transit connections, preferably light rail, be created between the proposed Houston terminus at or near the Northwest Mall and key business centers, including Downtown (and the Amtrak station located there), Uptown/Galleria and the Energy Corridor. Texans need and deserve high speed rail as an economic, safe, reliable alternative to driving and flying between major regional urban centers on increasingly congested highways and airlines. TCR will provide a critical passenger rail link between the two largest, fastest growing urban areas in Texas and can also integrate with Amtrak's national passenger rail network at each end. Transit is needed both for this integration as well as avoiding additional traffic burden on already overloaded highway systems in each city. Thank you for providing this opportunity to comment.	Refer to GN-6, GN-8, TR-3 and TR-4.
Kristen Comuzzi	2/17/2018	Website	I am firmly in support of this fantastic, progressive and long overdue mode of transportation-YES! to the high speed ELECTRIC train! Having lived in New York and abroad and travel frequently to cities where train travel is the preferred form of travel I can state emphatically- this is a momentous game changer for the state. Aside from train travel being an incredible, relaxing, efficient way to travel- it is great for the economy and GREAT for the environment. This electric (non polluting) train will pull countless numbers of vehicles that contribute to pollution-off the road in an area with poor air quality. My only comment is I would hope they invest in WIND energy to power the electricity- WIND energy from the great state of Texas- now that- is a WIN on all counts!	Comment noted.
Michael Condron	2/7/2018	Website	This project should NOT be approved and I will continue to voice my opinion here and with our elected officials. It's going to be too expensive for most, too much of a hassle for business people and a nuisance for a ton of people with houses nearby. It'll also add to the ongoing construction along 290 that never seems to end. Let's focus our resources and land on public transportation within our city. This project will be a huge mistake that will end up costing us taxpayers money. You'll kill any growth in the Cypress area.	Refer to GN-2, GN-4, NE-1, SC-3, TR-6 and VA-1. The proposed alignment through Cypress, TX is recommended as a grade separated corridor, entirely on viaduct along the existing SH 290 corridor. The Project's elevation would mitigate long-term impacts to traffic movement or infrastructure extension, and therefore would not physically restrict economic growth in the area.
Linda Coney	2/21/2018	Website	Please!!!!	Comment noted.
Roxanne Conrad	2/16/2018	Website	We NEED this train! Reliable travel between Dallas and Houston is a huge win for the state and will make our business community more efficient and profitable. I frequently travel between Fort Worth and Houston, and flying takes as much time as driving; it also means being unable to work effectively due to the transportation mode. High speed trains allow fast, efficient travel and much better work environments for businesspeople. The environmental impact of this will be reduced road traffic, which is a win for everyone ... and less crowding in the skies, too. Thank you for considering. Roxanne Conrad	Comment noted.
Matthew Converse	2/5/2018	Handwritten	This project is one of the most poorly thought out construction projects I have witnessed and that says a lot considering I live in Houston. There is zero benefit to Texans. TCR even said this will do nothing to assist our mass exodus problem except cause more road block. TCR has constantly lied to and threatened people to obtain surveys and positive remarks. They sunk so low to give away toy trains to get positive feedback. This DEIS is an absolute joke and is not lost on the general public. How piss poorly is it written? There is no time saved on travel and few to none will pay \$200 for a one way ticket, flying is cheaper. Who is going to pay for the road detours and construction, extra EMS and fire department personnel. Most counties in rural areas are far too poor for this. The list continues of how awful this project is and how detrimental it will be to Texan's way of life.	Refer to GN-1, PN-3, NE-1, NE-8, NE-9, PI-4, SC-3, SC-19, SS-18, SS-23 and SS-26. All roadway modifications required for the Project would be included in the Project's capital cost, to be paid by TCRR.
Roger Converse	2/7/2018	Website	This should be the first of many such High-Speed Train projects! Texas needs this to provide modern transportation for it's citizens! America will hopefully follow. This is a much better option that flight for many reasons. How about the need to conserve fuel and Air?	Comment noted.
Mare Coody	NA	Website	We are against the HS Rail. Do not build	Comment noted.
Heather Cook	3/5/2018	Oral	My name is Heather Cook, and I'm here on behalf of the Office of Congressman Ted Poe. Thank you, TCR, and to the FRA for scheduling this meeting. We appreciate it for this area. Congressman Ted Poe, who represents the 2nd Congressional District of Texas, would like to express his support for the Texas Bullet Train project and urge the FRA to expedite its review and approval. Congressman Poe is equally supportive of Northwest Mall location for the southern passenger station that's identified in the DEIS statement. Northwest Mall, which is in the 2nd Congressional District, is an ideal place to build a new transportation hub for travelers heading north to the Brazos Valley or to North Texas. It is near the junction of Highway 290 and Loop 610 in an underserved and underdeveloped part of the city. A project of this magnitude would be an economic driver for this area for generations, create new jobs, developments, and likely increasing property values. The station would	Comment noted.

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			have auxiliary benefits for constituents in other parts of town as well. It would help reduce traffic congestion on I-45, taking more automobiles off the road. In fact, the DEIS states the bullet train could take as many as 14,000 cars per day off of I-45, saving more than 81 million gallons of gas per year. This is an especially poignant point when you consider that Harris and Waller Counties are already air quality non-attainment status. There's simply not enough concrete to build enough highway lanes to keep up with all this growth. Another reason why Congressman Poe supports the Bullet Train its safety record. The Shinkansen bullet trains in Japan have moved more than 10 billion people in 53 years with zero fatalities. Unfortunately, highway fatalities along the I-45 corridor are much higher. Congressman Poe believes this project is a viable opportunity to relieve congestion along the route and to provide a safe and reliable alternative to I-45. Additionally, in Harris County, the train would be elevated and the train would be moving past any point in about 4 seconds. Finally, Congressman Poe supports the Texas Bullet Train because it will be a job creator today, tomorrow, and for decades to come. As has been mentioned, current projections show that the project could create 10,000 jobs during construction, and about 1,500 permanent jobs when operations begin. The need for this project is clear. According to the Texas Transportation Institute, I-45 will see an increase in vehicular traffic of more than 200 percent between Dallas and Houston by 2035, and current state and local transportation plans do not adequately address this growing population concern. This is exactly the kind of project Texas needs, and that's why Congressman Poe urges the FRA to expedite its review and approval process so that we can keep Texas moving into the future. Thank you.	
Kaila Cook	2/5/2018	Handwritten	We do not want this train running through our home places. There's no need! Too much cost and destruction of property! How dare you think that destroying our homes and ranches is okay! We have rights too!	Refer to ED-2, GN-4 and PN-3.
Kathy Cook	2/6/2018	Website	3.16 Safety and Security" Federal Security Directives RAILPAX-04-01/ RAILPAX-04-02 TSA issued Security Directives which require passenger rail systems to implement certain security measures to address potential terrorist threats and establish a consistent baseline of protective measures. Specifically, RAILPAX-04-01 requires rail transportation operators to report potential threats and security concerns to law enforcement and the TSA, to designate a primary and alternate security coordinator, and to provide vulnerability assessments to the TSA, among other requirements." EIS states they have to report potential threats to the TSA but does it require TSA screenings of passengers? What measures will be in place to prevent terrorist's acts? The potential for a bomb being on the train and exploding in a station or anywhere along the route is a big threat to loss of lives. I was told at a meeting in 2017 by a TCR rep that TSA screening would not be part of the boarding process for the HSR.	Refer to SS-6 and SS-9.
Richard Coonce	2/16/2018	Website	Very interested in the progress of this project.	Refer to PI-1.
Justin Cooper	3/9/2018	Website	Having lived in Europe and Japan for more than 9 years during a 30 year military/diplomatic career, I highly support the advancement of high speed rail in Texas. The Dallas - Houston corridor will provide unlimited economic benefits for communities between the two metro centers.	Comment noted.
Margy Cooper	1/31/2018	Email	My biggest concern is for first responders being able to get to wrecks, fires, etc. and farmers being able to get to their animals. There is absolutely no benefit to anyone in Navarro county.	Refer to LU-11, SC-19 and SS-23.
Ken Cope	1/26/2018	Email	EIS ES4 Comments: FRA has taken the TCR statements about the need and purpose of the project as being fact, without adequate scrutiny. Growth projections, congestion, traffic capacities and financial projections are all presented from a biased perspective of "Selling". Texas is not Japan. Parameters the work in Japan will not work in Texas. This project is NOT "Financially Sustainable" and significant taxpayer underwriting will be required. Unfortunately, the FRA has failed to provide the proper level of financial oversight for the American public and Texans. All "data" provided by TCR must be verified by outside, independent sources.	Refer to GN-2 and NE-1.
Ken Cope	1/29/2018	Oral	My name is Ken Cope, and I'm also candidate to be your congressman for this community. I wish I could give you a Texas welcome, but most of the people here tonight do not feel that the FRA is welcome in this part of Central Texas. The FRA, TxDOT, and Council of Governments unfortunately think that they know the needs of Texas in our communities better than our own elected officials. Our federal, state, and local elected officials oppose this project, yet here you are tonight attempting to force this unviable burden on a state that does not want it. This is a perfect example of our government out of control. Our citizens have risen in opposition to this project because they know it will destroy their homes, their communities, and their ways of life. The Declaration of Independence assures all Americans life, liberty, and the pursuit of happiness. We Texans have fought to protect these rights and we stand ready to do it again. Despite communicating our opposition at every opportunity, the FRA has not listened. Tonight we will voice our opposition again. I sincerely hope that you'll listen this time. A look at the EIS shows that the FRA has been working to benefit a foreign corporation to bring an old technology to American soil at any cost. The FRA just can't put enough lipstick on this pig to sell it to the Texans. And I would like to correct you. You made an opening statement that this was going to be built in Texas. It will not, sir. These products, these train cars, will be built in Japan and transported here in pieces to be reconstructed. The FRA appears to have accepted the TCR's incomplete and misrepresented financial and operational projections without question. There appears to be a rush to judgment. Ridership projections are unrealistic, creating overstated financial results and	Refer to GN-2, NE-1, PI-1, PI-7, SC-19 and SS-8. As described in SS-CM#4 under Section 3.16.6, Avoidance, Minimization and Mitigation , TCRR would prepare threat and vulnerability assessments as part of its required Hazards Analysis. Threat and vulnerability assessments establish provisions for the deterrence, detection, and response to criminal and terrorist acts, including cyber-terrorism, for rail facilities and system operations.

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			underestimated negative economic effect and tax effect to the taxpayers of this county. Safety and security threat assessments are out of date. Your security threat is based on a 2014 study from the University of Maryland. A lot of things passed since 2014. There is no discussion of cyber terrorism. The safety. We've already heard about the hogs and other aspects that is out of date. Neither energy shortfalls or the destructions of the social fiber of our communities have been fairly addressed. Several endangered species have not been addressed within the study. You just heard about bald eagles this evening. The ultimate insult to Texas is a threat of a federal imminent domain imposed for the benefit of a foreign corporation. Texas has said no, but you haven't listened. Will you listen tonight? And by the way, I have been working this for four years. I am not a newcomer to fighting and opposing the high speed rail, and I will do it in Washington as your representative. Thank you.	
Ken Cope	1/29/2018	Oral	Good evening. My name is Ken Cope, and I'm also candidate to be your congressman for this community. I wish I could give you a Texas welcome, but most of the people here tonight do not feel that the FRA is welcome in this part of Central Texas. The FRA, TxDOT, and Council of Governments unfortunately think that they know the needs of Texas in our communities better than our own elected officials. Our federal, state, and local elected officials oppose this project, yet here you are tonight attempting to force this unviable burden on a state that does not want it. This is a perfect example of our government out of control. Our citizens have risen in opposition to this project because they know it will destroy their homes, their communities, and their ways of life. The Declaration of Independence assures all Americans life, liberty, and the pursuit of happiness. We Texans have fought to protect these rights and we stand ready to do it again. Despite communicating our opposition at every opportunity, the FRA has not listened. Tonight we will voice our opposition again. I sincerely hope that you'll listen this time. A look at the EIS shows that the FRA has been working to benefit a foreign corporation to bring an old technology to American soil at any cost. The FRA just can't put enough lipstick on this pig to sell it to the Texans. And I would like to correct you. You made an opening statement that this was going to be built in Texas. It will not, sir. These products, these train cars, will be built in Japan and transported here in pieces to be reconstructed. The FRA appears to have accepted the TCR's incomplete and misrepresented financial and operational projections without question. There appears to be a rush to judgment. Ridership projections are unrealistic, creating overstated financial results and underestimated negative economic effect and tax effect to the taxpayers of this county. Safety and security threat assessments are out of date. Your security threat is based on a 2014 study from the University of Maryland. A lot of things passed since 2014. There is no discussion of cyber terrorism. The safety. We've already heard about the hogs and other aspects that is out of date. Neither energy shortfalls or the destructions of the social fiber of our communities have been fairly addressed. Several endangered species have not been addressed within the study. You just heard about bald eagles this evening. The ultimate insult to Texas is a threat of a federal imminent domain imposed for the benefit of a foreign corporation. Texas has said no, but you haven't listened. Will you listen tonight? And by the way, I have been working this for four years. I am not a newcomer to fighting and opposing the high speed rail, and I will do it in Washington as your representative. Thank you.	Refer to ED-1, EU-3, EU-4, GN-1, GN-2, GN-4, NE-1, NR-3, NR-4, PI-1, PI-7, PN-3, SS-7, SS-8, TC-2 and TC-6.
Ken Cope	1/31/2018	Oral	Good evening, my name is Ken Cope and I'm a candidate for Congress for Tarrant, Ellis and, Navarro County. I'm not new to this fight, I've been fighting high-speed rail for over 40 years now, and I do not appreciate that we have to be here tonight to submit this information to an agency that I do not believe is possible to be hated more than the IRS, the BLM, and the EPA. But the FRA has just risen to the top of the list. Tonight I want to talk about the problem that the FRA has in reconciling the data with TCR. When you look at the EIS there's so many inconsistencies. I now have 80 subjects with 5 questions a piece that I will be submitting individually for the FRA to respond to. Examples of those are, first of all, how much of the train cars will be manufactured as made in America? How much of it and by whom will they be built in the United States of America? How did the FRA establish that the TCR ridership projections were accurate and feasible? What is the detail of this analysis and how much of it was based upon the TCR data? Why hasn't the FRA incorporated independent economic analysis that reflects the negative 20 percent plus to all of the counties between Dallas and Harris? What negative impacts has the FRA incorporated into this analysis? If any, what are they and how much were these values determined? How were they determined? What did the FRA coordinate and how did they coordinate with the county level of governments to determine what these financial impacts are? The EIS states that there's 60 percent of this project will be by a viaduct, the EIS also states that the entire system will be enclosed. True viaducts allow for the traversing under the viaduct. However, a fully-enclosed system negates the benefits of viaducts, so which is it? Viaducts or is it enclosed completely? If both, then why is the TCR attempting to sell Texans with photos of viaducts without a fenced-in enclosure? How can the FRA present a draft security statement for the EIS that's based upon data that hasn't been updated since 2004, and also it was out of the University of Maryland as opposed to something that reflects the values of interests and concerns that we've just heard from the sheriff of this county of Texas values. I have quite a few others but most of them are gonna be a little long. I think it's incumbent -- I want to encourage everyone to go through the EIS, be specific in your questions and force the FRA to respond in detail. There is a long-term mission here. Don't know that you're gonna be able to stop it because federal eminent domain is still a possibility. Read the statement by the service transportation board	Refer to BA-4, ED-1, GN-2, NE-1, PI-1, SC-4, SC-20, SS-1, SS-2, SS-8 and TC-6.

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			and you'll understand what I'm saying. The opportunity for you to be on the record, make your statements be heard. Your voice, if I'm elected, will be heard even though I will not be representing this county. God bless you and God bless Texas.	
Ken Cope	2/15/2018	Website	1. Who owns the EIS, is it the FRA or TCR? How much did the FRA rely upon information provided by TCR? What information did the FRA generate for the EIS?	Refer to GN-2, NE-1 and NE-8.
Ken Cope	2/15/2018	Website	2. Has the TCR or TCRR made any false or misleading claims to date? If so, what are they? If TCR is found to have presented false or misleading information to the FRA as part of their application with the sole purpose of obtaining permits and, or, federal funding, what are the penalties for TCR and their respective executives? Have they made any to date? What are the legal consequences for the Japanese (Foreign Corporation)?	Refer to NE-1 and PI-4.
Ken Cope	3/9/2018	Website	1. Has the TCR or TCRR made any false or misleading claims to date? If so, what are they? If TCR is found to have presented false or misleading information to the FRA as part of their application with the sole purpose of obtaining permits and, or, federal funding, what are the penalties for TCR and their respective executives? Have they made any to date? What are the legal consequences for the Japanese (Foreign Corporation)?	Refer to NE-1 and PI-4.
Ken Cope	3/9/2018	Website	2. What are the responsibilities of FRA employees to report misleading and incorrect information presented by the TCR? To whom are they required to report this information? What incorrect or misleading information have FRA employees reported to date?	Refer to GN-1, NE-1 and NE-8.
Ken Cope	3/9/2018	Website	3. What is the final decision process for the EIS? Who is the final decision maker for the EIS? What is the EIS decision timeline of events from now until August 2019?	Refer to NE-2.
Ken Cope	3/9/2018	Website	4. Is TCR exempt from any American law because it is majority owned by a foreign Japanese corporation? If so, what exemptions will the TCR enjoy?	Refer to NE-1 and NE-6.
Ken Cope	3/9/2018	Website	5. How does the TCR structure shield the Japanese from product liability claims? Catastrophic claims? How are Texans being protected from the Japanese washing their hands of financial losses and insurance claims?	Refer to NE-1, SS-5 and SS-21.
Ken Cope	3/9/2018	Website	6. What are the political action committees organized by the Japanese, TCR, TCRR? Who have these organizations made contributions to, when and how much?	Refer to NE-1 and NE-10.
Ken Cope	3/9/2018	Website	7. Are the federal grants subject to Congressional oversight? Have the federal funds been appropriated for these grants? How and When? What federal appropriation(s) have approved the funding of these grants?	Refer to GN-4.
Ken Cope	3/9/2018	Website	8.1. The FRA energy assessment indicates that ERCOT has a 13% reserve capacity that can be used by TCR. If ERCOT has a 13% reserve, then how is it the Texas is experiencing so many "Brown Outs" during both Winter and Summer months? The EIS states that additional energy resources will be required, and on-line, by 2029. Who will pay and how much will the added capacity requirements cost? How much of the added capacity will be dedicated to this project? Texas uses coal fired plants, so how much greenhouse gases will be generated by these plants in order to support this project? If nuclear power plants are the source of future energy, when will new plants be available and at what cost? How will FRA/TCR bridge the energy requirement gap between first operations and the FRA projected on-line date of 2029? Where will the TCR be placed in the priority for energy during brown out periods and why?	Refer to AQ-1, EU-3 and EU-4.
Ken Cope	3/9/2018	Website	9.1. What is the net effect of the increased property tax revenues for Ellis County when offset by the negative impacts of lost sales tax revenue from local business, farmers and ranchers?	Refer to SC-14 and SC-15. The economic analysis described in Section 3.14.5.2.3, Socioeconomics and Community Facilities, Build Alternatives , assesses potential tax revenue impacts for five defined economic analysis areas. See Section 3.14.3, Socioeconomics and Community Facilities, Methodology . Economic activity is not confined to jurisdictional boundaries and, as such, this analysis does not include county-specific impacts.
Ken Cope	3/9/2018	Website	10. Who in the federal Department of Transportation will be the final decision maker for each federal grant that TCR/TCRR is applying? When are these grants projected to be awarded? What is the application and decision process and timeline for these grants? How does the timing of these grants relate to the proposed construction time table for this project? What are the values of these federal grants? What are the "matching" fund requirements of the private TCR/TCRR before construction begins? What federal requirements will be in effect to ensure that the private funds are deposited before the construction can begin?	Refer to GN-4.
Ken Cope	3/9/2018	Website	11. What are the legal consequences and liabilities of FRA employees that fail to fulfill their respective fiduciary responsibilities for American citizens?	Refer to NE-1.
Ken Cope	3/9/2018	Website	12. What is the organizational structure of TCR? What is the ownership structure of TCR? How much financial funding has the Japanese provided to TCR to date? What is the total level of financial support that the Japanese is committed to providing to this project and when?	Refer to GN-4 and NE-1.

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Ken Cope	3/9/2018	Website	14. 1. What prohibitions are in place that preclude FRA employees from working for the any entity that is involved in this project? How long must a FRA employee that leaves the FRA employment wait before taking a position with any entity that is involved in this project? Please explain any specifics that Texas citizens should be aware of.	Refer to NE-1.
Ken Cope	3/9/2018	Website	15. 1. How can the FRA present a draft security statement in the EIS that is based upon data that hasn't been updated since 2014? Why hasn't this evaluation been updated with the current threat assessment?	Refer to SS-8.
Ken Cope	3/9/2018	Website	16. 1. Where did the FRA establish that the TCR ridership projections were accurate and feasible? What is the detail of this analysis and how much was based upon TCR provided data? Why has this detail information been made available to the public and Texans?	Refer to GN-2.
Ken Cope	3/9/2018	Website	17.1. Why hasn't the FRA, or TCR, performed any coordination with local government officials about TCR's security or emergency reaction plans? How can the FRA approve a plan that it and/or TCR has failed to coordinate? What evidence has TCR provided that detail coordination has been completed? How much will the added levels of local emergency responders be reimbursed for the increased levels of required support? Who will be paying for these costs?	Refer to PI-1, SS-18, SS-23 and SS-26.
Ken Cope	3/9/2018	Website	18. Why hasn't the TCR, or FRA, briefed local school districts about the impacts of FRA preferred route A on each of the communities between Dallas and Harris counties? How much will the local school districts have to pay for the re-organizing of school districts driven by proposed road re-routing and closures?	Refer to SC-6.
Ken Cope	3/9/2018	Website	19.1. This project is being sold as a "Public" project. When will TCR release the basis of their financial projections, ridership, funding sources, risks, opportunities, return on investment analysis, etc.? Who will this information be provided to for independent validation? Why hasn't this been done sooner?	Refer to GN-2, GN-4 and NE-1.
Ken Cope	3/9/2018	Website	20. 1. Why hasn't the FRA incorporated independent economic analysis that reflect a negative 20%+ impact to all the counties between Dallas and Harris? What negative economic impacts has the FRA incorporated into their analysis? If any, what are they and how was these values determined? Who did the FRA coordinate with at the county levels to obtain the financial impacts in the local communities?	Refer to SC-20.
Ken Cope	3/9/2018	Website	21. 1. The FRA preferred route A appears to violate federal law by impacting habitat of endangered species. Why hasn't the FRA addressed these missing endangered species? These include bald eagles and black panthers.	Refer to NR-3. Black panthers do not occur in the United States. The Florida panther, a sub species of the mountain lion (<i>Puma concolor</i>) is considered endangered but only occurs in Florida and is spotted. "Black Panther" typically refers to a color morph of the jaguar (<i>Panthera onca</i>). They comprise a small percentage of the Jaguar population, generally restricted to South America, and have never been documented within the United States. Spotted jaguars once occupied much of Texas but have been extirpated from the state since the 1940s. The last jaguar known in Texas was shot and killed in 1948 near Kingsville. There are only a few individual jaguars known to exist north of the Mexican border, discovered recently in southern Arizona. None are known to occur in Texas (Schmidly and Bradley's "The Mammals of Texas" copyright 2016 by the Texas Parks and Wildlife Department). USFWS is a cooperating agency on the project and FRA is coordinating with them to determine impacts and appropriate mitigation.
Ken Cope	3/9/2018	Website	22.1. Use of eminent domain will generate landowner lawsuits that would not have occurred except for this project. How much with TCR fund to support the local governments who will be required to pay for legal services for landowners? When will this funding be provided to the local governments and how?	Refer to ED-1, ED-2 and ED-5.
Ken Cope	3/9/2018	Website	24. 1. The EIS says that 60% of this project will be viaduct. The EIS also states that the entire system will be enclosed. True viaducts allow for trans versing under the viaduct; however, a fully enclosed system negates any benefits of the viaducts. Which is it? Viaducts, or fully enclosed? If both, then why is TCR attempting to sell Texans with photos of viaducts without the enclosure fencing?	Refer to TC-7 and TR-8.
Ken Cope	3/9/2018	Website	25.1. The TCR has publicly stated that it will not need government funds. The FRA EIS says that federal grants will be pursued by TCR. Which is it? If federal funds are being pursued, how much funds are being requested and why? What is the true level of financial investment from the Japanese? How much of the Japanese investing pool is from the Japanese government? What is the projected financial benefit to the Japanese if the national high speed rail plan is implemented?	Refer to GN-4 and NE-1.

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Ken Cope	3/9/2018	Website	26. 1. Where will the HSR trains (Cars) be manufactured? How will they come into the United States and where will the final assembly be located? Who will perform the final assembly and what are their contractual arrangements with TCR and the Japanese? Are any of the manufacturing processes subject to import or export restrictions, and why, or why not?	Refer to TC-6.
Ken Cope	3/9/2018	Website	27. 1. What are the materials used to manufacture the trains and are they subject to technology restrictions? If so, which ones? If not, then why not? Are any "rare earth" materials being used and if so, what country are they coming from? How much and what country is providing any titanium? Aluminum? Steel?	Refer to TC-6.
Ken Cope	3/9/2018	Website	28.1. How much of the trains will be "Made in America"? Explain the breakdown of countries involved in the production of the trains and the rail networks in the United States.	Refer to TC-6.
Ken Cope	3/9/2018	Website	29. What intellectual property rights are being reserved by the Japanese and why?	Refer to NE-1 and NE-10.
Ken Cope	3/9/2018	Website	30.1. How many trains will be required from day 1 through full capacity?	Refer to TC-4.
Ken Cope	3/9/2018	Website	31. 1. What are the minimum quality standards of the steel used to manufacture the rails that will be used on the railway? What is the source of this steel?	Refer to TC-6.
Ken Cope	3/9/2018	Website	33. 1. What backup electrical resources will be installed and where will they be located? What will trigger their usage?	As indicated in TCRR Final Conceptual Engineering Design and Constructability Reports, Appendix F, a secondary power source would be required during traction power outages and maintenance hours. This secondary power source would be provided from a local utility source, likely to be a pole-mounted transformer on a local 15kV utility line.
Ken Cope	3/9/2018	Website	34.1. Can the TCR still obtain federal eminent domain authority? If so, how? Who would have to approve federal eminent domain? What is the connection with the Oklahoma - Texas High Speed Rail plan? Who from the FRA approved the Oklahoma - Texas high speed rail plan and what is their involvement in the approval process of the Dallas-Houston High Speed Rail Plan? What is the "unnamed" civilian rail company that is referenced in the Oklahoma - Texas high speed rail plan and why are they unnamed? Is any portion of the Oklahoma - Texas high speed rail plan being planned, designed or built by any entity owned by either the Japanese or the TCR? If so, what is it and how much is it worth?	Refer to ED-1 and NE-1. FRA has a regulatory responsibility to evaluate the Project as proposed by TCRR which is a Dallas to Houston alignment. As part of this evaluation, FRA analyzes the indirect or cumulative impacts of other planned, programmed or reasonably foreseeable projects in Chapter 4.0, Indirect and Cumulative Impacts , of the EIS. This analysis includes FRA's and TxDOT's Texas-Oklahoma Passenger Rail Study (TOPRS) of passenger rail options, including conventional rail, higher speed rail, and high speed rail. The 2017 Tier I Record of Decision (ROD) formally identified seven Selected Alternatives to serve as the framework for future investment in new and improved conventional and high-speed passenger rail service in three regions between Oklahoma City and South Texas. The ROD did not grant approval for construction, but selected alternatives for specific geographic sections along the corridor, to be carried forward in a more detailed, Project-Level EIS in the future. A Dallas to Houston geographic region was not assessed by TOPRS.
Ken Cope	3/9/2018	Website	36.. 1. How much will the Japanese and TCR place in a "performance bond" to protect the citizens of Texas through full construction?	Refer to GN-4.
Ken Cope	3/9/2018	Website	37. 1. What are the financial arrangements of insurance and warranties the TCR will be required to maintain and protect the citizens of Texas from the risk of failures?	Refer to GN-5, SS-5 and SS-21.
Ken Cope	3/9/2018	Website	38. 1. Texas is considering additional taxes on railroads that travel in excess of 125 MPH to protect its citizens from unexpected costs that are not covered in the TCR plan. What affect will an additional 25% sales tax on every ticket have on the viability of this project? Please explain the FRA's involvement in establishing the project's financial viability.	Refer to NE-1 and SC-3.
Ken Cope	3/9/2018	Website	39. Electrical power lines will be required to be "relocated". What is the financial costs of these relocations by county? Who will be required to pay for these relocations? Will these costs flow through to the citizens of Texas? How much are the financially projected costs for this activity and who prepared the estimate projections? What is their relationship(s) with the TCR, FRA, the Japanese, Financial Lending Institutions?	Refer to EU-2, EU-5 and GN-4.
Ken Cope	3/9/2018	Website	40.1. Plumbing and Water lines will be required to be "relocated". What is the financial costs of these relocations by county? Who will be required to pay for these relocations? Will these costs flow through to the citizens of Texas? Who prepared these financial projections and what are their relationships with the TCR, the FRA, the Japanese and the financial lending institutions?	Refer to EU-2 and GN-4.

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Ken Cope	3/9/2018	Website	41.1. Fiber optics and communication lines will be required to be "relocated". What is the financial costs of these relocations by county? Who will be required to pay for these relocations? Will these costs flow through to the citizens of Texas? Who prepared these financial cost projections and what are their relationships with the TCR, the FRA, the Japanese and the financial lending institutions?	Refer to EU-2 and GN-4.
Ken Cope	3/9/2018	Website	42.1. What is the minimum composition ingredients (materials) of the railroad roadway base? What are the sources of these materials? How much is required for the construction of the roadway base? How much of this will be acquired through eminent domain? Please explain.	Refer to SG-4.
Ken Cope	3/9/2018	Website	43.1. What kind of water retention structures will be built along the railway? Where will these be constructed (identify whether it will be on the northbound or southbound sides of the railway)? Please explain how Tarrant County water sources located along the preferred routes will be protected from silt and other debris during the construction period. What is the projected costs of alternate water sources for Tarrant County? Who prepared these projections and what are their relationships with the TCR, the FRA, the North Texas Council of Governments, TxDOT, the Japanese and financial lending institutions?	Refer to WW-1 and WW-2. Project Footprint Mapbook, Appendix D identifies water detention structures. Based on TCRR final design, there has been no need identified to obtain alternate water sources.
Ken Cope	3/9/2018	Website	44.1. What international manufacturing quality standards is the train manufacturer certified to perform? What is the quality record of the train manufacturer? Will the Federal Aviation Administration standards apply and if so, which ones and why, or why not?	Refer to SS-4 and TC-6. No FAA safety standard are applicable for this rail project.
Ken Cope	3/9/2018	Website	45. Why did the FRA present aerial maps of proposed routes that are outdated? Who prepared these maps? How did the FRA validate the impacts of the preferred route A against these aerial maps? Did the FRA contact land owners and if so, who did they contact? If not, then why not? Road re-Routes and closures do not appear to correspond with information presented by the local residents.	Refer to GN-1, NE-8 and TR-8.
Ken Cope	3/9/2018	Website	46.1. How did FRA validate the road closures, by county? How did the FRA validate TXDOT data to aerial overviews of the proposed routes? Why did the FRA not conduct 100% helicopter surveys and impact analysis of each proposed route? If the FRA did, where are the results of these inspections?	Refer to GN-1 and TR-8. FRA did not conduct a helicopter survey of each proposed roadway crossing. A helicopter survey is not required in order to identify potential impacts of the Project.
Ken Cope	3/9/2018	Website	48. 1. How will the FRA remedy over/under pass design characteristics (14') that do not meet the needs of the farm & ranching equipment requirements of the local residents?	Refer to TR-8.
Ken Cope	3/9/2018	Website	48. 1. A. How will the FRA remedy over/under pass design characteristics (14') that do not meet the needs of the farm & ranching equipment requirements of the local residents? Also, who will have to pay for modifications? How much? Who determines the cost? What is their relationship with the TCR, FRA, TXDOT, NCTCOG, etc.?	Refer to TR-7 and TR-8.
Ken Cope	3/9/2018	Website	49.1. The executive summary states that the "No Build" alternative does not meet the criteria of the "purpose" of the study. This means this option is not a possible outcome of this EIS. Why has the FRA already ruled out an alternative that rural Texas favors? This means the FRA has a predetermined decision to build the high speed rail regardless of social or financial impacts? If this is no so, please explain how the FRA has remained neutral and objective in this process.	Refer to BA-6.
Ken Cope	3/9/2018	Website	50.1. What design alternatives to the N700 Japanese rail system has the FRA investigated and weighed in this EIS? Why have all newer technologies been ruled out of this EIS? What DARPA alternative plans would potentially meet the criteria of the "Purpose" of this EIS and why have they been ruled out?	Refer to BA-4.
Ken Cope	3/9/2018	Website	51.1. With 53-Year-old technology and designs, how is the N700 designed? Via paper drawings or by computer generated design tools? If computer generated design tools, which ones and what software versions are the current designs controlled? If by paper drawings, who in the FRA has reviewed these documents and what are their professional qualifications in doing the assessment? Who will control the design and changes of the rail cars and railway tracks going forward? Please explain the "configuration management" protections for Texans and Americans using these trains. What oversight will the FRA retain after their record of decision is approved and how this transtions into full operation?	Refer to NE-2, TC-2 and TC-6. The United States does not currently have high-speed rail that utilizes the Tokaido Shinkansen technology. The trains are currently manufactured in Japan using materials from Hitachi, Kawasaki Heavy Industries, Kinki Sharyo, and Nippon Sharyo. The manufacturing processes would meet current trade restrictions and standards that are in place between Japan and the United States. FRA's Office of Safety will evaluate the technology to assess the safety of its operations within the U.S. This assessment from the Office of Safety will inform FRA's Rule of Particular Applicability or other regulatory action, which FRA must take in order to operate the Shinkansen technology in the U.S. TCRR must maintain compliance with all FRA safety requirements applicable to the system's operation. If TCRR fails to comply, then TCRR would be subject to the full range of possible enforcement actions available to FRA.
Ken Cope	3/9/2018	Website	52. Are the N700 trains currently being manufactured in Japan? If not, then when was the last one manufactured? Where? What is their manufacturing history and how many have they produced annually for the last five years? Will the Japanese be required to re-tool their factories to manufacture the trains for Texas? If so, why and how much capitalization funding must they perform to achieve these	Refer to TC-2 and TC-6.

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			manufacturing requirements? What is the timeline for these modifications and how does this relate to the TCR operational commitments? How much of the re-tooling capitalization is being paid for by U. S. Companies or the U. S. Government? Please explain.	
Ken Cope	3/9/2018	Website	52 A.1. When did the FRA observe the manufacturing process? Who represented the FRA and what manufacturing experience did these individual possess?	Refer to SS-4 and TC-6.
Ken Cope	3/9/2018	Website	53.1. What manufacturing oversight will the FRA possess of the Japanese manufacturing operations? Is there an organization similar to the Federal Aviation Administration (FAA) which will have international safety, quality and operational control of this project? If so, then who and explain their roles & responsibilities. If not, then why not and how will the FRA guarantee the safety of Texans?	Refer to BA-4, NE-1, and TC-6.
Ken Cope	3/9/2018	Website	54.1. What will be the minimum financial reserve requirements that will be placed upon the TCR? How was this figure determined? If none, then why not? As a foreign held corporation, TCR must be required to maintain federally mandated financial reserves and quarterly independent audits must be required. Who will be performing these independent audit? If no one, then please explain why generally accepted accounting standards are not being applied to this project.	Refer to GN-4.
Ken Cope	3/9/2018	Website	55.1. As a "private" project for "PUBLIC" use, what are the projected profit margins of the TCR and how will they be monitored going forward? As a public project, this private foreign entity should be required to meet corporation requirements for publicly traded corporations. If not, then why not? Why are generally accepted accounting standards not being applied to this project? How is the FRA meeting its fiduciary responsibilities for the American public?	Refer to GN-4 and NE-1.
Ken Cope	3/9/2018	Website	56.1. What level of automated manufacturing techniques is currently in operation for the manufacture of the N700? What are these automated tools and how are they used to control the quality of the N700 products? Are the same precision requirements in place as with the Federal Aviation Administrations and if not, then why not? Please explain the manufacturing tolerances that will be used on this project and what is the source of their engineering approval / oversight.	Refer to TC-6.
Ken Cope	3/9/2018	Website	57.1. What is the vehicle density of Japan versus the vehicle density of Texas? How was this information used in the FRA investigation of the TCR ridership projections?	Refer to GN-2.
Ken Cope	3/9/2018	Website	58.1. How does maglev technology design, construction and operational costs compare to that of this EIS proposal? Why hasn't the FRA performed this comparison? If they did, what are the results of their study?	Refer to BA-4 and NE-1.
Ken Cope	3/9/2018	Website	59.1. How does "loop" technology design construction, security and operational costs compare to that of this proposal? Why hasn't the FRA performed this comparison? If they did, what are the results of their study?	Refer to BA-4 and NE-1.
Ken Cope	3/9/2018	Website	60.1. How much financial assistance, conception to date, has been provided by Texas Department of Transportation for this project? To whom have they provided this support?	Refer to GN-4.
Ken Cope	3/9/2018	Website	61, 1. How much financial assistance, conception to date, has been provided by Councils of Governments (For each individual Texas COG) for this project? How much was federal funds? How were proceeds derived from Texas toll roads? Which toll roads provided funds to support the COG study and marketing activities?	Refer to GN-4.
Ken Cope	3/9/2018	Website	62,1. How much of this project will meet the criteria of a "public private partnership" (P3)? If any, what are the terms and conditions of the proposed P3 agreement? What are the proposed financial distribution of the respective parties?	Refer to GN-4.
Ken Cope	3/9/2018	Website	63.1. With federal funds comes federal procurement and acquisition rules. What federal mandates will be placed on this project for hiring Americans, veterans, small business, women owed business, minority owned business, unions, etc.? If none, then why not? How much of this project (including engineering, train manufacturing, train kitting and railway construction will be performed by Japaneses employees? Please explain each category. How much of this project will be performed by local U. S. employees? Please explain each category? How much of the TCR management will remain as U. S. employees and what will their positions of responsibility be throughout the project?	Refer to GN-4, NE-1 and SC-22.
Ken Cope	3/9/2018	Website	64.1. How will the American's Disabilities Act be enforced in the design, construction and operation of this railroad? Are any of these requirements being waived? If so, which ones and why? Do these exemptions provide the Japanese with a competitive advantage in the American marketplace? Why and how?	Refer to EH-1.
Ken Cope	3/9/2018	Website	65. 1. When the FRA released the draft EIS for public comment it provided the following page and form for public comment: https://www.fra.dot.gov/Page/P0779 It was noted that this was a government address. Why has the FRA shifted the input page to a Non-Government ISP? http://dallashoustonhsr.commentinput.com/?id=TXHSR1 Who owns the ISP and controls the public input form? How is the FRA maintaining its objectivity using a NON-FRA location to capture these vitally important public comments? How are the comments protected from TCR corruption?	Due to the anticipated number of comments, FRA chose to implement a comment management tool to facilitate the comment collection process. This tool was made available to public hearing attendees via laptops and was accessed from individual computers via the FRA Project website. All comments received through the tool are stored in a secure database. TCRR does not have access to this database. FRA offered this online comment submission capability to expand the number of ways in which public comments could be

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				submitted, thus making it possible for anyone wishing to submit a comment to find the method that worked best for them.
Ken Cope	3/9/2018	Website	66. Texas is currently experiencing electrical energy shortages throughout the year. Who at ERCOT has reviewed and approved the TCR's projected energy requirements from 2019 through 2040? What additional resources has ERCOT planned for specifically for ALL Texas "High Speed Rail" (Oklahoma - Texas Line plus the Dallas- Houston Line)? What is the projected costs of these improvements and how will these be paid for? What studies has ERCOT provided to the FRA that show this project is operationally and financially viable for the citizens of Texas? Please provide these studies for public review.	Refer to EU-2 and EU-4.
Ken Cope	3/9/2018	Website	67. What coordination has been conducted between the Surface Transportation Board (STB) and the FRA about Texas High Speed Rail? This includes all Texas lines. It also includes specific discussions about "Federal Eminent Domain" authority. Are these discussion subject to "open meeting laws"? If not, then why not? Are the records of the discussions open to the public for review? If so, please explain the process for a citizen to review these records and obtain copies. Will the STB grant the TCR "federal eminent domain" based upon the already approved Oklahoma - Texas high speed rail line plan? If yes, please explain. If no, then why not?	Refer to ED-1.
Ken Cope	3/9/2018	Website	68. Has the FRA performed a combined impact assessment of the approved "Oklahoma - Texas" high speed rail plans with the "Dallas - Houston" high speed rail plans? If yes, what are the financial, social and governmental risks and how are they negated? If no, then why not since the FRA is approving both EIS documents? Please explain how the FRA has remained an objective party in this process.	Refer to NE-1. FRA has a regulatory responsibility to evaluate the Project as proposed by TCRR which is a Dallas to Houston alignment. As part of this evaluation, FRA analyzes the indirect or cumulative impacts of other planned, programmed or reasonably foreseeable projects in Chapter 4.0, Indirect and Cumulative Impacts , of the EIS. This analysis includes FRA's and TxDOT's Texas-Oklahoma Passenger Rail Study (TOPRS) of passenger rail options, including: conventional rail, higher speed rail, and high speed rail. The 2017 Tier I Record of Decision (ROD) formally identified seven Selected Alternative to serve as the framework for future investment in new and improved conventional and high-speed passenger rail service in three regions between Oklahoma City and South Texas. The ROD did not grant approval for construction, but selected alternatives for specific geographic sections along the corridor, to be carried forward in a more detailed, Project-Level EIS in the future. A Dallas to Houston geographic region was not assessed by TOPRS.
Ken Cope	NA	Website	69. Has the FRA performed a combined impact assessment of the approved "Oklahoma - Texas" high speed rail plans with the "Dallas - Houston" high speed rail plans on Tarrant and Ellis Counties of Texas? If yes, what are the financial, social and governmental risks and how are they negated? If no, then why not since the FRA is approving both EIS documents? Please explain how the FRA has remained an objective party in this process. Specifically, Ellis County will now have two high speed rail lines dissecting its county boundaries resulting in three new geographic entities. How has the FRA assessed this combined impact on this county? Tarrant County will experience a similar fate with new lines through Fort Worth to Arlington and Hillsboro. Then an additional new line from Arlington, over Mansfield on its way to Hillsboro. How has the FRA assessed these impacts on the Dallas - Houston HSR proposal? Please explain.	FRA has a regulatory responsibility to evaluate the Project as proposed by TCRR which is a Dallas to Houston alignment. As part of this evaluation, FRA analyzes the indirect or cumulative impacts of other planned, programmed or reasonably foreseeable projects in Chapter 4.0, Indirect and Cumulative Impacts , of the EIS. This analysis includes FRA's and TxDOT's Texas-Oklahoma Passenger Rail Study (TOPRS) of passenger rail options, including: conventional rail, higher speed rail, and high speed rail. The 2017 Tier I Record of Decision (ROD) formally identified seven Selected Alternative to serve as the framework for future investment in new and improved conventional and high-speed passenger rail service in three regions between Oklahoma City and South Texas. The ROD did not grant approval for construction, but selected alternatives for specific geographic sections along the corridor, to be carried forward in a more detailed, Project-Level EIS in the future. A Dallas to Houston geographic region was not assessed by TOPRS.
Ken Cope	NA	Website	70. How will the joining of three separate HSR lines from Fort Worth, Arlington and Dallas in Hillsboro, Texas be accomplished? How will these traffic draws and competing resource requirements further impact Ellis and Navarro Counties which are part of the the Dallas - Houston HSR project. If this assessment has not been completed, then how can the FRA approve the Dallas - Houston HSR project without understanding	Refer to BA-1 and NE-9.

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			the complete devastation these projects will be causing on these counties? Please explain the FRA rationale for going forward with projects without weighing all of the facts bearing on their decision(s).	
Ken Cope	NA	Website	71. What communication has the FRA had with the State of Texas on this project? Has Texas approved any portion of this, or other HSR projects within Texas, within its boundaries? If yes, what Texas organization did the approving and what & when were these approvals obtained? Are the Councils of Governments considered a Texas organization OR a Federal Government organization and why? What approvals will the TCR still require from the State of Texas before they can begin eminent domain condemnation or construction and when will these have to occur?	Refer to ED-1, NE-6, PI-1 and SS-5.
Ken Cope	NA	Website	72. How will the FRA and Surface Transportation Board be impacted by the approval of a national high speed rail network? Will the organization grow and if so, what are the projections of this growth? Staffing levels? Funding? New Regulatory divisions? With this possible growth potential in these government organizations, how can these organizations remain "objective" in their assessments and approvals of these projects?	Refer to NE-1.
Ken Cope	3/9/2018	Website	35. 1. What is the maximum downward force of a fully loaded train traveling at 205 MPH?	Refer to NE-1, BA-4, TC-6 and TR-8.
Ray Corn	3/9/2018	Website	Hello all, I believe this a very important project for Texas. We should have built twenty years ago. Anyone that has traveled or lived where there is mass transit train service available will tell you the benefits are tremendous. Please proceed and make this a cost effective project and expedite the completion. Thanks in Advance	Comment noted.
Rebecca Coronado	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Zoilo Cortes	3/8/2018	Website	#buildthistrain Texas Central train line Dallas-Houston!	Comment noted.
Adrienne Cortez	2/28/2018	Website	I am OPPOSED to the proposed train route slicing through the important community and environmental asset known as MORGAN LEGACY FARM located near FM 709 and 3194. The proposed routing would eliminate several of the existing and fully operational structures on the site, seriously undermining if not destroying the ranch's ability to function. Most alarming, because of the site's elevation, it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. I believe moving the train alignment to the north of the ranch, paralleling the existing power lines, would minimize environmental degradation and save a unique, irreplaceable property.	Refer to LU-5, WW-1 and WW-2.
Adrienne Cortez	3/2/2018	Email	I am OPPOSED to the proposed alignment cutting through the property referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. Please consider realigning the train route so that it is combined with the existing power lines into a single, less disruptive corridor.	Refer to LU-5.
Adrienne Cortez	3/9/2018	Website	I am OPPOSED to the proposed alignment cutting through the property referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. Please consider realigning the train route so that it is combined with the existing power lines into a single, less disruptive corridor.	Refer to LU-5.
Adrienne Cortez	3/9/2018	Website	I am OPPOSED to the proposed alignment cutting through the property referred to as MORGAN LEGACY FARM located near FM 709 and 3194. It appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Please consider an alternate route that will protect the environmental integrity of this special property.	Refer to LU-5, WW-1 and WW-2.
Michael Cortez	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.

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			<p>fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas.</p> <p>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</p> <p>5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.</p> <p>6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.</p>	
Edward Costello	2/7/2018	Website	I thoroughly support the proposed Texas HSR project. It will help the environment, business, and allow families to visit one another more easily. It will also form a part of what I hope will be a national network of passenger rail options.	Comment noted.
Chris Cotter	2/16/2018	Website	I support the HSR project. It will benefit me by providing an alternative transportation mode to get to Dallas from Houston. I also think the project will be very good for the Texas economy.	Comment noted.
Sylvia Coulson	1/11/2018	Email	I am opposed because there are no stops in our community. We would have all the inconveniences with none of the benefits.	Refer to SC-19 and GN-7.
Sylvia Coulson	1/11/2018	Email	I am opposed because a company that is 80% foreign owned will have Eminent Domain rights over our property.	Refer to ED-1.
Sylvia Coulson	1/14/2018	Email	I am opposed to the construction of a high speed rail between Houston and Dallas. The project has been evaluated by four or five sources and found to be economically unfeasible. Construction cost over-runs will be the tip of the iceberg for a venture which will not draw enough commuters to pay for itself, much less become profitable.	Refer to GN-2, GN-3, GN-4 and NE-1.
Sylvia Coulson	2/2/2018	Email	How do you justify the inflated ridership you claim? How will the train have 10 times the current flights between Houston and Dallas? Even if no one flew and all rode this train, you would still need a lot more riders. Who will pay when this fails to happen?	Refer to GN-2 and NE-1.
Sylvia Coulson	2/2/2018	Website	How will you replace the multiple wildlife habitats that the railroad would destroy simply by being there?	For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Sylvia Coulson	2/4/2018	Website	There have been 3 major rail accidents in the past 3 months. How are you going to prevent accidents in this proposed rail system? Flying is much safer.	Refer to SS-12 and SS-13.
Sylvia Coulson	3/2/2018	Website	Is TCR exempt from any American law because it is majority owned by a foreign Japanese corporation? If so, what exemptions will the TCR enjoy?	Refer to NE-1, NE-2 and NE-6.
Sylvia Coulson	3/2/2018	Website	What are the political action committees organized by the Japanese, TCR, TCRR? Who have these organizations made contributions to, when and how much?	Refer to NE-1.
Sylvia Coulson	3/2/2018	Website	Are the federal grants subject to Congressional oversight? Have the federal funds been appropriated for these grants? How and When? What federal appropriation(s) have approved the funding of these grants?	Refer to GN-4 and NE-1.
Sylvia Coulson	3/2/2018	Website	What is the net effect of the increased property tax revenues for Ellis County when offset by the negative impacts of lost sales tax revenue from local business, farmers and ranchers?	Refer to SC-19, SC-21 and VA-1.
Sylvia Coulson	3/2/2018	Website	Who in the federal Department of Transportation will be the final decision maker for each federal grant that TCR/TCRR is applying? When are these grants projected to be awarded? What is the application and decision process and timeline for these grants? How does the timing of these grants relate to the proposed construction time table for this project? What are the values of these federal grants? What are the "matching" fund requirements of the private TCR/TCRR before construction begins? What federal requirements will be in effect to ensure that the private funds are deposited before the construction can begin?	Refer to GN-4.
Lorie Coupland	2/16/2018	Website	I can't not wait for this train to happen. I have friends and family in Houston area and the train would not only be Efficient cost wise it would be a pleasure to have that available. Cannot wait for this to be completed so exciting	Comment noted.
Carrie Courley	2/6/2018	Oral	Although I am not directly impacted by the high-speed rail, it will be close, and I just think that it's a waste of money when we could use commuter rails. I think of all that money that could be used for our major Texas metro areas that really don't have a metro rail, a commuter rail, which would save energy and time for people that work in downtown Dallas or downtown Houston, Austin and we could have commuter rails in all the major areas with the money they're spending on this and we don't have any commuter rails. So I think it's a boondoggle.	Refer to PN-3.

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Cheryl Cowart	2/21/2018	Website	The environmental impact for this project has not even been addressed. It may be good for the people in Houston and Dallas, but ALL the people in between is whom it will effect the most. And the money for the project has not been addressed to show the full effect of the impact to the tax payer or land owners. The impact to the livestock holders, land owners, Tax payers, and everybody else that is not mentioned in any reports from either Texas Central or the FRA. If you are for the people, then be for the people. This will have a drastic monetary burden on the tax payers and all involved. there is no way this train will make enough money to re-coop what was spent on building it, or operating it. I would like to see a realistic financial analysis of how this will not effect the tax payers when it goes under. Also, a report as to which road closures and where. And if this has not been thought up, then it is time to address it now.	Refer to NE-1, NE-9 and TR-8.
Michael Cowett	2/16/2018	Website	I would like to see the Texas Bullet Train be built.	Comment noted.
Rebecca Cowle	2/15/2018	Website	The Texas Bullet Train is good for Texas! I am writing to express my strong support for the Texas Bullet Train project and urge the Federal Railroad Administration to move forward with the review and approval of the project. It is a landmark mass transportation project that will connect the two economic hubs of Texas, Houston and North Texas, with one stop in the Brazos Valley, while respecting Texas lands and providing a safe, convenient and clean alternative to flying and driving between the two regions. The recent release of the Draft Environmental Impact Statement (DEIS) confirms this conclusion with detailed data and projections. The Texas Bullet Train will utilize the world's safest mass transponation technology, the Shinkanscn system, which has had zero crashes or fatalities in 53 years of operation in Japan. The project is expected to create more than 10,000 direct jobs per year during construction and more than 1,500 jobs permanently when operational - at least 25% of them in rural counties along the route. It will be an economic boon for all counties along the route. As an electric train, this system will also be the best environmental alternative for traveling between the two regions as 4 of the counties served are already air quality non-attainment status. This innovative new industry reduces road congestion, improves local economies, and creates new jobs for Texans. I welcome a faster, safer and cleaner transportation alternative to reduce congestion between North Texas and Houston -- because it's good for Texas!	Comment noted.
Todd Cowle	2/19/2018	Website	This project is a no brainer. Driving to Houston is awful experience. I would go to Houston frequently if the train was an option.	Comment noted.
Adam Cox	1/30/2018	Email	I am hugely supportive of this rail line. Will be an absolute game changer on visiting Houston, both for business and fun. Everyone I know has been excited about this for years and frankly wondering why it has taken so long. Please, build the rail!	Comment noted.
James Cox	3/5/2018	Website	MR. COX: James Cox. I just want to say that I'm a country guy. I've lived in the country most of my life, but I have worked around the world and Gulf Coast and border to border of this nation. I've built things that most people wouldn't even dream of in construction. But I always lived in the country. I always came home to a home in the country. What they'll see is now we're pitting the country against cities. We have -- I retired and gone back to the country that I love, but it looks like that I won't be able to live there until my wife and I are taken home to heaven, as we had hoped to do. If the Texas Central goes through and puts this train in, it's going to interrupt and put a deep gully down through the center of Texas. If you build a berm of dirt three feet high, you got to pull the dirt from someplace. And these low elevations down here, you're going to have a berm sitting up in the middle, and then you've got water all the way around it, and the two -- two miles on either side of this train is going to be just emaciated because it's -- you're ripping up the dirt to help put this thing through. Eminent domain is what they're talking about taking our land with. Eminent domain is supposedly a the most people is done. Well, that would be right, because there's more people in Dallas and Houston than there is in the other counties that are in between, but I wonder what the people that are putting this through would think if we came in and did a rail line on their backyards and front yards and started running cattle on it. That's the same thing. It's the better good. If they don't look, they're going to take Texas and turn it into Japan, and there won't be any major cattle companies, there won't be any major wheat farms and oat farms and rice paddies in this country. We've got to -- you got to -- what is feeding these major cities? Where they get their milk from is not out of the bottle. Where they get their beef from is not out of their refrigerator. We got to somehow come to an agreement on how to continue to save the property we have and the farm land and the ranch land and still have cities that can expand and do their thing. We can't keep trying to divide this country like we divided our nation, and it's -- it's doing the same thing to us. And if you put this thing through, it doesn't have to make money on this leg. But if you put one through going someplace like over to San Antone, you're going to use the same train that's got a monopoly on connections, and no other train company, to hook up to their -- this is a proprietary train system. We've invested most of our life savings in the property that we have now, and we're within the 2-mile limit of the train in Grimes County. And if they take that against us, the two of us can't build another home and put in what we've got. We can't find what we have there again. It took us a year and a half to find what we have now. We're both on our second marriages. We both lost our partners before, and we're trying to	Refer to BA-2, ED-1, LU-2, LU-11 and LU-14.

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			<p>build a life till we are taken home to God, and that's all we ask for is not to be disturbed and let us live our lives out the way it is meant to live out.</p> <p>And I'm Jim Cox, and I'm against the high-speed rail. Though I happen to be an engineer that has done things all over this world that improved everybody's living, we didn't do it by destroying people. Thank you.</p>	
James Cox	3/5/2018	Oral	<p>I just want to say that I'm a country guy. I've lived in the country most of my life, but I have worked around the world and Gulf Coast and border to border of this nation. I've built things that most people wouldn't even dream of in construction. But I always lived in the country. I always came home to a home in the country. What they'll see is now we're pitting the country against cities. We have -- I retired and gone back to the country that I love, but it looks like that I won't be able to live there until my wife and I are taken home to heaven, as we had hoped to do. If the Texas Central goes through and puts this train in, it's going to interrupt and put a deep gully down through the center of Texas. If you build a berm of dirt three feet high, you got to pull the dirt from someplace. And these low elevations down here, you're going to have a berm sitting up in the middle, and then you've got water all the way around it, and the two -- two miles on either side of this train is going to be just emaciated because it's -- you're ripping up the dirt to help put this thing through. Eminent domain is what they're talking about taking our land with. Eminent domain is supposedly a the most people is done. Well, that would be right, because there's more people in Dallas and Houston than there is in the other counties that are in between, but I wonder what the people that are putting this through would think if we came in and did a rail line on their backyards and front yards and started running cattle on it. That's the same thing. It's the better good. If they don't look, they're going to take Texas and turn it into Japan, and there won't be any major cattle companies, there won't be any major wheat farms and oat farms and rice paddies in this country. We've got to -- you got to -- what is feeding these major cities? Where they get their milk from is not out of the bottle. Where they get their beef from is not out of their refrigerator. We got to somehow come to an agreement on how to continue to save the property we have and the farm land and the ranch land and still have cities that can expand and do their thing. We can't keep trying to divide this country like we divided our nation, and it's -- it's doing the same thing to us. And if you put this thing through, it doesn't have to make money on this leg. But if you put one through going someplace like over to San Antone, you're going to use the same train that's got a monopoly on connections, and no other train company, to hook up to their -- this is a proprietary train system. We've invested most of our life savings in the property that we have now, and we're within the 2-mile limit of the train in Grimes County. And if they take that against us, the two of us can't build another home and put in what we've got. We can't find what we have there again. It took us a year and a half to find what we have now. We're both on our second marriages. We both lost our partners before, and we're trying to build a life till we are taken home to God, and that's all we ask for is not to be disturbed and let us live our lives out the way it is meant to live out. And I'm Jim Cox, and I'm against the high-speed rail. Though I happen to be an engineer that has done things all over this world that improved everybody's living, we didn't do it by destroying people. Thank you.</p>	Refer to BA-2, ED-1, LU-2, LU-11 and LU-14.
James Cox	3/5/2018	Oral	<p>And it's going to take more than two miles in either direction. And where are you going to get the power from? Obama shut down the coal power at the power plants just about, took them all out and we haven't got that much windmill hot air tonight. We don't have enough solar power to take over what these power plants do. They haven't put new power plants in Texas in over 15 years. We're loaded with power. Texas has its own grid. It is not connected anywhere else in the country. Yet there's always the Federal Electric Commission information about getting. It's amazing to me somebody would put out a document and tell you that you're not supposed to read it medical bill. Don't read it, vote on it, and then you can read it.</p>	Refer to EU-4.
Jim Cox	2/6/2018	Oral	<p>Good evening. My name is Jim Cox, and I am against the high-speed rail. I'm an engineer by education. I'm retired. Farmer, rancher. I'm here to tell you that I've seen these high-speed rails in person overseas, I've been overseas, I've worked around the world many times. I did major projects overseas. One of the things I'm concerned about is that the EPA has put up many obstacles for power plants and the addition of power plants. We're losing our power and we haven't built anymore power plants. Where's the power going to come for this thing? Where are you going to get this? Now, the EPA has got the power plants down so that you can't use coal anymore, or any other fuels. So we're now going to have to rely upon solar? Wind power? There's not enough of that available. That's going to take away from us. And talking about the berms that they're going to use at about 40 percent of the rail, that's going to take dirt from about two miles outside where this thing is going. And you're going to have what? Motes on either side of it? They're going to buy this dirt from the neighbors, the people that live close to it, is what I understand, so I don't believe that that's going to work out too well for the environment, as you people have called it. The trains are going to be from Japan. Are the rails going to be from Japan? Are the tiles going to be from Japan? Is the labor going to be from Japan, too? I know that they built a bridge in California, and China got the contract and they brought over their own help. Is that going to happen here? That is a little bit -- it's ironic, but I just want to put it out there. The EPA and the FRA have considered the environment in this report. What about the human aspect? You know, you take this land from all these people that have lived on it for many, many years, and they're growing their crops and they're growing cows for food, so you're going to take it away from them? Are you going to buy that. In the</p>	Refer to EU-4, LU-10, LU-11, LU-14, NE-1, NE-9 and SG-4.

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			city, are you going to take and start putting cows in the city? No, it's not. You're not going to work an environment around just the animals and so forth. You got to look at the people, too. So I'll cut short since this is three minutes, and tell you again, do not put this rail out here.	
Shirley Cox	3/5/2018	Website	First of all, I want to state that I am not against the future transportation growth or options for that. However, I am 100 percent against this project as it is now. One of the things that was addressed was an example of the system in Japan. We're not Japan. We do not live the same. We have all different needs. And it's not 200 miles an hour from point A to point B there. They're varied in their speeds; I do know that. In Houston, they talk about the economic value, and that's what they're focusing on, the economic value that it's bringing to Houston. Another issue that they discussed was no security. I have a real problem with no security on any mass transit, be it airplane, be it anything, because that would be scary to ride with absolutely no -- in this day and time. The transportation problems that they have in Houston will not be alleviated on an A-to-B transportation thing. Within the city, it will switch problems from one point to another. It will impact environmentally a lot with flood control, and all that already is an issue for Houston. That's not addressed in their project specs. The costs for these young men to ride from a Houston college -- from one college to another we're talking about, they can't do that. The cost would be prohibitive. If they can't afford to fly from Houston to Dallas now, it's going to be the same price to take the train from Houston to Dallas, so that issue is impossible for younger people that are groping with this. One of the gentlemen spoke about their parents or grandparents giving up their land for water. Absolutely, that is water, that is our livelihood. That's our -- what we have to have. They're choosing taking land that is for food, livestock, farm products, and getting rid of that for transportation. My recommendation would be, use the existing systems that we already have for transportation and go those routes, go above the freeways, whatever they need to do, but don't take their food for transportation.	Refer to BA-5, BA-8, BA-9, BA-10, FP-1, LU-2, LU-11, FP-4, PN-3, SC-3, SS-6, SS-9 and TC-3.
Shirley Cox	3/5/2018	Oral	First of all, I want to state that I am not against the future transportation growth or options for that. However, I am 100 percent against this project as it is now. One of the things that was addressed was an example of the system in Japan. We're not Japan. We do not live the same. We have all different needs. And it's not 200 miles an hour from point A to point B there. They're varied in their speeds; I do know that. In Houston, they talk about the economic value, and that's what they're focusing on, the economic value that it's bringing to Houston. Another issue that they discussed was no security. I have a real problem with no security on any mass transit, be it airplane, be it anything, because that would be scary to ride with absolutely no -- in this day and time. The transportation problems that they have in Houston will not be alleviated on an A-to-B transportation thing. Within the city, it will switch problems from one point to another. It will impact environmentally a lot with flood control, and all that already is an issue for Houston. That's not addressed in their project specs. The costs for these young men to ride from a Houston college -- from one college to another we're talking about, they can't do that. The cost would be prohibitive. If they can't afford to fly from Houston to Dallas now, it's going to be the same price to take the train from Houston to Dallas, so that issue is impossible for younger people that are groping with this. One of the gentlemen spoke about their parents or grandparents giving up their land for water. Absolutely, that is water, that is our livelihood. That's our -- what we have to have. They're choosing taking land that is for food, livestock, farm products, and getting rid of that for transportation. My recommendation would be, use the existing systems that we already have for transportation and go those routes, go above the freeways, whatever they need to do, but don't take their food for transportation.	Refer to BA-8, FP-1, LU-2, SS-6, SS-9, TC-3 and WW-2. The majority of the Project is on viaduct (elevated).
Christopher Cozby	2/16/2018	Website	I agree with the proposed high-speed line being built above or below grade so land will not have to be taken from landowners for public use, and the idea of a connection to another proposed high-speed rail line to Arlington and Fort Worth by NCTCOG makes this line from Dallas to Houston very important; as well as to free up traffic on IH-45 so TXDOT can widen the IH-45 corridor as a future road improvement project.	Refer to BA-1 and TR-8.
Ben Crabb	3/9/2018	Website	After much reflection and investigation of the many pros and cons of building this new high-speed rail project between Dallas and Houston, Texas I do now fully support the project. I support the concept that this project will be developed with funding and financing being the ultimate responsibility of a private corporation. I support the proposal that the terminal station in Houston will be located at the North West Mall site. The relatively small footprint of this project will result in significantly less environmental impact than any alternative project which would help alleviate the current and ever growing congestion on the Dallas to Houston I-45 freeway. I urge the FRA to handle the final EIS review and approval process and issue the final Record of Decision as quickly as possible so this project may move forward in a most expeditious manner.	Comment noted.
Ben Crabb	NA	Website	Dear Officials, Texas is the perfect place to plant the seed to grow high-speed rail in the United States. The new high-speed economy created by this project will be a game changer for workers, vendors, contractors and other companies and small businesses all along the route. The fact that it is fully investor-owned means it will provide a great benefit for not only passengers, but all taxpayers. The Draft Environmental Impact Statement (DEIS) confirms this conclusion with detailed data and projections. For instance, it states that the Train will create more than 10,000 direct jobs per year during construction and about 1,500 jobs permanently when operational -- at least 25% of which will be in rural counties along the route. It will contribute more than \$2.5 billion in taxes over its first 25 years to counties along the route and increase property assessment values within a half-mile of the proposed stations by between \$71.4 million and \$161.1 million. We want more travel	Comment noted.

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			options between Texas' two economic hubs and this project fills delivers and gives all travelers the freedom to choose a safer, more reliable and cleaner way to move across Texas. I welcome this new innovative industry and I urge the FRA to expedite its review and approval because it's good for business, good for the economy and good for Texas.	
Jennifer Craddick	1/12/2018	Email	The proposed HSR will negatively impact my family in many ways. If the train is built, it will be necessary to close certain roads. This will have very negative consequences for our Emergency Services: Fire Departments, Police Departments and Ambulances when there are dire emergencies. When it takes our Emergency Services longer to get to each call, they can't service as many emergencies. This will have a domino effect in that, more stations will have to be built, more personnel will have to be hired, causing another expense to the taxpayers of Texas for a unneeded, unwarranted, train. The purpose for this train is unsubstantiated. The only feasible option a No Build option.	Refer to SS-23 and SS-26.
Jennifer Craddick	1/12/2018	Email	The HSR is negative for my family and the implications of the problems it will cause are far-reaching. You have stated that "impacts to emergency response times are not anticipated to increase." You haven't done the research or thought out the fact that when you close roads and split counties in half, there is NO WAY that emergency response times would be able to stay the same or even close when you cut their routes to getting to the emergencies. This project is not necessary for Texas. The need for it is non-existent and unproven. The only viable option is a No Build option.	Refer to PN-3, TR-8 and SS-23.
Jennifer Craddick	1/12/2018	Email	The proposed HSR will NOT benefit my family in a positive way and will have negative implications for us. If the train is built, the services that we have in Grimes County will be diminished as a result of the train. Not only will our tax dollars be stretched in order to maintain properties around the train and roads to and from it, our Emergency Services will be affected, affecting my family in the event of an emergency. I am not in favor of the train being built, as no real need or purpose has been presented. The only option for the people of Texas is a No Build option.	Refer to PN-3, SS-23 and SS-26.
Jennifer Craddick	1/12/2018	Email	If the proposed HSR is built, it will have a negative impact on my family. I live in Grimes County, which has a very low tax rate. If this train is built, the tax base for Grimes County and all other counties that will include a portion of this train will have a higher tax base. I am not in favor of this train being built and the no build option is the only option that makes sense for Grimes County and the entire State of Texas.	Refer to SC-19.
Jennifer Craddick	1/12/2018	Website	I want to have my comments included in the decision for the HSR being proposed. It will have negative implications for my family and the citizens of Waller and Grimes Counties. There is a pipeline that is on your proposed route for the train Basic chemistry tells you that when you have gas being vented through the pipeline mixed with electricity for the train, you could have a massive explosion, killing people, animals, and destroying anything in its immediate proximity. This could be an extremely dangerous situation for a train that is not needed, nor has the purpose been shown for such a project. The only feasible option here is a No Build.	Refer to EU-2, EU-8, PN-3 and SS-19.
Jennifer Craddick	1/12/2018	Website	This HSR and the impact that it will have for my family is negative. There will have to be new bridges that would have to be built in order to make certain roads passable. Not only would it be a huge inconvenience to go 40 miles out of the way to get to a destination, it would also be costly as a tax paying citizen of Waller, Texas.	Refer to TR-6, TR-7 and TR-8.
Jennifer Craddick	1/12/2018	Website	Regarding the High Speed Rail that has been proposed, I want to let you know that it will negatively impact me and my family. There is already an issue, as we have seen in recent years, with the flooding in this part of Texas when there are strong storms. My home was very close to flooding when Hurricane Harvey hit. If this train were to be built, the affects on flooding alone would be detrimental. There is no true need or purpose for this train and I am against it being built. I vote for a NO BUILD OPTION.	Refer to FP-1, PN-3, SS-17, WW-1 and WW-2.
Jennifer Craddick	1/12/2018	Email	The HSR that you are wanting to build in Texas will have a negative effect on my family and our way of life. If you have been in the Houston area much, then you know how many roads are already under construction, the delays it causes with traffic, and the accidents that happen as a result of the daily, ever changing roads. If you build this train, the roads will be destroyed due to the construction materials constantly going to the construction site. After the roads are torn up, my family continues to be negatively impacted by the tax dollars that will have to be spent to repair each and every one of these roads. The only feasible, reasonable option is a No Build option.	Prior to construction, TCRR shall coordinate with individual landowners regarding compensation for temporary use or permanent take of land. TCRR and the affected landowner shall negotiate the compensation and/or terms on a case-by-case basis. Should an agreement not be reached between TCRR and the affected landowner, compensation shall be determined through eminent domain by an administrative judge in accordance with applicable state laws (4 TAC § 21and 10 TAC § Chapter 2206, Subchapter E).
Sharon Cradic	3/9/2018	Website	I know of no one that thinks this is a good deal. This includes disgruntled landowners and farmers that have had their property taken over for this boondoggle. Frankly, WHO wants a quick trip to Dallas from Houston and vice versa? NO ONE except the investors in this project. Kill it!	Refer to GN-2.
Timothy Craig	3/7/2018	Website	I think that this project is a really good idea. It does not cause big problems and in the future will have a big positive impact on both cities emissions and will improve land use.	Comment noted.
Bill Cranfill	3/4/2018	Website	I am writing today in regard to the Dallas to Houston High-Speed Rail Project. I am adamantly opposed to this project. It will have a detrimental impact to my livestock operation. I see no positive impact that it will have on Navarro County as a whole. I am concerned about the sound of the train for my livestock as well as my family. I am concerned about the loss of grazing land for cattle and sheep as well as the loss of water access for my animals. This project would basically shut down my ranching operation. We enjoy many other	Refer to GN-1, LU-11, NE-1, NE-8, NR-1, NR-2, NV-1, PN-3 and SC-19.

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			<p>forms of wildlife such as monarch butterfly and geese migration and these would also be disrupted.</p> <p>This project would lower the value of my house and property to a point that it would be impossible for my family to relocate even if necessary. But as I have worked this land all my life as well as four generations before me, I do not have the desire to do that. I plan to pass my land on to my family completely intact.</p> <p>I have given no permission for a survey of our property, yet I was told at a meeting that the environmental impact study is complete. How can this be unless there was trespassing on my property?</p> <p>If my land has not been properly surveyed, this study would be null and void and the project should not be able to proceed. If there was trespassing and they were thus dishonest with me, how can this company be trusted?</p> <p>This project is not welcome, wanted, or needed. You cannot allow hardworking American citizens to be displaced to cater to a small upper echelon that would actually ride the train. I hope you will see the folly in this project and take your project elsewhere.</p> <p>Sincerely, Bill Cranfill</p>	
Donna Cranfill	3/4/2018	Website	<p>I am writing today in regard to the Dallas to Houston High-Speed Rail Project. I am adamantly opposed to this project. It will have a detrimental impact to my livestock operation. I see no positive impact that it will have on Navarro County as a whole.</p> <p>I am concerned about the sound of the train for my livestock as well as my family. I am concerned about the loss of grazing land for cattle and sheep as well as the loss of water access for my animals. This project would basically shut down my ranching operation. We enjoy many other forms of wildlife such as monarch butterfly and geese migration and these would also be disrupted.</p> <p>This project would lower the value of my house and property to a point that it would be impossible for my family to relocate even if necessary. But as I have worked this land all my life as well as four generations before me, I do not have the desire to do that. I plan to pass my land on to my family completely intact.</p> <p>I have given no permission for a survey of our property, yet I was told at a meeting that the environmental impact study is complete. How can this be unless there was trespassing on my property?</p> <p>If my land has not been properly surveyed, this study would be null and void and the project should not be able to proceed. If there was trespassing and they were thus dishonest with me, how can this company be trusted?</p> <p>This project is not welcome, wanted, or needed. You cannot allow hardworking American citizens to be displaced to cater to a small upper echelon that would actually ride the train. I hope you will see the folly in this project and take your project elsewhere.</p> <p>Sincerely, Donna Cranfill</p>	Refer to GN-1, LU-11, NE-1, NE-8, NR-1, NR-2, NV-1, PN-3 and SC-19.
Deborah Crawshaw	2/11/2018	Website	<p>This is the south, we want to drive. Why would a person take a bullet train to Dallas from a location on the already traffic-jammed 290? Also, one would have to pay for transportation once one traveled to Dallas. Most businesses in Dallas, similar to Houston have moved to the suburbs, i.e Energy Corridor in Houston on Katy Freeway. The other huge issue (s) is the beautiful mansions, ranches, and farms this HS Rail will destroy. Texas is always pro-business, and anti-families and property, some of these properties have been in families for generations. The GOP is behind this joke of an expensive (very expensive) waste of money and time. The only folks, that are benefiting from this issue is the folks lining their deep pockets.</p>	Refer to PN-3 and SC-19.
Javier Crespo	2/6/2018	Website	<p>I'm just curious as to why Waco isn't being considered as a stop for the train on the way to Dallas? Being from Waco the 3 1/2 hour visit to see my parents are racking up the mileage on my car. Also how many people will the train seat?</p>	Refer to BA-8, GN-7 and TC-4. As defined in Section 2.2.1, Alternatives Considered, Technology , the total 8-car train would carry up to 400 seated passengers.
John Crew	2/28/2018	Website	<p>This will be an economic development driver for North Texas!</p>	Comment noted.
Bob Crider	1/31/2018	Oral	<p>Hello. My name is Bob Crider. I have property that's impacted by this, and I'm just -- this being a draft, I just wanted to ask these folks up here if they could delete a photograph that's in Chapter 1.3? I think it's -- Excuse me. It's Figure 1.3 in Chapter 1. It shows congestion in - at 610 on I-45, and I don't think that picture has any bearing on the problem with the present transit route of the bullet train.</p>	Figure 1-3: Congestion on IH-45 in Houston north of IH-610 , was an illustration of congestion along IH-45 in reference to planned TxDOT projects that would not significantly decrease congestion with the increase in projected travel demands as detailed in Section 3.11, Transportation , in the Final EIS. This figure has been updated to depict a more rural section of IH-45
Cox Crider	2/27/2018	Website	<p>I am concerned about the lack of coordination with law enforcement and emergency management in the affected counties.</p> <p>I am concerned about the amount of fill dirt required for the berms and the long-term effects of erosion.</p> <p>I am concerned about the cumulative effects on 60 or more train passages per day on wildlife, livestock, and people.</p> <p>I am concerned that the land will not be returned to the people if the railroad fails.</p> <p>I am concerned that if "brown outs" occur that the train will receive priority over people.</p>	Refer to EU-3, GN-4, GN-5, LU-10, LU-14, NE-1, PI-1, SG-1 and VA-1. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be

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			<p>I am concerned that the tax payers will eventually get tagged for part of the costs for this project.</p> <p>I am concerned that the land along the train path will be forever destined to be non-developed.</p> <p>I am concerned that property along the train path will be devalued.</p> <p>I did scan the entire DEIS and did not find answers to my concerns.</p> <p>Thank you for your consideration to my email.</p>	<p>minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</p>
Cox Robert Crider	2/14/2018	Letter	<p>It is important to know something of the history of this area. In pre-history, it was home to many generations of Native Americans along the tributaries where water was available are sometimes found arrowheads or bits of pottery. The soil, being acidic, has long ago reclaimed any skeletal evidence that they were there, but there they were by the thousands over thousands of years. During the Spanish/Mexican era in history, some expansive surveys were made. All of the deeds ultimately trace back to those Spanish Land Grants. In Colonial Texas, this area was part of Robertson's Colony. In 1854, B.D. Person established the community. It was populated by common folks, many of whom were "dirt-poor", meaning they were so poor they had to sharecrop or rent land from a land owner. Economics got really tough by the late 1920s, and the Great Depression was the death blow to the community. World War II was the coup de grace, and the town of Personville faded from existence. Today only a historical marker remains. My Grandfather's name is on it.....and that marker is only a couple hundred yards from the Bullet Train Route.</p> <p>We are also very concerned about the devaluation of our property adjacent to the rail line. The proposed route bisects my brother's tracts and my sister's tracts, and my tract is adjacent to it. All are sure to be devalued, yet I know of no plan to compensate for devalued land. Twenty years passed and now we are faced with another Bullet Train.....a 200 mph train that will be passing by 60 times a day. The Bullet Train propaganda says that the sound is not objectionable and that the wildlife and livestock will get used to it. They show cows grazing in pastures along side one of those European Bullet Trains as evidence. Maybe those animals will get used to it, but I know I won't.</p> <p>We question why they must have permanent title to the land. Why it can't be simply an easement that reverts to the owner if no longer used is a question that is sure to go unanswered. Why not pay land owners a royalty for each train that passes? That question will get a big "No" too. Although their propaganda is carefully worded to indicate how considerate they are to the landowner, in the end all details favor the Corporation. Then there is the question as to whether or not Texas Central Partners or any of its shell companies have the Right of Eminent Domain. They claim that they do. Other voices claim that they do not. Thus it will ultimately be settled in court, and I believe in the Texas Supreme Court. Whether they do or do not have Eminent Domain is important to the landowner because he or she will likely arrive at different business decisions based on whether or not they do or don't. It is important from a business standpoint to know whether or not the Right of Eminent Domain resides with Texas Central Partners.</p> <p>Of great concern also is the economics of the venture. Although there are many promises of "no tax dollars", it is probable that at some point the project may become "too big to fail", and the taxpayers of Texas will be stuck subsidizing the price of a ticket. Some of that price subsidy will filter to the bank accounts of the executives and investors....and out of Texas. All the previous narrative has been concerned with the "human environment". I hope this part is a major actor in the final determination, but I fear it will be of little or no consequence.</p> <p>I have attempted to make some sense out of the Draft EIS. It is very detailed, highly repetitive, written in technical language, and as such is very intimidating to the layman such as myself. I note that a recurring phrase is "no adverse effect". I tried to locate the definition of "no adverse effect" and how it can be determined in each and every instance, but I have been unsuccessful. No one has yet asked me how adversely I, or my heirs, will be affected watching a Bullet Train pass my farmhouse 60 times a day.</p>	<p>Refer to ED-1, ED-2, GN-4, NE-1, NR-1, SC-3 and VA-1. Historical Markers cover a variety of topics important to a community or region. It is the policy of the Texas Historical Commission (THC) to preserve the original location of markers whenever possible. The THC must be notified if a marker is ever to be relocated. In accordance with Section 106 of the National Historic Preservation Act and pursuant to 36 C.F.R. Part 800.4(b)(2) and 5(a)(3), FRA, TCRR, THC and other Signatories are developing and will execute a Programmatic Agreement (PA) that allows for the continued phased identification, evaluation and assessment of effects to historic and archeological resources as access to private land holdings becomes available and after publication of the Final EIS. Cultural resources surveys have been conducted for portions of the Project area, though many areas remain to be surveyed and will be subject to the methodology outlined in the PA. Under NEPA, federal agencies are required to analyze whether a proposed action will significantly affect the environment. A federal action is considered to be affecting the environment when it has an impact or an effect on it (the terms are interchangeable under NEPA). In order for an action to have an effect it must have a causal relationship to impacts on the affected environment. The magnitude of the impacts, as well as the sensitivity of the affected resources must be weighed in determining whether an action has an adverse effect. These determinations are made in the "Environmental Consequences" section of each chapter in the Final EIS.</p>
Cox Robert Crider	2/24/2018	Letter	<p>I am writing to provide my suggestions regarding the Draft Environment Impact Statement for the proposed Texas Bullet Train to be built on a Dallas/Ft. Worth to Houston route. I have spent more than a few hours trying to study and comprehend the document which I downloaded to my personal computer. It is certainly an impressive piece of research from many topics....very intimidating to an ordinary citizen like myself. As I studied the EIS, I tried making notes as I went. When I finally got to the end, I found that my notes were just as confusing to me as the original document! Thus my suggestions may seem somewhat out of order or context, but I am hopeful that you will understand and address each one.</p> <p>2. In various tables about different impacts, the use of "no" (for no impact) is likely overused. In my opinion, many of the "no" entries should be replaced with phrases like "cannot be determined". This is particularly important where the impacts are based on projections rather than observations.</p> <p>3. On page ES-3, the third paragraph begins with "In order to". Grammatically, this should be "To".</p> <p>4. On page ES-3, in the last sentence of the fourth paragraph, the word "potentially" should be inserted after the word "would".</p> <p>19. I was impressed with number of times the word "mitigation" was used with little or no explanation of how the mitigation would occur. As thoroughly complete as the document seems to be, this seems to be one of many unanswered questions.</p> <p>21. Another suggestion would be to cleanly separate the information from the various build alternatives or possibly leave out all but Build Alternative A since that is the favored route of both the FRA and TCR. The non-selected route information could still be indicated in the comparison tables.</p> <p>1. In the abstract, the term "fully sealed corridor" is used at least twice. In my opinion this is an inappropriate term leading one to believe that</p>	<p>Refer to AS-1, ED-2, ED-4, GN-2, GN-4, LU-14, NE-1, NE-9, NR-1, NV-1, NV-10, SG-1, SG-4 and TC-7.</p> <p>This photo has been updated with another located in the rural portion of IH-45. This is the address given in Google Maps. Text was updated to "white-tailed deer". All references to Houston Toads were changed from "Bufo" to "Anaxyrus" in EIS. "As needed, TCRR would secure access and construction easements from adjacent property owners for construction staging. Refer to Section 3.13.5.2.5 Land Use, Structure Displacement and Land Acquisition, for more information about advancement property owner easements." The environmental impact statement focuses on impacts to humans. However, the study of impacts to mental health is outside of the realm of NEPA. The majority of the Project is on viaduct (elevated structure), which would allow passage under the tracks.</p>

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			<p>it would be inside a conduit tube of some sort. I am sure that a better term could be used instead of that one.</p> <p>2. In various tables about different impacts, the use of "no" (for no impact) is likely overused. In my opinion, many of the "no" entries should be replaced with phrases like "cannot be determined". This is particularly important where the impacts are based on projections rather than observations.</p> <p>3. On page ES-3, the third paragraph begins with "In order to". Grammatically, this should be "To".</p> <p>4. On page ES-3, in the last sentence of the fourth paragraph, the word "potentially" should be inserted after the word "would".</p> <p>5. The photograph Fig 1.3 on page 1-11 is not applicable to the study other than being a generic example of congestion. The presence of a bullet train would not affect congestion at that particular point. The photo should be omitted or the caption changed.</p> <p>6. In section 3.4 Noise and Vibration, the address given in 3.4.4.5.1 St-10 is: "FM 39 at East Yeagua St." This is not a real site location. FM 39 is 12 miles from East Yeagua St., which is in Groesbeck, TX.</p> <p>7. In this section, there is a conclusion "Therefore noise impact on wildlife would not be significant". It would be better to state that "the noise impact on wildlife cannot be determined at this time".</p> <p>8. In this Noise and Vibration section, I also looked for a "Cumulative noise effect" based on 60 train passages pr day. Perhaps I missed it, but I did not find information regarding the frequency and cumulative affect of the noise.</p> <p>9. I also looked for information about the "air pressure bubble" which would exist in front of the moving train and the noise effect produced when two 2 trains pass each other, but did not find it.</p> <p>10. On page 3.6-12, the term "deer (various species)" is used. There is only one species of deer in the study area, so "various species" should be deleted.</p> <p>11. On page 3.10-6, the term "professional judgement" is used regarding visual impact. (Judgment is the preferred American spelling instead of judgement). There is no definition of "professional judgement". Visual impact cannot actually be quantified. Although there may be objective elements, it is primarily subjective. "[sic] lies within the eye of the beholder".</p> <p>12. Page 3.11-52 states that some "oil pads would be acquired". How would that be compensated, especially if it is in production?</p> <p>13. Page 3.20-28 states that "no faults underlie the study area". There are ancient deep faults, so it would be more accurate to state that "no active faults underlie the study area".</p> <p>14. The same page, 3.20-28 states "no earthquakes have been documented in Limestone County". There was an earthquake in 1932 that caused building damage in downtown Mexia. There was also another one about 50 million years ago that created the Mia-Talco Fault Zone. To be accurate, the phrase should be "no recent earthquakes.....".</p> <p>15. Reference is made to the Houston Toad in several places in the document. In some places it is named Bufo houstonenis. In other places it is named Anaxyrus houstonenis . The new genus name Anaxyrus was proposed for the Houston Toad in 2006, but is still subject to some controversy in the field of herpetology. Nonetheless, one or the other of the names should be selected for the document.</p> <p>16. I looked for information about the cubic yards of fill dirt necessary, where the dirt would be acquired, and the methods to mitigate the environment impact of removal of fill from one location to another. I know it must be in there somewhere!</p> <p>17. I also looked for "adjacent property owner easement requirements" to allow access to the railbed, but I didn't find it.</p> <p>18. Although there is much detail about so many things, I found the amount of detail on erosion control to be disappointing.</p> <p>19. I was impressed with number of times the word "mitigation" was used with little or no explanation of how the mitigation would occur. As thoroughly complete as the document seems to be, this seems to be one of many unanswered questions.</p> <p>20. The most important biological population was entirely omitted from the study, the Homo sapiens who would be directly or indirectly affected along the route of the Bullet Train. There are aspects of mental health and happiness that cannot be "mitigated" by monetary payments. An entire chapter about this population should be added to this final EIS.</p> <p>21. Another suggestion would be to cleanly separate the information from the various build alternatives or possibly leave out all but Build Alternative A since that is the favored route of both the FRA and TCR. The non-selected route information could still be indicated in the comparison tables.</p> <p>It seems to me that the Bullet Train is a "done deal" if funding can be obtained. I feel as if the various meetings and inputs were just things to put a check mark on a List and that it will be a "rubberstamp" situation until all the paperwork is completed. One of the greatest fears of everyone is that the train will be built and at some point will become another burden on the taxpayer. I suppose the economic aspects are beyond the scope of the Environment Impact Statement. Perhaps there should be separate Economic and Sociological Impact Statements. Our family property will be split in two by the Bullet Train, so I have a particular personal interest in this project. My property is in Limestone County.</p> <p>Thank you for your attention to my letter...</p>	

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Robert Crider	1/31/2018	Letter	<p>My name is Cox Robert (Bob) Crider. I am also representing my brother Allen Billy (Bill) Crider and my sister Francelle Crider Bettinger. As I write this, my brother is on his deathbed, and in the event of his death prior to this meeting, I am also representing his children/heirs who are Angela Crider Neary and Allen Blake Crider. Our property is in Limestone County near the former community of Personville. Our grandfa-ther, Allen Blake Crider (known as A1 or Owl), came to Texas in 1893. According to family tra-dition, he left Cedartown, Georgia and went to Abilene, Texas where he stayed for only a short while before moving on to Personville. He went to work at the mercantile store there and eventually bought the store in 1903. He operated the store until the decline of Person-Ville, closing in 1938. During this time he became a prominent citizen of the Personville com-munity and the entire area. He also acquired land during that time which became the family ranch. The cattle brand, based on his first two initials, has been used by 4 generations for over a hundred years. Four generations have put much of their lives into that sorry land that we love so much. We have seen it cleared from woods and put into crop land, and have seen the cropland evolve back into woodlands. It is now becoming part of the heritage of the 5th and 6th generations of the family. That land represents the toil and sweat of generations. It represents "robbing Peter to pay Paul" when the notes came due. It represents going in the hole when a crop failed, or when there was not enough to pay the taxes. It represents a few years when the royalty payments showed up to get us out of a bind. It seems like that land has somehow ingrained itself into our very souls. It iS important to know something of the history of this area. In pre-history, it was home to many generations of Native Americans along the tributaries where water was available are sometimes found arrowheads or bits of pottery. The soil, being acidic, has long ago reclaimed any skeletal evidence that they were there, but there they were by the thousands over thou-sands of years. During the Spanish/Mexican era in history, some expansive surveys were made. All of the deeds ultimately trace back to those Spanish Land Grants. In Colonial Texas, this area was part of Robertson's Colony. In 1854, B.D. Person established the community. It was populat-ed by common folks, many of whom were "dirt-poor", meaning they were so poor they had to sharecrop or rent land from a land owner. Economics got really tough by the late 192(Ys, and the Great Depression was the death blow to the community. World War II was the coup de grace, and the town of Personville 6ded from existence. Today only a historical marker re-mains. My Grandfather's name is on it.....and that marker is only a couple hundred yards from the Bullet Train Route. Back in the 1990's , there was a big push for a bullet train. As was done this time, there were several "route alternatives" in the publicity, but the "real" route was the very same as this one, at least the part through our property. That effort ultimately failed. The executives in the company got rich and the backers lost their money. I sometimes wonder if this time is his-tory repeating itself. Twenty years passed and now we are faced with another Bullet Train.....a 200 mph train that will be passing by 60 times a day. The Bullet Train propaganda says that the sound is not objectionable and that the wildlife and livestock will get used to it. They show cows grazing in pastures along side one of those European Bullet Trains as evidence. Maybe those animals will get used it, but I know I won't. They also said they would only need a 100 ft. right of way, but as time progresses we learn that there is a lot more to it than that. History teaches us that the few often suffer to provide a greater good to the many, and that the hinterlands suffer to provide resources to the metropolis. I learned this many years ago in the works of Karl Bucher and Karl Marx (both communists). We, the majority of the rural population, are not convinced that the train is necessary for the greater good. Time marches on, and time will judge the Bullet Train. I will not live long enough to see if succeeds or fails if it is built. I fully expect that the voices of the rural citizens will be cast aside , and lives and lifestyles for-ever changed. I hope I am wrong and that common sense prevails. Thank you considering my opinion.</p> <p>We question why they must have permanenttitle to the land. Why it can't be simply an ease- ment that reverts to the owner if no longer used is a question that is sure to go unanswered. Why not pay land owners a royalty for each train that passes? That question will get a big "No" too. Although their propaganda is carefully worded to indicate how considerate they are to the landowner, in the end all details favor the Corporation.</p> <p>Then there is the question as to whether or not Texas Central Partners or any of its shell companies have the Right of Eminent Domain. They claim that they do. Other voices claim that they do not. Thus it wilt ultimately be settled in court, and I believe in the Texas Supreme Court. Whether they do or do not have Eminent Domain is important to the landowner be- cause he or she will likely arrive at different business decisions based on whether or not they do or don't. It is important from a business standpoint to know whether or not the Right of Eminent Domain resides with Texas Central Partners.</p> <p>We are also very concerned about the devaluation of our property adjacent to the rail line. The proposed route bisects my brother's tracts and my sister's tracts, and my tract is adjacent to it. All are sure to be devalued, yet I know of no plan to compensate for devalued land. Of great concem also is the economics of the venture. Although there have many promises of "no tax dollars", it is probable that at some point the project may become "too big to fail", and the taxpayers of Texas will be stuck subsidizing the price of a ticket. Some of that price subsidy will filter to the bank accounts of the executives and investors....and out of Texas. All the previous narrative has been concemed with the "human environment". I hope this part is a major %ctor in the final determination, but I fear it will be of little or no consequence.</p>	Refer to ED-1, ED-2, GN-4, NR-1, NV-1 and VA-1.
Renee Crow	2/27/2018	Website	I want to ride this train!	Comment noted.

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Diane Crump	2/5/2018	Handwritten	I am against this high-speed rail project. I live very close to one of the proposed lines, I do not look forward to having my peace and quiet interrupted by a train running by my house every 30 minutes. I have animals and wild life on my property. I do not their habitat disturbed. I moved out of the city a very long time ago to get away from all the traffic and congestion. As I said, I am very against this project!	Comment noted.
Diane Crump	2/5/2018	Handwritten	Against-only people in Houston or Dallas may benefit from this project. They may not benefit at all if they elect not to use the train. If it even comes to be.	Refer to SC-19.
Diane Crump	2/5/2018	Handwritten	Against-need to do an emotional impact study with people in the path of the train. More research on impact noise. How the noise will have an impact on our health!	Refer to NE-1, NE-9 and NV-1.
Diane Crump	3/21/2018	Handwritten	Against-Endangered species should not be relocated from their habitat. Other wild life should not be disturbed either.	For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Gerardo Cuaron	2/5/2018	Website	I live ten minutes from the preferred station location in Houston. I fully support the HSR and will lend my support in any way possible. Let's get it built!	Comment noted.
Lawrence Cullen	2/6/2018	Oral	Well, one issue that hasn't been addressed, I think, is a moral issue and that is, there probably will be at least one, if not several, landowners on this route whose land will be taken and these will be men who served in the Pacific in World War II and here a Japanese company will be taking their land and, at the very least, there will be sons and daughters of veterans that served in the Pacific who will lose their land. That's a slap in the face to those men, to have a Japanese company, a company from a country that bombed Pearl Harbor in 1941, take their land. That's my statement.	Refer to ED-2.
Stephen Cumming	3/9/2018	Website	I am writing to express my strong support for the Texas Bullet Train project and urge the Federal Railroad Administration to move forward with the timely review and approval of the project. It is a transformational transportation project that will connect the two economic hubs of Texas, Houston and North Texas, with one stop in the Brazos Valley, while respecting Texas lands and providing a safe, convenient and clean alternative to flying and driving. The recent release of the Draft Environmental Impact Statement (DEIS) confirms this conclusion with detailed data and projections. The Texas Bullet Train will utilize the world's safest mass transportation technology, the Shinkansen system, which has had zero crashes or fatalities in 53 years of operation. The project is expected to create more than 10,000 direct jobs per year during construction and more than 1,500 jobs permanently when operational -- at least 25% of them in rural counties along the route. It will be an economic driver for the state as well as all counties along the route. As an electric train, this system will also be the best environmental alternative as 4 of the counties served are already air quality non-attainment status. This innovative new industry reduces road congestion, improves local economies and creates new jobs for Texans. I welcome a faster, safer and cleaner transportation alternative to reduce congestion because it's good for Texas!	Comment noted.
Leon Cummings	2/6/2018	Oral	Okay. My name is Leon Cummins. I grew up over here at Shiro Roans Prairie area, and my family-- all my heritage goes back to that area. And I'm here to talk to everybody about the -- as that young man did a while ago, about the environmental impact of this thing. I treasure my critters that I have. I have lots of deer, I have lots of bobcats, and I want to keep them, you know, and all you got to do is change the territory and they're going to run out. They're going somewhere else. And so my biggest issue is that--the environmental effect on our animals that we have here. We're really blessed in this county. We're blessed with beautiful trees and animals, and we're bountiful with them. And so I'm real pleased to tell you that I love my Texas, and I'm a Texan and I don't want to go nowhere else. I'm right here. And so I'm having to defeat people like -- we defeated 69. At least we changed the route; went through that issue. We had highways and the pipelines keep coming. They just keep coming. And we keep challenging them, and we're going to challenge this one here, too. And I just want to let you know I am totally against this thing and will always be and have been from the get-go. I'm just now coming up out of the woods to say something, but all I can tell you is I live down in the woods down there in Richards, and I'm just -- I just want to do what I can to help everybody. I want to thank the people from outside the county that are here. I appreciate everybody coming to help us try to defeat this issue. And I will tell you that I've nurtured that land all my life, you know, and I want to continue is what I'm saying. It's been in our family over 100 years, and here comes somebody that wants to take it away from me. And so all I can tell you is we got these critters like the pileated woodpecker. I don't know if anybody knows anything about that dude, but he's around. And then we got, you know, things -- I don't know if you know anything about the	Refer to NR-2 and NR-5. In accordance with Section 106 of the National Historic Preservation Act and pursuant to 36 C.F.R. Part 800.4(b)(2) and 5(a)(3), FRA, TCRR, Texas Historical Commission, and other Signatories are developing and will execute a Programmatic Agreement (PA) that allows for the phased identification, evaluation and assessment of effects to historic and archeological resources as access to private land holdings becomes available and after publication of the Final EIS. All information provided by landowners and informants, including oral histories, regarding the presence of historical sites, artifacts, and cemeteries, will be used by project archeologists and cultural resource personnel to locate historic and archeological resources, both previously recorded and unrecorded within the Area of Potential Effects. The PA outlines a comprehensive methodology to

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			<p>Spanish eagle. Those are beautiful things walking around out here. And so I got them all around me, and I just -- like I say, I don't want to lose them. I'm going to say something tonight that -- I don't know if -- Anna Beth came up there. I've known her all her life, too. I shouldn't say this, but I have discovered an Indian burial ground on my property, and I went to the historical bunch in the state of Texas down in Austin, talked to them, and they came out got it on document. How about that. And so they can't come within a quarter mile of this line. At least they can't come across there. I hope not, anyway. We've found all kinds of Indian lore, so this country is full of Indian lore. I want to tell everybody that. The Comanches 1 raided this country, the Bidai Indians. And I am really thankful that I have a great-great-great-grandfather who ran with General Sam Houston in Austin, and he was the first surveyor of Texas. His name was John S. Black. The stagecoach there unintelligible. And all these things are just all in my heritage. And I'm writing a book, by the way, everybody. Maybe some day I'll get it out here. I've been working on it about two years. I'm retired agriculture teacher with Cypress-Fairbanks for 31 years. Ran high school rodeo, and finally just walked away from it. I'm retired, finally. But anyways, I will tell you that, yeah, he ran with those guys and, man, they managed to get the Indians over there on the Indian reservation over at Alabama unintelligible. That's all in my heritage. But anyways, to keep going here real quickly, this railroad's going to cross over -- this rail's going to cross over a lot of historical stuff and going to go right across open cemetery area up there, there's Confederate graves up there and a Confederate burial ground up there. You got all kinds of railroad -- the old railroad used the run through Roans prairie, by the way, going to Dallas. And my grandfather used to ship cattle -- I got pictures of him loading cattle up there on rails head in Fort Worth. Thank you very much. Appreciate that. All I can tell you is we are losing a lot of grasses, too, by the way, in the right of way. We are talking about grasses like eastern gamagrass, blue stem. I don't know if anybody knows anything about them. They're some of the best native grass I've ever had for hay. And so we're losing all of those because of these kind of things coming through-- pipelines the rail. And so all I can tell you is that my mother was a schoolteacher. Tons of history in our background and our family. And my dad was county commissioner in this county. And my mother taught a lot of people in this county, and she enlightened me in the history of a lot of things, so I am going to share it with us in a book called -- I'm going to give you the name of the book. Okay? I'm going to call it Once in Grimes County Always in Grimes County. Now, that was given to me by a man named Howard Weaver. I don't know If you know anything about the Weavers, but they're neat, neat, neat people. My mother taught them in this county. And at the funeral, this big huge man steps up to me and puts his hand across like he was knocking at me and said, See that lady up there? He said, She taught me, just like that. And he told me, Mr. Cummins -- I told him I moved away, you know, from here, I grew up in Navasota. He said, Once in Grimes County always in Grimes County. And so I took that to heart, and it still inspired me to write this book that I'm writing. And so I'm in my third year of getting it done, but I'm getting it done. So I wanted to share that with you, and I thank everybody, like I say, from outside coming in to try to defeat this rail system. Okay? Thank you very much.</p>	<p>identify historic properties eligible for or listed in the National Register of Historic Places, and to consider avoidance and minimization measures to, as well as ways to resolve adverse effects for, those properties that may be affected. It also specifies that cemeteries in Texas are protected under provisions of the Texas Health and Safety Code in Chapters 711-715, Title 13, Part 2, Chapter 22 of the Texas Administrative Code; and in Section 28.03(f) of the Penal Code of Texas which prohibits the use of cemetery property for non-cemetery purposes. Cultural resources surveys have been conducted for portions of the Project area, though many areas remain to be surveyed and will be subject to the methodology outlined in the PA.</p>
Jeffrey Cupo	1/29/2018	Email	<p>As a resident of the DFW metroplex, it is about time we invest in a high-speed rail to connect these two large cities. The drive is ridiculously long and, when you add in construction and accidents, it becomes unbearable. I implore you to continue investing in mass transit options. It is about time the state moves beyond the 1940s and expands mass transit options. We have waited long enough. Is it possible to run it along land already in use for this purpose along the highway route? We must not let private land owners prevent progress in this State.</p>	<p>Refer to BA-9.</p>
David Currey	2/16/2018	Website	<p>I have studied railroads my entire life, and have ridden many Amtrak trains over the years, and even passenger trains of at least four different railroads before Amtrak. I worked for a class I railroad for five years (Missouri Pacific/Union Pacific), and have subscribed to many railroad related magazines over this same period, so I am knowledgeable of railroad related matters, and especially passenger rail. I've been keeping tabs on the Texas Central high speed rail initiative since early in the process. I've actually gone into the PDF files and studied the maps mile by mile. It seems to me that Texas Central has gone about this project in the absolutely correct way. While I thought the Houston station location should have been close to the Northwest Transit Center, I can understand the reasons for locating it at Northwest Mall, and I support that location. The design plan, which incorporates mostly elevated right-of-way (though I am also aware there will be other related aspects such as dirt and rock excavation and road realignments, as well as new roads, plus station construction), seems to me to be as environmentally friendly as is feasible. After construction, farmers will retain access to both sides of any properties that are built across, since the elevated R-O-W allows the unrestricted movement of animals and machinery. Houston and Dallas represent the 4th and 9th largest cities in the US based on population. Both cities reside in huge metropolitan areas. These are obviously the type of cities that would be the best opportunity for high speed rail. I wholeheartedly support the construction of this rail line, and think it is not only good for Houston, Dallas, and the state of Texas, but is something that is really needed in the area. This part of the country has always been treated as a passenger train wasteland by Amtrak, but this project can put Texas near the forefront of a new technology.</p>	<p>Comment noted.</p>
David Currey	2/27/2018	Email	<p>I support the Texas Bullet Train and the mall station location! While I would have liked to have seen the station location selected be across Old Katy Road from the Nolthwest Transit Center near 1-10 West and 1-610 West, I can also fully support the location selected at Northwest</p>	<p>Comment noted.</p>

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			<p>Mall at Hempstead Highway and 1-610. The Northwest Mall location would be more conducive to usage by people living and/or working on the north and northwest sides of town, which areas are experiencing rapid growth especially along the Northwest Freeway and TX 249 corridors. This location is ideal for further economic development and should be easy to hook into the Houston transportation network. I reside on the northwest side of Houston near the race track, and the Northwest Freeway and TX 249 are the freeways/tollways I use the most. The improvements being made to both routes will improve access to the Northwest Mall station location. The location is also located close to downtown, and being on 1-610, it will have ready access from all parts of the city. I strongly urge that the Federal Railroad Administration expedite its approval of this Northwest Mall station site. Texas needs projects like the bullet train to alleviate transportation problems and to keep the state from falling behind other states, which are already in the process of building such high speed rail projects. I point out the California high speed rail line under construction, the Florida Brightline "higher speed" (110 mph) rail line that just began running, and the Illinois "higher speed" upgrades to Amtrak's Chicago--St. Louis route as examples of such initiatives that are greatly needed in this country. Houston, Dallas, and Texas need this bullet train. For Texas,</p>	
Scott Cutlip	3/6/2018	Website	<p>I live and work within a few miles of the proposed NW Mall station. I am in full support of the TCR's train and the location of the Houston Station. As a business owner we are trying to get more work in Dallas and this would help because we currently don't have an office in Dallas.</p>	Comment noted.

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Paul D.	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
John Daigle	1/30/2018	Oral	Good evening. My name is John Daigle and we property in Leon County and I'm adamantly against this project for a number of reasons. Many things have been mentioned up here tonight. I want to bring the FRA's attention to the number 20 in their FAQ sheet. it talks about where the permits or permissions TCR has to start construction. It makes it sound like they're shovel ready. They out one really important thing. That eminent domain thing. That was brought up by Kyle so just keep that in mind. You have many rights when it comes to that. Hold tight and I know that most of you will. The other thing I want to talk about briefly that was brought up that caught my attention. I have a piece of paper here in my file from a year or more ago. It's something that's called the Railroad Preservation Finance Program. Don't be suckered into this. They will get federal money at some point. Rs just a matter of when if this thing ever goes. Federal money is paid for by everyone in this room. Don't ever forget that. It's going to happen. The FRA is a guilty party when it comes to that That is all I have to say. Thank you	Refer to ED-1 and GN-4.
Jessica Dainty	3/9/2018	Email	My entire immediate family lives in an area of Madison County directly affected by the proposed rail. If indeed it does come through, it will impede the emergency response teams that will need to get to my elderly grandparents in times of medical need. I also have a small child that if any emergency situation comes into play emergency teams will be slowed to reach us.	Refer to SS-23.
Crystal Dalby	3/9/2018	Website	I live in the White Oak Falls subdivision near Cy-Falls High School. I feel that taking away people's homes that they work and continue to work hard for is not a good idea. Taking away the homes in my neighborhood will affect the rest of the neighborhood by lowering our property values and increasing our homeowner association maintenance fees by the lower amount of homes that we will have left in the neighborhood. We already have issues with flooding, Hurricane Harvey and Memorial Day are just a few examples. The train and construction will only add to that. We have traffic issues with school buses, parents dropping off, students driving to school and others going to work. The construction will only add to the more constructed area that we have with the 290 construction, etc. Even though they say the high speed train will be going at a high rate of speed, the noise level will disturb us and our families and pets. Not to mention the vibrations that will occur with keeping up with the speed. Now, the high speed rail is going to be up off the ground but it's not to say that there will not be an accident at one of the poles that hold it up. That will affect the individual's lives that are driving around that area, the individuals on the high speed train, and the homeowners that are underneath or near the high speed rail pole accident. Do you want to put more people's lives at risk by adding to the already frequented driving area? At one of the meetings it was brought up that the technology for the high speed rail was going to be 50 year old technology. Don't you think, in this modern technology day and age, that it should be updated technology for the rail? The high speed rail built in Japan was built to accommodate a lower car driving area. This area is not equipped with subway stations and other non-driving areas. Out in Cypress/Houston, things are more wide spread out. The Japan train was built when there was more open area places that did not affect so many homes and land owners. Do you want to take land that has been passed down for generations away from these families and the future generations to come? The cost of the train in Japan is cheaper than ours due to the amount of people riding it. Here in Houston, not many people travel to Dallas for work. Most of us travel to downtown Houston, Galleria, medical center, etc not to Dallas. The cost also is cheaper to drive or fly to Dallas. It is not worth me paying to ride the high speed train, get off in Dallas and then having to rent a car when I get there to get around too. I might as well just drive there and already have my car with me. For those that communicate with people in Dallas for business, they have many forms of technology for communication (video conferencing) that they don't have to be riding the high speed rail in order to have a meeting with those in Dallas. We as Houstonians, did not get a true say so on this matter for it to be approved. This should be a proposition that we all must vote on and not a propaganda for the media or for Washington DC. I feel and think the high speed rail for Houston is not a good idea for the cost of riding, old technology, safety of others, noise level, drainage issues, traffic issues and the affects it will have on land and home owners for years to come. Sincerely. Crystal D.	Refer to BA-12, FP-1, GN-2, LU-3, NE-1, NE-9, NV-1, NV-5, PN-3, SC-3, SC-7, SS-1, SS-17, SS-19, TC-2, TR-6, VA-1, WW-1 and WW-2.

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Dallas Regional Chamber	3/9/2018	Website	On behalf of the Dallas Regional Chamber, one of the state's largest and most influential business organizations representing 1,100 member companies that employ more than 500,000 workers, I ask that the Federal Railroad Administration swiftly move forward with the approval of your environmental review and approval of the Texas Central Partners' High Speed Rail project that will connect Houston to North Texas in 90 minutes. One of the Dallas Regional Chamber's main functions is to catalyze economic development in the North Texas region. Improvements in infrastructure play a vital role in economic development work and the high speed rail project is a game-changing opportunity for all. Not only does it plant the seed of a new industry in Texas and the United States, but it is projected to generate a \$36 billion economic impact over its first 25 years. The 90 minute high speed rail trip will unite the economic engines of the two most prosperous metro areas in Texas: the Cities of Dallas and Houston. The Dallas and Houston MSAs have the 4th and 6th largest GDP in the nation, respectively. Integrating these MSAs will generate an annual GDP of \$913 billion and combine the two workforces. This partnership will open up a labor market of roughly 7.2 million individuals, maximizing the strong business climate both cities have built. We support this project because in part it will: Create jobs for Texans - more than 10,000 direct jobs per year during construction and up to 1,000 jobs permanently when operational with at least 25% of them in rural counties along the route; Increase tax rolls in ALL impacted counties - \$6.5-\$7 billion net positive tax impact by 2040; Bring the safest mass transportation technology in the world to Texas - Shinkansen trains boast a 53-year history with ZERO crashes or fatalities while in operation; Be a cleaner way to travel - an environmentally-friendly alternative to flying or driving in an area where 4 of the counties served are already air quality non-attainment status; Preserve land access for property owners - a majority of the 240-mile route will be built on elevated viaducts, allowing easy access from one side of the tracks to the other; Give travelers with disabilities a safe, comfortable alternative to driving or flying - system meets or exceeds the requirements of the Americans with Disabilities Act (ADA); Remove up to 14,630 vehicles per day on Interstate 45 between Dallas and Houston - vehicular traffic on I-45 is projected to increase more than 200% by 2035, the high speed rail project will decrease barriers to the transport of people and goods. From a local perspective, the Dallas station as identified in the Draft Environmental Impact Statement (DEIS) is located in the historic Cedars area, a section of South Dallas currently undergoing revitalization. The DEIS's stated rise in property values of between \$71.4 million and \$161.1 million will help harness and expand on the current momentum of the area. Additionally, the new jobs created by the project will provide employment opportunities for residents in the area. The Cedars station will also be on the edge of Dallas' central business district and will seamlessly plug into the existing light rail system, the Dallas Area Rapid Transit (DART). We are excited to support the first true high-speed passenger train system in the United States - a transportation infrastructure project of national importance that will provide a safe, reliable and convenient travel alternative between Houston and North Texas and we ask that you expeditiously complete the remaining steps in the review.	Comment noted.
Abigail Daniel	3/9/2018	Website	I support this project and would like to see this built. I have relatives in Ft Worth/Dallas and regularly have to drive up there and definitely find this as a preferable option.	Comment noted.
Michael Daniel	3/6/2018	Website	The lack of serious evaluation of the advantages or disadvantages of other locations for the Dallas Terminal is inconsistent with the obligation to disclose and weigh the environmental consequences of the alternative courses of action. This includes the evaluation of the environmental justice consequences of the choice of the Dallas Terminal location.	Refer to EJ-1, GN-7, NE-1 and NE-9.
Pamela Daniel	3/9/2018	Website	This is a welcomed addition to our modern city. It will put both Houston and Dallas on the map with the east coast and west coast. We need more transportation options in our city besides cars and planes to travel within the state. THANK YOU!	Comment noted.
Stephen Daniel	3/9/2018	Website	This is an essential step for Texas to move ahead into the future. It will generate more business for both Dallas and Houston.	Comment noted.
Michael Daniels	1/31/2018	Oral	Good evening, I'm Mike Daniels, County Commissioner precinct two, and I just want to say to the lady who just spoke, I'm really proud of all of you standing up for your right. I think it's wrong that when someone just can run over you and take advantage of your rights and when I sit and hear all of the people and how you speak against this -- we're against this. We are not for it at all. And where do our votes count? Every town you go to the people say they don't want it, but it doesn't matter, their votes doesn't count. You don't take it into consideration. You say you take it into consideration but if you really took it into consideration and you thought about the people who own the property, people who have great passion for their property, the people who worked hard for their property then you would say this is not a good deal. This is not a good deal for Freestone County. As we have said, we are at a crossroad. We are losing the power plant that means that jobs are gonna be leaving. Then all of a sudden you want to come through with the train which is going to slow people down on the interstate that would stop, that would spend money in Freestone County. You have not shown me not one place that this is gonna benefit us in any way. The train's not gonna stop here. It's not gonna bring any people into our county and we are about the people. So I'm here today to let you know that I fully support the people. The people do not want it and we do not want it. May God bless you.	Refer to PN-3 and SC-19.
Willis Daniels	1/29/2018	Website	I'm concern with the impact on the train and the land I own. No one has been able to answer the true impact of the train and construction. The preferred route runs approximately 500' in front of my property. I'm in the process of building an 300K home, plus barns and cattle	Refer to ED-2, NV-1 and VA-1.

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			corral. Will this project affect the value of this property. Additionally, what will the noise impact be. I didn't purchase this land with plans for a home, to listen to 68 trains daily.	
Rizalina Dannug	2/16/2018	Website	Modern transportation and it will create new jobs in Texas. Hoping for safety and not too expensive fee when completed	Refer to SC-3 and SS-1.
Lisa Darling	3/5/2018	Website	The Awty International School strongly supports the Northwest Mall site as the terminus for the High Speed Rail. The Northwest Transit Center would have severely detrimental impact on our school, which is located very close to the Transit Center. Costs would surely be much higher if that site were selected as well, as it is more densely urban, and is surrounded by expensive residential and mixed use property. The Northwest Mall site would provide much more space and parking and would transform a declining and almost derelict property. It makes so much more sense, so if the project proceeds, we hope that you will select the Northwest Mall as the terminus site. The Awty International School would be happy to make further comment if it would be helpful.	Refer to GN-9 and SC-8.
Galileo Darwin	1/30/2018	Email	CONTINUED: 5) Because the currently proposed high-speed train does not offer a faster or more convenient travel option than current modes of travel (let alone soon to be available other alternatives), the only way that the high speed train will be an economic success is by being significantly cheaper than travel by airplane. No such information has been provided because I suspect this is unlikely. 6) For the above reasons, this project will likely be a complete economic failure. As such, this project should not go forward, but if it does absolutely NO TAX dollars should ever go towards this doomed project.	Refer to BA-12, GN-4, NE-1, PN-3 and SC-3.
Galileo Darwin	1/30/2018	Email	CONTINUED: 3) Any high-speed train line will be a tempting target for terrorists, and it will be very costly to try to secure the entire line. And if terrorists are successful in blowing up part of the line, the entire system will be shut down for an extended period of time. 4) The advent of self-driving vehicles will make people more likely to use a car to travel between Houston and Dallas than use either an airplane or a high-speed train because self-driving vehicles will allow for stress-free travel from any departure point directly to any destination in the privacy of a vehicle. Eventually, there will be dedicated self-driving lanes on the highways that will enable even faster travel by such vehicles.	Refer to SS-2, SS-6 and SS-7.
Galileo Darwin	1/30/2018	Email	The currently proposed high-speed train will not provide for faster travel between Houston and Dallas. While supporters of the project tout a 90 minute travel time, they do not take into consideration the time required to drive to the train station, go through some form of security, wait for the train to arrive, board the train, and then get a cab or rental car once you arrive in either Houston or Dallas. Given that a flight between Houston and Dallas takes about 45 minutes, there is no reason to believe that travel by train between Houston and Dallas will offer a faster travel option. By the time that the proposed high-speed train is built, it will already be outdated. Elon Musk's Hyperloop concept will allow speeds of over 700 mph, or twice the speed of existing maglev high-speed trains. If Texas is going to start building high-speed trains, it should use at least go with the highest speed trains possible.	Refer to BA-4 and PN-3.
Galileo Darwin	1/31/2018	Email	Dear Federal Railroad Administration, As a native Texan, I want what is best for Texas, and I do not consider the currently proposed high-speed train between Houston and Dallas to offer any benefits relative to existing modes of travel between Houston and Dallas, namely travel by plane and car. As such, I do not see the point of this endeavor. Moreover, soon-to-be-available technologies, namely the Hyperloop train concept and self-driving vehicles, will make the currently proposed high-speed train either outdated or even less desirable as a mode of travel. 1) Speed: Supporters of the project tout a 90 minute travel time; however, they fail to take into consideration the time required to drive to the train station, go through some form of security, wait for the train to arrive, board the train, and then get a cab or rental car once you arrive in either Houston or Dallas. Given that a flight between Houston and Dallas takes 60 minutes from Hobby to Love Field, there is no reason to believe that travel by train between Houston and Dallas will offer a faster travel option. Elon Musk's Hyperloop concept will allow speeds of over 700 mph, or twice the speed of existing maglev high-speed trains. The Hyperloop concept would offer a slight time advantage over travel by air although it could be a lot more costly per passenger than air travel. 2) Stress: While driving between Houston and Dallas directly to/from a passenger's destination point usually takes longer than travel by plane/train, there is not the stress of making sure to leave with enough time to arrive at the airport with enough time to catch the plane/train, driving to an airport or train station, going through some form of security, waiting for the plane/train, boarding, riding on a crowded plane/train, catching a cab or renting a car, and then repeating all on the return trip. In a car, you can depart anytime and you can also stop off for many different types of food and snacks. The downside of travelling in a car is the stress of driving. However, with the advent of self-driving vehicles, this stress will be removed allowing individuals travelling by car to do work, watch movies, or even sleep as they travel in the privacy of their own vehicle. As such the currently proposed high-speed train does not offer reduced stress relative to air travel, arguably more stress relative to travel by car, and definitely more stress relative to travel by self-driving car. 4) Throughput: Another potential justification for the currently proposed high-speed train between Houston and Dallas is increased	Refer to BA-4, GN-4, PN-3, NE-1 and SC-3.

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			passenger throughput between Houston and Dallas. However, this can be accomplished with expanded airports in Houston and Dallas as well as widening 145 between Houston and Dallas. Given that self-driving vehicles will increase the demand for travel by car between Houston and Dallas, 145 will likely need to be expanded anyway. At the same time, once there is at least one dedicated self-driving lane on 1-45 between Houston and Dallas, these self-driving cars will enable significantly increased throughput without adding more lanes. At the same time, any high-speed train line will be a tempting target for terrorists, and it will be very costly to try to secure the entire line. And if terrorists are successful in blowing up part of the line, the entire system Will be shut down for an extended period Of time. Thus, it would be unwise to rely on a high- speed rail for expanding passenger throughput between Houston and Dallas.	
Galileo Darwin	1/31/2018	Email	As a native Texan, I want what is best for Texas, and I do not consider the currently proposed high-speed train between Houston and Dallas to offer any benefits relative to existing modes of travel between Houston and Dallas, namely travel by plane and car. As such, I do not see the point of this endeavor. Moreover, soon-to-be-available technologies, namely the Hyperloop train concept and self-driving vehicles, will make the currently proposed high-speed train either outdated or even less desirable as a mode Of travel. 1) Speed: Supporters of the project tout a 90 minute travel time; however, they fail to take into consideration the time required to drive to the train station, go through some form Of security, wait for the train to arrive, board the train, and then get a cab or rental car once you arrive in either Houston or Dallas. Given that a flight between Houston and Dallas takes 60 minutes from Hobby to Love Field, there is no reason to believe that travel by train between Houston and Dallas will offer a faster travel option. Elon Musk’s Hyperloop concept will allow speeds of over 700 mph, or twice the speed of existing maglev high-speed trains. The Hyperloop concept would offer a slight time advantage over travel by air although it could be a lot more costly per passenger than air travel. 2) Stress: While driving between Houston and Dallas directly to/from a passenger’s destination point usually takes longer than travel by plane/train, there is not the stress of making sure to leave with enough time to arrive at the airport with enough time to catch the plane/train, driving to an airport or train station, going through some form of security, waiting for the plane/train, boarding, riding on a crowded plane/train, catching a cab or renting a car, and then repeating all on the return trip. In a car, you can depart anytime and you can also stop off for many different types of food and snacks. The downside of travelling in a car is the stress of driving. However, with the advent of self-driving vehicles, this stress will be removed allowing individuals travelling by car to do work, watch movies, or even sleep as they travel in the privacy of their own vehicle. As such the currently proposed high-speed train does not offer reduced stress relative to air travel, arguably more stress relative to travel by car, and definitely more stress relative to travel by self-driving car. 4) Throughput: Another p otential justification for the currently proposed high-speed train between Houston and Dallas is increased passenger throughput between Houston and Dallas. However, this can be accomplished with expanded airports in Houston and Dallas as well as widening 145 between Houston and Dallas. Given that self-driving vehicles will increase the demand for travel by car between Houston and Dallas, 145 will likely need to be expanded anyway. At the same time, once there is at least one dedicated self-driving lane on 1-45 between Houston and Dallas, these self-driving cars will enable significantly increased throughput without adding more lanes. At the same time, any high-speed train line will be a tempting target for terrorists, and it will be very costly to try to secure the entire line. And if terrorists are successful in blowing up part of the line, the entire system Will be shut down for an extended period Of time. Thus, it would be unwise to rely on a high- speed rail for expanding passenger throughput between Houston and Dallas.	Refer to GN-6, PN-3, RF-2, SS-17, TR-3, and TR-4.
Jay Dave	2/16/2018	Website	There is no Environmental Impact and everything about Environmental Impact is scam & BS. We need this TRAIN, so stop working for Lobbyist.	Refer to GN-1, NE-1, NE-9 and PI-1.
David Davenport	2/6/2018	Website	I have been a proud landowner on Binford Road for nearly 20 years. We love the peace and quiet this community offers and enjoy living there very much. I have two sons and four grandchildren and I wonder, "What is best for their future? What is best for their children's future?" I believe that the bullet train that will soon go through our neighborhood is just that. That being said, everything Texans Against High Speed Rail says is wrong. They base their campaign of misinformation on lies and deceit. I urge you not to fall for their tactics. I also ask you to write, email, or call your elected officials and tell them that you support this project. In closing, I ask: if there is a "no build", how will our children and grandchildren deal with the consequences? If TAHSR has its way, this project will be an opportunity missed. I ask you to do the right thing and build the Texas Central train-for us and for future generations.	Comment noted.
H.M. Davenport	1/29/2018	Oral	Hi, everyone. I am your county judge, H.M. Davenport. Thank you all for coming out tonight. This is just so great to see this kind of support regarding something that we don't want and we don't need. Just that simple. Okay? One of the things that we have to look at is the impact on the county, and that impact regards land use damage assessments; property value impact studies; transportation need assessments; noise and vibration impact studies; staff time or the need for us to add staff to the county government to be able to deal with some of this; engineering, we don't have an engineer on staff, folks; legal reviews; emergency management impact study. I'm, of course, director of emergency management, and we also have a coordinator and another group of folks who work with us to help us be able to do that. You-all all remember the flood of 2015. In my house I had 22.75 inches in 24 hours. Not a fun thing. But also the independent school district	Comment noted.

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			<p>impact studies, economic development impacts, thoroughfare impacts, high speed rail regulations. There is so much to this that we have to be concerned with.</p> <p>And it was already brought up about folks who have land that's been in their family for over a hundred years. Certainly we need to protect that. The disrupting that that land, the residences where families have raised generations of children brought up in Navarro County, all cause a substantial degrading changing the way the land is used is what this railroad will do to us; not to mention the disruption of highways, roads, and school bus routes.</p> <p>Navarro County remains against this project. The county commissioners have already done a resolution against the project. Navarro County remains against the construction of the high speed rail especially when it's not really needed given our highway system and flat surfaces already in place. Thank you.</p>	
H.M. Davenport	2/26/2018	Letter	<p>It has been brought to our attention that the Draft Environmental Impact Statement (DEIS) prepared by the FRA includes relocation and realignment of public roads within Navarro County. Further, we understand that it is assumed that existing roads may be altered or closed and new roads are proposed to be constructed within Our jurisdiction for our future ownership, responsibility and maintenance. Please be advised, based on the information currently available, any construction, relocation or realignment Of county roads within our county is not acceptable and will not be granted. Further, even if county roads were to be moved or altered, Navarro County will not accept responsibility for new or additional roads without a long-term maintenance reimbursement plan in place. In addition, the Commissioners Court will require that all county roads remain open for use by the travelling public both during and after construction. I am enclosing resolution no 102-2018, which clearly expresses the Navarro County Commissioners Court's views On these matters. They are consistent with state law. This resolution was passed on February 26, 2018. Finally, the County has received a copy Of comments by LCA Environmental, Inc. to you on the DEIs. Those comments refer to a new proposed (byLCA) Route 3Z. We have reviewed the comments by LCA and agree that if any route is ever approved by the FRA, Route 3Z is preferable to the other routes proposed by Texas Central Railroad. To be clear, Navarro County opposes any route for High Speed Rail. But, if a route is approved, we prefer Route 3Z (as set forth in the LCA comment) to the other routes. Regardless, Navarro County will still insist on compliance with the enclosed Resolution. Please make the necessary adjustments to the DEIS document(s) to take this into account. At this point, we cannot even begin to evaluate the impacts to our County until the DEIS investigative findings are consistent with county regulations and the policies of the Commissioners Court. Once the DEIS has been updated and issued, only at that time will we be able to begin our detailed review and provide additional comments. M. Davenport, Jr. Navarro County Judge RESOLUTION NUMBER A RESOLUTION OF THE COMMISSIONERS COURT OF NAVARRO COUNTY, TEXAS, REGARDING THE COMMISSIONERS COURT'S INTEM TO DECLINE TO DISCONTINUE, ABANDON, CLOSE, VACATE OR ALTER A COUNTY ROAD IN CONNECTION WITH THE PROPOSED HIGH SPEED RAIL PROJECT; AND THE COMMISSIONERS COURT'S REQUIREMENT THAT IF A RAILROAD LINE IS LAID ACROSS A COUNTY' ROAD IN NAVARRO COUNTY, THE RAILROAD COMPANY SHALL CONSTRUCT AND MAINTAIN THE CROSSING, DURING AND AFTER CONSTRUCTION, SO THAT THE TRAVELING PUBLIC MAY USE THE COUNTY ROAD FOR ALL REASONABLY ANTICIPATED PURPOSES. WHEREAS, the Texas Central Rail and Infrastructure, Inc. ("TCR") has indicated its intent to establish the Texas High Speed Railway on a route from Dallas to Houston that travels through Navarro County, even though TCR does not have eminent domain power; and WHEREAS, the Draft Environmental Impact Statement ("DEIS") released in December of 2017 shows that the proposed route will cross at least fourteen county roads (and many other state, farm to market and private roads as well); and WHEREAS, pursuant to 5251.051 (a) ofthe Texas Transportation Code, the Commissioners Court has the authority to order that public roads be laid out, opened, discontinued, closed, abandoned, vacated or altered; and WHEREAS, neither TCR nor any actual railroad company (which TCR is not) has the authority to discontinue, close, abandon, vacate or alter any county road; and WHEREAS, Section 112.059@) of the Texas Transportation Code also provides that "each railroad company [which TCR is not] in the state shall place and keep the portion of the company's road bed and right-of-way over or across which a public county road runs in proper condition for the use of the traveling public;" and WHEREAS, the DEIS appears to assume that the counties through which the proposed route will pass, including Navarro County, will cooperate in relocating and closing county roads to accommodate TCR ' s proposed route; and WHEREAS, since the Commissioners Court of Navarro County has the sole control over all roads, highways and bridges in the county, and has the authority and obligation to ensure that any crossing of a county road by a railroad company results in the county road being maintained in its proper condition for use by the traveling public, the County Commissioners of Navarro County makes this resolution to express its intentions. THEREFORE, the County has determined, and by this Resolution hereby determines the I. The Commissioners Court does not intend to and hereby declines to close, abandon, vacate or alter any county road to accommodate the proposed the high speed railroad route; and 2. The Commissioners Court also requires that i f TCR ever acquires eminent domain power and seeks to establish its route across any county road in Navarro County, the county road that is affected shall at all times, during and after construction, be maintained for use by the traveling public, including specifically the typical public uses to which county roads in Navarro County are often subjected, such as use by vehicles, equipment and machinery necessary to conduct operations oil and gas operations (drilling, reworking, producing, etc.), farm vehicles and equipment</p>	Refer to ED-3, LU-5 and TR-8.

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			<p>typically used in agricultural production, manufactured and mobile homes, and all other uses, whether named or not, for which Navarro County county roads are typically used. PASSED AND APPROVED BY A MAJORITY VOTE OF THE COMMISSIONERS COURT OF NAVARRO COUNTY ON THIS THE 26th DAY OF February, 2018.</p> <p>Finally, the County has received a copy Of comments by LCA Environmental, Inc. to you on the DEIs. Those comments refer to a new proposed (byLCA) Route 3Z. We have reviewed the comments by LCA and agree that if any route is ever approved by the FRA, Route 3Z is preferable to the other routes proposed by Texas Central Railroad. To be clear, Navarro County opposes any route for High Speed Rail. But, if a route is approved, we prefer Route 3Z (as set forth in the LCA comment) to the other routes. Regardless, Navarro County will still insist on compliance with the enclosed Resolution.</p>	
Courtney Davidson	1/30/2018	Email	<p>The renderings look great. My main concern is regarding the existing parking lot that serves the Alamo Drafthouse. This parking lot is barely large enough to serve the theatre, but the renderings show this lot will be cut in half by the new parking structure to serve the rail line. What measures are being taken to ensure the new project does not worsen parking conditions for existing businesses in the area? Will movie goer's be allowed to park in the structure free of charge? Some agreement for free parking that currently exists, but appears to be proposed to be eliminated, needs to be ensured for the future of such a great asset as a movie theatre in the downtown area.</p>	<p>The parking owned by Alamo Drafthouse will not be affected, however, parking south of Austin Street is on property not owned by Alamo Drafthouse and would be acquired. Property acquisitions will be made between the landowners and TCRR. The Dallas Terminal Station Option would convert commercial and civic land to a transportation use. The remaining areas of the terminal station site are already used for transportation (e.g., UPRR, IH-30 and surrounding roadways). Construction and operation of the Dallas Terminal Station Option would not substantially change the pattern and intensity of land use in the area and would be compatible with adjacent land uses. The Dallas Terminal Station Option could indirectly lead to increased land use densities in proximity to the terminal and facilitate the development of transit-oriented development (TOD) in downtown Dallas, which would be consistent with local plans and policies and existing redevelopment efforts in the area. Due to the existing pattern, intensity and character of land use within the terminal station area, the conversion of land use to transportation would not adversely impact the area. Zoning designations at and around the Dallas Terminal Station area are Planned Development and Central Area. The Planned Development zoning designation offers design flexibility for land use and carries specific development conditions, while the Central Area zoning designation accommodates existing development in the central area of Dallas and seeks to prevent the increase of street congestion. Prior to construction, TCRR would be required to obtain a development permit from the City of Dallas for the Dallas Terminal Station. During the permitting process, TCRR would coordinate with the City of Dallas to ensure compliance with all relevant zoning and special purpose district regulations. As previously described, one of the allowable land uses for the planned development is a railroad passenger station. Therefore, no impacts with the zoning designations or special purpose districts would occur as there would be no conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the Dallas Terminal Station Option.</p>
Daryl Davis	2/16/2018	Website	<p>I'm super excited to see this project, which uses no Federal money, come to fruition, and see Texas remain a competitive economy, and also to ride this train to Houston to visit friends and family</p>	<p>Comment noted.</p>
Don Davis	3/5/2018	Website	<p>The Northwest mall location will still affect the The Awty International School if the traffic to access the Northwest mall site and the northwest transit center utilizes North Post Oak. We already have enough traffic on this road with the business, single family housinfg, and our 1650 student school without adding additional traffic. If the feedr is utilized along 610, this will help significantly, but I believe the only route from the energy corridor will be I-10 unless Metro and TxDot create some easy on and offs from 610 loop.</p>	<p>Refer to GN-9.</p>

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Ester Davis	1/29/2018	Oral	Well, I love the idea of the high speed rail. Over the last 40 years I have traveled from Dallas to the Houston area so I really waiting and wanting for the high speed rail. I know some of the opposition because we did on land in Montgomery County so, but Dallas and Texas does have the land mass. Perfect city and perfect place for the high speed rail. Thank you.	Comment noted.
Janet L. Davis	3/9/2018	Email	Hello, FRA. We are opposed to the proposed high-speed rail project: Per those in favor of the train, the train is supposed to help with traffic congestion. But what about the additional city congestion created BY the train? That is, the hoards of drivers driving to and from the two primary stations located in Houston and Dallas? (And I say hoards, because regular hoards will be needed to financially support, via ticket purchase, the maintenance of such a train system.)	Refer to GN-6, TR-3, TR-4 and TR-5.
Janet L. Davis	3/9/2018	Email	Hello, FRA. We are opposed to the proposed high-speed rail project: It is not the right sort of project for our state. Why would we want some of our beautiful, and important, rural counties to be torn up, and residents displaced and/or otherwise negatively affected, for a project we feel is ultimately doomed to fail? The project just doesn't make sense in a practical way (except, perhaps, to those who are pushing it). And many, or most, negatively impacted residents wouldn't even be able to use the train, since the proposed stations aren't at all convenient to them. Who and where ARE the people who all day long, every day, are going to ride this train from Houston to Dallas (with at most only one stop along the way)? Wouldn't the ridership need to be steady, and huge, for this project to be viable?	Refer to BA-6, GN-2 and NE-1.
Janet L. Davis	3/9/2018	Email	Hello. We are opposed to the proposed high-speed rail project: First, we feel that residents in the affected areas haven't been, and aren't being, adequately represented by the Federal Railroad Administration and TXDOT. Yes, some public meetings have been held (though with inadequate advance public notice), to "dot the i's and cross the t's." But from our point of view, and the points of view of everyone we know locally, so what? The "bullet" train practically seems like a done deal, even though so many citizens are clearly opposed to it. The FRA has neglected to meet with the Waller County Sub-Regional Planning Commission, despite multiple requests over the past couple of years or so by county judge Duhon. (My understanding is that that isn't legal.) And I know that a few years ago, in earlier stages of the project, I myself had trouble when trying to voice my opinion and ask questions on the FRA website. All comments were supposed to have been posted publicly (and later included in a report), and questions answered, but my first set Of comments altogether disappeared from the website. When I pointed that out to the FRA, no one responded. And none Of my questions were ever answered. Maybe certain politicians and certain residents of Houston who haven't bothered to study the project in any sort Of in-depth way are in favor Of the Dallas-to-Houston HSR. ("A high-speed train - wow!") But many people actually are not in favor of the project, and we tend to feel we don't matter.	Refer to NE-1, PI-1 and PI-7.
Jessica Davis	3/9/2018	Website	I travel on this highway at least six times a year and would love to have a safer alternative for my travel. Drivers on this road can be very reckless. I would definitely vote in favor of the railway.	Comment noted.
Joy Davis	2/19/2018	Website	This project should only go through if the power of eminent domain is not used. If they can acquire the necessary land through private treaty then fine. But in no way, shape or form should this project be allowed eminent domain authority.	Refer to ED-1.
Matthew Davis	2/23/2018	Website	I strongly support this project.	Comment noted.
Mikeall Davis	2/10/2018	Website	Y'all haven't taken enough land from the Indians? Now your gonna take from your own citizens for something that really isn't needed? Shame.	Refer to PN-3.
Rebecca Davis	2/6/2018	Handwritten	No.	Comment noted.
Rhett Dawson	3/1/2018	Website	I support this project even though I live in Waco and would not be directly affected by the initial highspeed route. I think that offering a highspeed multimodal transportation system lays the foundation for future projects that will help support economic growth in Texas and will impact Waco in the long-run.	Comment noted.
Alicia Day	2/6/2018	Oral	Hi, I'm not a speaker so it's little bit harder for me, but I'm so passionate about it. I'm just thinking. I read the other day that Drayton McLane, the former Astros owner, is now the Chairman of the Board for TCP. And I feel like if these guys believed in this project, you know, let them find a way to get it financed. All of these people are so rich and so connected, they can get it financed if it's that good of a project. If they are not blocked from putting taxpayers on the hook for the expenses and the liabilities of their pet project, if they can call themselves a railroad when they own zero tracks, zero trains, and seize our land, what's to stop the first two rows of this room from seizing Drayton's land? I mean, it's so illegal, and if it's legal for one group to do, why wouldn't it be legal for another? This is just, on the face, such a horrible, horrible, concept; it just needs to be no-build.	Refer to ED-1, ED-2 and GN-4.
Marie Day	2/6/2018	Website	I am demanding the no construction option for this project. The reasons are what many, many people have said. My addition to this is: I'm sick and tired of government being in bed with developers. Please show character strength and recognize this project is a boon-doggle. thanks "It may not run through your property," said Duhon. "But rest assure it will run through your pocketbook."	Refer to GN-4 and NE-1.
Jamie De La Rosa	2/6/2018	Letter	IMPACT ON THE CITY OF WALLER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 -a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the	Refer to GN-3 and LU-4.

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			Daikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail protect could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area	
Jamie De La Rosa	2/6/2018	Letter	IMPACT ON FLOODING AND DRAINAGE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community. Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR. Stop this future flooding issues from adding to our drainage issues, stop the HSR. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS	Refer to FP-1, WW-1, WW-2 and WW-8.
Jamie De La Rosa	2/6/2018	Letter	I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more do- able, that will bring more residents to this area, as well of jobs, and businesses. But, none will be able to be completed Train Cuts through, which will also be Stifling to All Future Economics Development in this area. HC-4 route through Waller/Harris County: This route Is some three miles west Of the original publicly notice route, and changed without any public input from those affected: Waller/Harris County. FRA Failed TO Coordinate With The Local Waller County government .	Refer to LU-4, PI-1, SC-13, TR-1 and TR-8.
Jamie De La Rosa	2/6/2018	Handwritten	Reference: IMPACT OF PUBLIC SAFETY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY To me public safety is a big issue, a factor in our day to day operations, as we move from location to location within our community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!! No one has considered the lives of the residents that live in our community, or our safety Of an explosion, from the speed of the train. Again, FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT!!!!!!!!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to EU-2, EU-6, EU-7 and PI-1.
Jamie De La Rosa	2/6/2018	Handwritten	REFERENCE: IMPACT ON WATERFOWL AND HUNTING NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting. The route of the HSR cuts through and will destroy the north end of one of the major wetlands in this region, where duct hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN. Again, "The NEED AND PURPOSE" of this HSR project has not been shown, to date!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to NR-1, NR-2, RF-2 and WW-1.
Jamie De La Rosa	2/6/2018	Handwritten	REFERENCE: IMPACT ON G&W WATER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet of this Water Tower. Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Harris County to this devastating loss. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to GN-3 and WW-6. The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.
Jamie De La Rosa	2/6/2018	Handwritten	REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This Is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor. As our community grows, with progress, why tear each mile Stone down, with an un-needed, un-wanted high speed rail. How can Waller County grown with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .

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Jamie De La Rosa	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO. 200</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of the Waller/Harris County Area, the "Need and purpose" of this project has not been shown to date. A High Speed Train would not be beneficial to our land, our city, our community, our schools, our roads, our emergency services, and neighboring communities. HC-4 route through Waller County, is some three miles west of the original publicity noticed route, and changed without any opportunity for public input from those affected.</p> <p>EMERGENCY SERVICES could be negatively impacted by the HSR line, due to its potential impact on our county and private roads. Many of which are used for emergency vehicles that now service the District and provide an 8 — minute response time.</p> <p>This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit Waller residents in any way. Why make our community pay the price of a future disaster to take place in our wonderful small community.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely from a Concerned Citizen of Waller/Harris County</p>	Refer to BA-3, PI-1, PI-8, PN-3, SC-7, SC-19 and SS-23.
Jamie De La Rosa	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON HEWLETT PACKARD DATA CENTER</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property.</p> <p>FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area.</p> <p>As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to PI-1 and SC-11.
Jamie De La Rosa	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON HISTORICAL SITES</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>Today in our community we are very fortunate to be able to drive by, admire, and learn the history of this community of Waller County. An Army Corps of Engineers Section 4 Permit report has revealed four archeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of Historical Places. Why deprive our County of this Historical Event. Due to the fact that FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY".</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to CR-9.
Jamie De La Rosa	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of the Waller/HARRIS County area, the proposed alignment of the High Speed Rail will run through a large portion of the Waller ISD's district. This would negatively impact bus routes, which may cause Waller ISD to purchase addition school buses to transport student, and accommodate delays to county and private roads being impacted and/or closed by the proposed High Speed Rail project.</p> <p>The safety of our children is the utmost concern for our Waller/Harris County residents, parents, and school factuality. Why add the risk? Why add the tax dollars, to withstand this unneeded debt to our community.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Resident of Waller/Harris County.</p>	Refer to SC-5 and SC-8.
Jamie De La Rosa	2/6/2018	Handwritten	<p>REFERENCE: IMPACT OF QUALITY OF LIFE</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>"Quality of Life", would be a huge devastating issue for the residents, and community Of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting</p>	Refer to AS-1, NV-1, NV-5, SS-1 and TC-4.

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			<p>visible eye sight of Waller/Harris County. HSR's are known for derailing, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns of safety for our Waller/Harris County residents in that existing surrounding area, as well. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.</p>	
<p>Jamie De La Rosa</p>	<p>2/6/2018</p>	<p>Handwritten</p>	<p>REFERENCE: IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I feel that the Northern Portion of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value of everyone's property, which is devastating to each individual and or piece of property of each resident. Why! Why destroy this TEXAS sole with a HSR. Our community is made up of beautiful acreage, and residents that have paid high dollar for their Texas Soil. Stop the High Speed Rail in Waller/Harris County, say: No To High Speed Rail, save our Communities, save our Texas Heritage, Save Our Land. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.</p>	<p>Refer to LU-3, LU-4, RF-1 and VA-1.</p>
<p>Jamie De La Rosa</p>	<p>2/6/2018</p>	<p>Handwritten</p>	<p>REFERENCE: IMPACT ON FLOODING AND DRAINAGE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community. Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR. Stop this future flooding issues from adding to our drainage issues, stop the HSR. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS. Sincerely From a Concerned Citizen of Waller/Harris County.</p>	<p>Refer to FP-1, WW-1, WW-2 and WW-8.</p>
<p>Jamie De La Rosa</p>	<p>2/6/2018</p>	<p>Handwritten</p>	<p>REFERENCE: FARM, AND SHOW ANIMALS. AND THE MAJOR IMPACT OF HIGH SPEED RAIL WILL PLACE ON THEIR GROWTH PERFORMANCE, PRODUCTION AND SUPPLY OF LAND TO TABLE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one of these is a big source of our daily nourishment. As we know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Train. I feel our family has supplied generations to come with the lifestyle of animal life, which so many never benefit from. As all know THE FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Stop this madness, let today's, tomorrows, and future generations enjoy this lifestyle of Farm Of Nature, Land and Animals, which so many miss in today's world. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	<p>Refer to NR-1.</p>
<p>Jamie De La Rosa</p>	<p>2/6/2018</p>	<p>Handwritten</p>	<p>REFERENCE: ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF WALLER COUNTY (A Historical Minority Population County) - DEVALUATION OF HOMES LAND HOMESTEAD PROPERTY NO HIGH SPEED RAIL WALLER/HARRIS COUNTY This project will create an Obsolescence that will negatively impact the property values in Waller/Harris County. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. As a resident of the Waller/Harris County area, FRA, High Speed Rail, failed to coordinate with the local Waller County Government, and it is obvious it would not be beneficial to our area. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and many of neighbors and friends. The train will be felt by the surrounding residents up to 2 miles (either side of the rail), which would definitely cause future foundation issues to surrounding homes in the close proximity of the proposed route. This proposed route of HSR's goal is to service from only one city central to the next city central with a possible one stop in-between. This HSR will not benefit one Waller resident in anyway. In fact it will add many safety concerns. Why make our community pay the price of a future</p>	<p>Refer to EJ-1, NV-5, PI-1, PN-3, PN-5, SC-19, SS-1 and VA-1.</p>

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			disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	
Jamie De La Rose	2/6/2018	Website	REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am worried about the impact of the high speed rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines, and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor. As our community grows, with progress, why tear each mile stone down, with an un-needed, un-wanted high speed rail. How can Waller grow with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to NR-2, RF-4, WW-1 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Michael Dean	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Neil Dean	2/28/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. THE TRAIN, ON ITS CURRENT COURSE, WILL HAVE A TRAGIC IMPACT ON THE RANCH LAND WHICH HAS SERVED AS A VALUABLE NATURE SANCTUARY AND RETREAT FOR PROFESSIONALS, FAMILIES AND ORGANIZATIONS THROUGHOUT NORTH TEXAS. PLEASE CONSIDER CHANGING THE ROUTE AWAY THE MORGAN LEGACY RANCH LAND.	Refer to FP-1, LU-5, WW-1 and WW-2.
Kids 1st Dental	3/2/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
Sylvia Dean	NA	Website	Too much noise, vibration, breaking up property and the cost is too much! Our grandchildren will have to pay	Refer to ED-2, GN-4, GN-5 and NV-1.
Theresa Debose	1/11/2018	Website	I would like for the Houston to Dallas speed rail to be built.	Comment noted.
John DeBrock	2/5/2018	Oral	Hi. I'm John Debrock. I am a fairly recent resident of Madison County. I've only lived here a little over 20 years. I can say that I served here as high school principal for eight years. When I chose to leave here as a school employee, I chose to maintain my homestead here. And about 15	Refer to GN-2, GN-4, GN-9 and NE-1.

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			years ago, I added 25 acres to that. I drove an hour and a half to come to this meeting tonight simply because I wanted to stand with my friends and neighbor and look at facts about what's going on. The party environmental impact study is the effect on human beings. I think it's overwhelming negative all the way from Houston to Dallas and that's a huge bearing on this report. I also did just a little research today about numbers and again, admittedly I'm an educator, not a business man. I've been in public education for 45 years all over this state, at least the eastern half of it, primarily in small communities. And I understand the love people have for their land and the negative impact it has. Just tonight the Houston Chronicle printed an article naming the site of the Houston station with an estimated cost of this railroad at 15 to 18 billion dollars, which is on the small side. There's other estimates running over 20 billion dollars. According to the Texas Central Railroad they stayed they'll have 5 million travelers by 2025. Let's do the math. At \$200 a ticket, 5 million riders by 2025, that's only a billion dollars. And if they spend 18 minimum to build it, when do they show a profit? When do the investors get a return? Like everyone said, it's smoke and mirror and even their own figures speak against it. So again, I'm against it and I stand with you. Thank you.	
John DeBrock	2/27/2018	Website	I believe this project is a mistake. The ridership projections are extremely optimistic and hard to justify. I understand from the public meeting I attended that the impact on the quality of human life is to be considered as part of the environmental impact. When the multiple, negative effects of land owners at or near the tracks are considered, it should be clear that the lifestyle of many landowners will suffer. In cases where entire tracts of land are taken, there may not be a replacement available in the area. I see little chance of this project being economically viable without huge input of our tax dollars, as has been the case with almost every other project of this type. I encourage you to put a stop to this project so landowners in the affected areas can resume their lives with certainty and before it cost any more taxpayer funds.	Refer to ED-2, GN-2, GN-4, LU-11, NE-1 and NE-9.
Christopher Deegear	2/4/2018	Letter	Recreational and Sport duck hunting will be directly affected by any noise, vibration and possible 96 trains running through the area. The route cuts through the north end of one of the major wetlands in the region where duck hunting is vital to the economy and where water fowl and their hunting will be diminished, if not destroyed by a high speed train. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to NR-1, NR-2, RF-2 and WW-9.
Christopher Deegear	2/4/2018	Letter	Local Environmental Impact include the Spring Creek Watershed where five creeks will cross the track of the HSR. This watershed will be directly impacted by the train and the track depending on how it's built. Tropical Storm Allison, the Tax Day Floods, the flooding event in May of 2016, and Hurricane Harvey have shown that if any impediments to water flow occur through the watershed, the area will experience major flooding and damage to property if the track is not properly studied and engineered. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to FP-1, SS-17, WW-1, WW-2 and WW-8.
Christopher Deegear	2/4/2018	Letter	The proposed alignment Will impact all future road and thoroughfares through the northern portion of the County. Dozens of roads are planned, but none will be able to be completed if the train cuts through stifling all future economic development in that area. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SC-13.
Christopher Deegear	2/4/2018	Letter	Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest and Six Pines - all developments for nearly 500 homes, 50 of which have already been built with four or five more in the works are all now cancelled because of the route. The HC-4 route travels right through the developments and destroys the economic viability of them and the value of everyone's property. Also, within these developments are four horse riding trails that the train will cross. This will destroy any viability of the equestrian facility and create dangerous situations for anyone riding in the area, especially children. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to LU-3, RF-1 and VA-1.
Christopher Deegear	2/4/2018	Letter	Kickapoo Preserve is a high-end development for 500 new homes for Daiken/Goodman employees that is under construction development. The proposed alignment will be just west of homes that are currently occupied and others that are under construction and other that are for sale. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to LU-4 and SC-12.
Christopher Deegear	2/4/2018	Letter	Katy Prairie Conservancy owns the Warren Ranch, a 6400 acre preserve that provides essential habitat for migratory birds and is designated as a Global Important Bird Area. Warren Ranch is a critical part of the Katy Prairie Preserve, a vast collection of protected properties owned or managed by the nonprofit land trust Katy Prairie Conservancy (KPC). KPC is diligently working to protect this land for generations to come. The prairie is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one mile of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands exist that will be directly or indirectly affected by a HSR corridor. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to NR-2.

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Christopher Deegear	2/4/2018	Letter	Quality of Life issues include people living within noise and vibration distance, as well as, sight, particularly if the train track is elevated. Depending on location and height of track, there will be loss of disposable income for the increase in travel time because people will not want to live within five to ten miles of the train track causing them to spend more time driving longer distances. Mr. T. J. Johnson, President Of the Waller County Advocacy Group, estimates quality of life spent driving behind the wheel of their vehicles will be reduced by 5,000 man-hours per year for residents in Waller County and cost an additional loss of disposable income up to \$3 million. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to AS-1, NV-1, NV-5, TR-6 and TR-8.
Christopher Deegear	2/4/2018	Letter	The proposed alignment of the HSR will run through a portion of Waller County that is currently experienced a high rate of commercial and residential development. As a result, the areas that could be impacted are areas that have and should continue to see high increases in property valuations due to positive development taking place in these areas, including high-end residential development. This project will create an obsolescence that will negatively impact the property values in Waller County. Bankers and appraisers heavily discount property values in situations like this, which destroys the market value of all properties. Because of this loss in value, ad valorem taxation will decrease causing WISD to lose \$3.6 million in annual revenue, SI .8 million will be lost to the Municipal Management District discussed in No. 2 above, the City of Waller will lose SI .3 million and property tax collected by the county appraiser will be reduced by between \$279,000 to \$ 1.6 million annually from developments that will be ruined by the train passing through or near them. The HSR will prevent the highest and best use of hundreds of properties throughout Waller and Harris Counties where the area is experiencing some of the fastest growth in the state. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. This results in a disparate impact on Waller County, which has a majority minority population. These issues were brought to the attention of the FRA by the Texas Department of Transportation as a result Of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to EJ-1, LU-3, LU-4, SC-3 and VA-1.
Christopher Deegear	2/4/2018	Letter	One more major impact will be on the Hewlett Packard Data Center facility, which houses 1,500 servers that will be within 1,000 feet of the HC-4route. When notified of the route, HP's management team and legal department stated: "Hewlett Packard Enterprise is currently not in a position to approve or disapprove the proposed route...However... the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property. If we determine that is the case, then we would have no choice, but to vigorously oppose this proposed route." This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SC-11.
Christopher Deegear	2/4/2018	Letter	IMPACT ON FLOODING AND DRAINAGE Local Environmental Impact include the Spring Creek Watershed where five creeks will cross the track of the HSR. This watershed will be directly impacted by the train and the track depending on how it's built. Tropical Storm Allison, the Tax Day Floods, the flooding event in May of 2016, and Hurricane Harvey have shown that if any impediments to water flow occur through the watershed, the area will experience major flooding and damage to property if the track is not properly studied and engineered. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to FP-1, SS-17, WW-1, WW-2 and WW-8.
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Christopher Deegear	2/4/2018	Letter	Kickapoo Preserve is a high-end development for 500 new homes for Daiken/Goodman employees that is under construction development. The proposed alignment will be just west of homes that are currently occupied and others that are under construction and other that are for sale. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to LU-4 and SC-12.
Christopher Deegear	2/4/2018	Letter	Quality of Life issues include people living within noise and vibration distance, as well as, sight, particularly if the train track is elevated. Depending on location and height of track, there will be loss of disposable income for the increase in travel time because people will not want to live within five to ten miles of the train track causing them to spend more time driving longer distances. Mr. T. J. Johnson, President Of the Waller County Advocacy Group, estimates quality of life spent driving behind the wheel of their vehicles will be reduced by 5,000 man-hours per year for residents in Waller County and cost an additional loss of disposable income up to \$3 million. This issue was brought to the	Refer to AS-1, NV-1, NV-5, TR-6 and TR-8.

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			attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	
Christopher Deegear	2/4/2018	Letter	The proposed alignment of the HSR will run through a portion of Waller County that is currently experienced a high rate of commercial and residential development. As a result, the areas that could be impacted are areas that have and should continue to see high increases in property valuations due to positive development taking place in these areas, including high-end residential development. This project will create an obsolescence that will negatively impact the property values in Waller County. Bankers and appraisers heavily discount property values in situations like this, which destroys the market value of all properties. Because of this loss in value, ad valorem taxation will decrease causing WISD to lose \$3.6 million in annual revenue, \$1.8 million will be lost to the Municipal Management District discussed in No. 2 above, the City of Waller will lose \$1.3 million and property tax collected by the county appraiser will be reduced by between \$279,000 to \$1.6 million annually from developments that will be ruined by the train passing through or near them. The HSR will prevent the highest and best use of hundreds of properties throughout Waller and Harris Counties where the area is experiencing some of the fastest growth in the state. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. This results in a disparate impact on Waller County, which has a majority minority population. These issues were brought to the attention of the FRA by the Texas Department of Transportation as a result Of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to EJ-1, LU-3, LU-4, SC-3 and VA-1.
Christopher Deegear	2/4/2018	Letter	The proposed alignment will run through a large portion of Waller ISD's district, which could negatively impact bus routes, which may cause Waller ISD to purchase additional school buses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SC-5.
Christopher Deegear	2/4/2018	Letter	One more major impact will be on the Hewlett Packard Data Center facility, which houses 1,500 servers that will be within 1,000 feet of the HC-4 route. When notified of the route, HP's management team and legal department stated: "Hewlett Packard Enterprise is currently not in a position to approve or disapprove the proposed route...However...the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property. If we determine that is the case, then we would have no choice, but to vigorously oppose this proposed route." This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SC-11.
Christopher Deegear	2/4/2018	Letter	The proposed alignment goes through the city of Waller's Extra-Territorial Jurisdiction and was chosen with no opportunity for public input or comment from city officials. The City of Waller has a population of approximately 2,400 people and is located in both Waller and Harris counties. The City is a general law city under the 5,000 threshold and is limited in growth strategies compared to home rule cities. This means it is important to maximize the development Of the geographical area available to the city. The HC-4 Route passes through the City's extraterritorial jurisdiction and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990-acre tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility currently under construction, a heating and air conditioning, \$410 million facility that will be 4.2 million square feet in size, the largest industrial facility under one roof in the State of Texas, and employ 4,000 people in 2016 and 6,000 by 2018. The City is part of a Greater Houston Partnership task force to support Daikin/Goodman in their effort to bring their key suppliers to the Waller area. It is estimated that the suppliers will add another 2-4,000 employees. There is concern that the HSR will create a barrier between Waller and the Goodman facility and cause the city to lose much needed tax base from these suppliers.	Refer to ED-2, LU-4 and PI-1.
Christopher Deegear	2/4/2018	Letter	The Waller Harris Emergency Services District No. 200 ("ESD) provides emergency services throughout the impacted area of the proposed alignment of the High Speed Rail. These services could be negatively impacted by the HSR line, due to its potential impact on county and private roads, many of which are used for emergency vehicles that now service the District and provide an 8-minute response time. The HSR will disrupt this service and increase the response time to dangerous and unacceptable levels. The District is funded with ad valorem taxation and any diminution of value due to the HSR will cause a tax increase to cover expenses and budgets. Each fire department costs \$4.5 million for the building, equipment and staffing. An ambulance costs \$300,000 and staff is needed 24/7 for 365 days. New fire stations and emergency services will be needed should the HSR divide the District. However, currently the District cannot prepare for this and other needs because of the FRA's actions. Right now, the District has 10 fire departments and will need more if the HSR is built. The District is also very concerned with catastrophic accidents that may occur from an HSR accident. Hundreds of ambulances, life flights, and emergency services will be needed and the District will not be able to handle this type of emergency. This will place an undue burden on the District. To date there has been no discussion with the FRA as to how they will resolve these conflicts. This issue was brought to the attention of the FRA by Texas Department of Transportation as a result Of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SS-12, SS-18, SS-23 and SS-26.

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Christopher Deegear	2/4/2018	Letter	A recent study entitled, "Texas High Speed Rail: Caution Ahead" by Baruch Feigenbaum, the Assistant Director of Transportation Policy at the Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 million a year, and that TCR has severely underestimated the costs to build the project and the overestimated the projected ridership. The Report stated: "We truly hope that high-speed rail becomes a reality in the United States, and we would prefer that it be developed and implemented by the private sector," writes Feigenbaum. "However, based on our experience and analysis we are concerned that Texas Central's project will fail so spectacularly that privately financed U.S. high-speed rail lines may never be given a second chance." Given the irreversible impacts this project could have on our community, we should not building a project that does not meet feasibility requirements under NEPA and other federal laws. In effect, this project will either become a burden on taxpayers in terms of subsidies, or a bridge to nowhere...	Refer to GN-3 and NE-1.
Christopher Deegear	2/4/2018	Letter	Despite two written requests dated November 14, 2014 and July 6, 2015 from the Waller County Sub-Regional Planning Commission ("WCSRPC"), the FRA failed to coordinate with any local government in Waller County "prior to identifying the alternative alignments to be evaluated in the draft EIS" as the FRA stated it would do on Page 24 Of the Scoping Report that was released by the FRA in April of 2015. The WCSRPC is a sub-regional planning commission formed for the purposes of planning future development of our community and is comprised of elected officials from several municipalities in Waller County, in addition to Waller County itself and two of its school districts. Without this coordination, there is no way to ensure that impacts to the local community are properly analyzed and conflicts with local plans are resolved. The FRA has also erred in identify the WCSRPC as a "public stakeholder" and not a political subdivision of the state of Texas. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to BA-5, BA-7, BA-8, BA-9, BA-10, EJ-1, NE-1, NE-8, NE-9 and PI-1.
Christopher Deegear	2/4/2018	Letter	FRA FAILED TO PERFORM A PROGAMMATIC ANALYSIS FOR THE EIS The Federal Rail Administration (FRA) has improperly selected one build alternative (Utility Corridor) and one alignment (HC-4) through Waller County without conducting the necessary comparative analysis of alternatives pursuant to NEPA. Specifically, we are requesting that your agency call upon the FRA to step back and conduct a programmatic EIS for the four build corridors (BNSF, UPRR, 1-45, Utility) that met the "Purpose and Need" of the project identified in the Corridor Alternatives Analysis Technical Report (August 2015). Doing so is the only way that the FRA can fulfill its responsibility to advance an alternative that resolves the conflicts the project creates in Waller County. (40 C.F.R. S 1501.2(c)). This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to BA-5, BA-7, BA-8, BA-9, BA-10, EJ-1, NE-1, NE-8, NE-9 and PI-1.
Christopher Deegear	2/6/2018	Handwritten	IMPACT ON WATER G & W Water is the supplier of potable water for northern Waller county and southern Grimes County. They recently obtained funding and built a new water tower and the proposed train route falls directly on top of it. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to EU-2.
Christopher Deegear	2/6/2018	Handwritten	IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT The proposed alignment will run through a large portion of Waller ISD's district, which could negatively impact bus routes, which may cause Waller ISD to purchase additional school buses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SC-5, SC-6 and TR-8.
Christopher Deegear	2/6/2018	Website	IMPACT ON PUBLIC SAFETY At the coordination meeting between WCSRPC and TXDOT on February 9, 201 6, Mr. Tom Gleason discussed the Atmos Energy Turbine Powered Natural Gas Compression Station, which uses a jet engine to pressure up to a 30 inch natural gas pipeline between Waxahachie and Katy Texas. The pipeline is pressured up to 930 psi and was installed in 2006. There have been at least three known accidental releases of natural gas: May 24, 2007 - 18,000 lbs released, May 30, 2007 -- 20,000 lbs released, and June 11, 2007 -- unknown quantity On August 9, 2011, there was a planned Emergency Shutdown Simulation that released thousands of pounds of gas that Mr. Gleason and other neighbors experienced over a mile away. It turns out that Atmos has to perform emergency simulations twice a year creating potential hazardous situations, especially with an electric train traveling nearby. What would happen during one of these accidental or planned events should a train traveling 200 mph ignite the natural gas and cause a catastrophic accident? This will cause an unprecedented catastrophe with tremendous loss of life, damage to private property and environmental destruction to Waller County or any other county should this occur. The train adds the ignition source to an already volatile and potentially dangerous scenario that creates an unacceptable risk to the health, safety and welfare of our community and local residents, as well as, the passengers on the train should an explosion occur. All of this information was brought to the attention of the FRA by the Texas Department Of Transportation as a result Of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to EU-6.
Christopher Deegear	2/6/2018	Website	The proposed alignment Will impact all future road and thoroughfares through the northern portion of the County. Dozens of roads are planned, but none will be able to be completed if the train cuts through stifling all future economic development in that area. This issue was	Refer to SC-5, SC-6 and TR-8.

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			brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	
Christopher Deegear	2/6/2018	Website	REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY Katy Prairie Conservancy owns the Warren Ranch, a 6400 acre preserve that provides essential habitat for migratory birds and is designated as a Global Important Bird Area. Warren Ranch is a critical part of the Katy Prairie Preserve, a vast collection of protected properties owned or managed by the nonprofit land trust Katy Prairie Conservancy (KPC). KPC is diligently working to protect this land for generations to come. The prairie is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one mile of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands exist that will be directly or indirectly affected by a HSR corridor. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to NR-2, RF-4, WW-1 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Christopher Deegear	2/4/2018	Letter	The barrier will cause suppliers to locate to the east of the HSR in the unincorporated area, causing a proliferation of onsite water and wastewater facilities rather than using city utilities, resulting in a much less efficient usage of land and resources. Goodman Manufacturing has stated their position on the HSR route HC-4 this way: "... we would be concerned with any route that disrupts Waller plans to provide Goodman employees (residents and non-residents) with support services such as housing and retail options."	Comment noted.
Christopher Deeger	2/6/2018	Website	IMPACT ON WATER G & W Water is the supplier of potable water for northern Waller county and southern Grimes County. They recently obtained funding and built a new water tower and the proposed train route falls directly on top of it. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result Of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to EU-2.
Elizabeth DeLaney	3/9/2018	Website	Yes! I hope it is built. All progress involves difficulties, so it's reasonable to expect some. Anyone who has spent time in Europe has seen that train networks improve travel access and efficiency. It will be an advantage for Texas and Texans.	Comment noted.
Jose DeLeon	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
David & Julie Delesandri	NA	Website	We say No to high speed rail!!	Comment noted.
Maria Dellaplain	2/7/2018	Website	Why is it that so many people are opposed to change? Even if it's to their advantage, their first reaction is to oppose it. It's the discomfort associated with "getting out of their comfort zone" and it's killing the US by slowing changes that would allow us to keep a developed-country status. Even Uzbekistan is building a high speed rail! It was in the news a week ago. Getting the most cars, which mostly have just 1 or 2 persons inside, out of the streets is a win for the environment. The standards for what's allowed on the streets is very low. Cars with big exhaust problems, dripping oil, they all make it through the official vehicle inspection. Or worse yet, they don't inspect them and are running with expired registrations (did I hear banana republic?) People are brain-washed and want to keep on believing that the US is the most developed country in the world and will close their minds to all the examples of the more civilized activities that many other countries do. Please, just don't doom the project by letting them have extremely expensive tickets that will make even people like me choose the car. I rather spend the extra 2-2.5hrs driving that pay a ridiculous amount, especially if I'm traveling with my spouse. Look at Italy, France for examples of prices which are extremely low if bought 4wks in advanced.	Refer to NE-1 and SC-3.
Heather Dempsey	3/9/2018	Website	We strongly oppose this train. We have been homeowners since 2002 and will be within the two mile zone. There's not enough demand to warrant the build. We attended your meeting and most are opposed. It will be a traffic and environmental nightmare. Pipelines running under 290 - the proposed train. A disaster. Visually and functionally. Crime will in crease. Air quality decrease. It's not economically viable.	Refer to AS-1, NV-1, PN-3 and SC-19.

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Roger Demuth	2/5/2018	Oral	But what I don't understand is it's supposed to be done by the environmental impact. When you're talking about the environmental impact we got two corridors. We've got an environmental corridor -- a utility corridor and a transportation corridor. Why do they want to put a transportation system down in the utility corridor? We've already got electrical lines there, and as other people mentioned the gas lines and oil lines. If it's got to go in, against that, but if it's got to go in, put it down I 45, put it down the transportation corridor, not down in the utility corridor. And if you want to least environmental impact, it's a no brainer to me. Why would go down a utility corridor with a transportation system? And I haven't heard that tonight. I've heard a lot of good talks and everything else.	Refer to BA-9.
Troy Denison	2/7/2018	Website	I strongly support the Dallas-Houston HSR development...I travel to Texas often and would love nothing more to ride the HSR...hopefully this will be the impetus to developing HSR for other areas of the USA...it's long overdue... Troy Denison	Comment noted.
Kevin Denney	3/6/2018	Website	Dear Sir / Ma'am; I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. I am a first responder and Chief of Police for the Red Oak ISD and have had the pleasure of being a guest on this property several times to both enjoy the facilities and train. I would urge you to consider moving the track away from the ranch to a location that would not cause such destruction of a regional treasure. Thank you for your time and consideration of this matter. Kevin Denney Red Oak ISD Chief of Police	Refer to LU-5, NR-2 and WW-1.
Brian Dennis	2/21/2018	Website	I have concerns about the high speed rail in Navarro Country travelling through the intersections of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the country I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the U.S. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables, the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire, and police personnel. If proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and its charitable mission could be spared. Our office staff has had over 100 employees and family members visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property (all at no cost!). I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable, and historic on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
David M Densford	2/16/2018	Email	I want to encourage rural 55 senior community development in Grimes County. The idea is to increase ridership of semi-retired and retired grandparents who move out of the big cities to a quieter lifestyle. The residents from DFW, Houston, BCS and everywhere in-between can travel back to the city to visit family and friends or the grandkids can ride out to visit the grands. By focusing on 55 empty-nester developments (independent-living) for all income levels initially, Grimes County can benefit from an increase in revenue without the drag of needing schools for your commuters. Now, if the PV roofs just happen to generate excess electricity and the HSR just happens to buy it, well...	Comment noted.
Aimee DePew	1/30/2018	Email	Please find attached a Request for Extension of Time to Respond to the Draft EIS for the Dallas to Houston High Speed Rail project. If you have any questions, please do not hesitate to contact Karyn Booth at (202) 263-4130. Regards,	Refer to PI-3.
Manuel deSa	3/8/2018	Website	Submitted on behalf of Manuel deSa To whom it may concern, I have had the good fortune to be a guest at the Morgan Creek Ranch for two international events and am shocked that anyone would consider tearing that property apart when there are other perfectly viable options. As a visitor to Texas I was so grateful for the generosity shown to me and the other visitors, and the truly cultural Texas experience that the Ranch offers. Lawmakers should fight to preserve this Ranch. I can assure you that the feeling was shared by all the guests from other countries. Please consider an option that saves Morgan Creek Ranch for future guests. It truly is a Texas treasure to be preserved. Sincerely and with all due respect, Manuel deSa	Refer to LU-5.
Reena DeSanto	2/13/2018	Website	Sir, Even though this is being funding by private funds, I think this project has got to be the biggest waste of money to hit Texas. If this had been put to a vote state wide it never would have been approved. Texans do not take trains!! If you aren't going to provide rail cars that people can put their own vehicles on then it will be worthless. This will end up being funded with tax dollars in some manner and destroy our open spaces.	Refer to GN-4 and NE-1.
Richard Dewald	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.

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			<p>their vision for the need of High Speed Rail in Texas.</p> <p>3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas.</p> <p>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</p> <p>5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.</p> <p>6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.</p>	
Ann Dewitt	2/6/2018	Handwritten	<p>I support the comments listed below and offer them as evidence supporting the "No Build Alternative"</p> <p>1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.</p> <p>2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas.</p> <p>3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas.</p> <p>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</p> <p>5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.</p> <p>6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.</p>	Refer to BA-6, CR-4, ED-1, LU-2, LU-11, NE-1 and NE-9.
Thomas Dewitt	2/6/2018	Handwritten	<p>I support the comments listed below and offer them as evidence supporting the "No Build Alternative"</p> <p>1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.</p> <p>2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas.</p> <p>3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas.</p> <p>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</p> <p>5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.</p> <p>6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.</p>	Refer to BA-6, CR-4, ED-1, LU-2, LU-11, NE-1 and NE-9.
Deri Dianums	NA	Website	I'm against any train since our dollars would be better spent on adding more lanes to the existing highways.	Comment noted.
Holly Dickens	2/28/2018	Email	<p>I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.</p>	Refer to LU-5, WW-1 and WW-2.
Holly Dickens	2/28/2018	Email	<p>I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues</p>	Refer to LU-5, WW-1 and WW-2.

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			reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	
Holly Dickens	3/1/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. I was able to reserve the ranch last year for my husband's birthday. We took our daughters and it was a great weekend for them to bond with him over horseback riding and hunting.	Refer to LU-5.
Holly Dickens	3/1/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. My family was able to stay at the ranch last year to celebrate my husband's birthday. He is a paramedic and an outdoor enthusiast who loved that he could take our daughter's hunting after using the gun range. He said it was like Disney for hunters. It was the best way for him to wind down from a high stress job.	Refer to LU-5.
Holly Dickens	3/5/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. I work as a pediatric nurse at Children's and my husband works as a paramedic and the ranch serves as a great place for us to de-stress and enjoy nature.	Refer to LU-5.
Holly Dickens	3/5/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. I work as a pediatric nurse at Children's Medical Center and my husband is a paramedic and the ranch is a great place for us to wind down and enjoy nature.	Refer to LU-5.
Holly Dickens	3/5/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property	Refer to LU-5.

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			useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. My daughter's Girl Scout troop in hoping to camp at Morgan Ranch this Spring/Summer after a busy cookie season to raise funds for Children's Medical Center.	
Holly Dickens	3/5/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. My daughter's Girl Scout troop is hoping to camp at Morgan Ranch this Spring/Summer after a busy cookie season raising funds for Children's Medical Center.	Refer to LU-5.
Holly Dickens	3/6/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. Working at Children's can be a stressful job and it is nice to have the use of Dr. Morgan's Ranch to reconnect with my family and the environment.	Refer to LU-5.
Holly Dickens	3/6/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. Working at Children's can be a stressful job and I am grateful to Dr. Morgan for the use of his Ranch to reconnect with my family and nature.	Refer to LU-5.
Holly Dickens	3/8/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. I work at Children's and my daughter's Girl Scout troop is planning a camping trip to the Ranch. It would break their hearts to know that this property is going to be destroyed for a train, especially since there is an alternate route available and so much of nature keeps getting torn down for "progress" when we still need to preserve what God gave us.	Refer to LU-5.
Holly Dickens	3/8/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully	Refer to LU-5.

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Holly Dickens	3/8/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
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Holly Dickens	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
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Jana Dickerson	2/6/2018	Handwritten	What Gives you The right to Distroy Grimes County? This farce Does nothing. Positive. Noise Poultion. Traffic. Bad Air. Why Do The Rights of Harris Montongomery Tarret Dallas County mean more than My Rights as an American Citizen. We do Not want or Need this it is of NO Value to Us. No one is going to pay 400.00 Round Trip To Ride a Train when the can fly for less.	Refer to NE-1, NE-9, PN-3, SC-3 and SC-19.
Jana Dickerson	2/17/2018	Website	I went to your so called meeting your employees are the most rude condescending people I have ever felt with. every question I asked was met with eye rolls and I don't know you need to talk to take to that person over there. Who didn't know didn't care what part of please don't destroy my home and my way of life the environment for profit. We don't don't want the trash the noise or the trash	Refer to PI-1.
James Dickinson	2/7/2018	Website	Many of us are looking forward to the economic and mobility benefits of the 'Bullet' train, which will include an evacuation option for our next natural disaster.	Comment noted.
Lisa Dickison	1/30/2018	Website	What will be the impact on wildlife in the area, specifically foxes, coyotes, and mountain lions?	For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures . In addition to habitat modeling, due to the association between Texas prairie dawn and mima mounds, the limits of disturbance was further investigated for the occurrence of these mounds using historical aerial imagery and field investigations. Impacts to wildlife and vegetation will be avoided and/or minimized to the greatest extent possible with compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Rosanne Dillon	2/5/2018	Website	I support high speed rail and have wished for a Houston/Dallas train since I moved to Texas from NY City in the early 80s. College Station is a welcome bonus, as would be Austin and San Antonio if they develop in the future. It is important that the cost to ride allows the average American citizen to purchase a ticket. I have heard that will not be the case, and the ticket could exceed the cost of an airline ticket. With the baby boomer population in retirement now, high speed rail would be a convenient way for seniors to travel without having to take to driving, albeit slowly, on the interstate, or not at all. Please consider a cost structure that includes a portion of seating for seniors and veterans, and standby rates for anyone for unfilled seats. Having ridden NYC and Boston metro for years, and crossed the country twice on Amtrak, I know the benefits of rail travel. Please make it affordable for all. And please pay a healthy premium to landowners whose land you take forcibly by eminent domain. I have friends in this situation and have seen property razed to the ground for the sake of progress.	Refer to ED-2 and SC-3.
Kyle Dincans	2/6/2018	Oral	I'm for the no-build option. All of my family is for the no-build option. So I just wanted to make sure it got on the record.	Comment noted.
Amy Dinn	2/5/2018	Handwritten	There needs to be another public meeting held in Houston, preferably near terminal station locations.	Refer to PI-10.
Amy Dinn	3/9/2018	Email	The FRA should also undertake some investigation of the potential interplay between existing pipelines at the infrastructure required for this Project and its subsequent operations. There are 19 pipelines in Harris County identified in the Draft EIS.41 From the Draft EIS disclosures, it is not clear if the TCRR has consulted with regulatory authorities regarding conflicts and hazards from parallel pipelines. For example, is there potential vibratory damage caused by construction up to 500 feet? And it is not clear what, if any, such vibrations might have on gas pipelines that are near the train.	Refer to EU-1, EU-2 and NV-5.
Cynthia Diserens	2/21/2018	Website	I 'm adamantly against the Dallas to Houston High Speed Rail. I believe God created this earth and I am privileged as caretaker for the 121 acres indirectly involved with the HSP where we operate cattle production. Our land involvement is with the questionable right-of-way of this transportation. I do not believe in Eminent Domain for the pleasure of condemning property to increase personal revenue or growth. The office of the Attorney General of Texas states that Texas Law prohibits condemnation authorities from taking your property to enhance tax revenues or foster economic development. (Texas Government Code Section 402.031 and Chapter 21 of the Texas Property Code) The Dallas to Houston HSR Project is not a railroad and does not qualify for Eminent Domain. Why should any family lose income in order for another person to condemn land for his/her personal gain? The "preferred" route is one of four corridors available, however this is a utility corridor established many years before and granted first for those purposes with operation of multiple highline and pipelines. Madison County is primarily cattle production, oil revenue and hunting leases. These each provide income for this rural county. If an oil well is no longer capable of producing it should be closed. However, to close a well in the "footprint of the Project" because it interferes with the pathway of this project denies income to the land owner and the county tax base. Issues needing addressing are the issues regarding the U.S. Department of Transportation approval, liability insurance to cover damages during construction and operation, financial obligation bonds securing 100%	Refer to BA-4, BA-5, BA-12, ED-1, ED-2, EU-2, GN-1, GN-2, GN-4, GN-5, LU-11, NE-1, PN-3, RF-2, SC-19, SS-21, TR-7, TR-8 and VA-1.

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			<p>construction cost and operation for life of project, the project ownership and involvement with Foreign Government(s). This draft Environments Impact Statement offered in support of the Texas Central High-Speed Rail Project to the Federal Railroad Agency needs more factual verification by independent review to determine the probability of the project in light of the available methods of transportation currently available to the general public. These methods have the capability of being upgraded if necessary for future demand, and which offer accessible and lower cost per passenger mile. I question any agency making such an unethical decision for this incredible report. Dallas to Houston HSR will not be profitable, only the Foreign Investments from Japan and the person acquiring land for the three rail terminals will benefit. The losers will be the counties in the proposed project as they will be burdened with higher taxes to enable the county to meet financial responsibility for the up keep of this project, and landowner which will see property values deflated, closure of rural roads, property divided by proposed rail, higher taxes and most importantly the loss of revenue.</p> <p>I don't know of anyone that wants to lose their home or their land which in many instances was a family heritage handed down through generations of blood, sweat and tears. But the real tragedy would be to change their way of life for a project that is not realistic, may never be completed, may never be significant, and almost surely will require federal and state taxpayer bailout at some point in time.</p>	
Kenny Diserens	2/21/2018	Website	<p>I definitely oppose the proposed Dallas to Houston High Speed Rail. The selected corridor, one of four possible, is a utility corridor. Pipelines and utilities will have to be rerouted at the company expense, homes will be lost and cementaries and churches are in the proposed route for this transportation losing historical recognition. Madison County is primarily a cattle producing county. Property value will have a vast reduction and will affect the tax-base for these proposed counties. The right-of-way for an east bound/west bound track and road frontage for the trains will not fit in the existing utility corridor right-of-way. The counties in the proposed route will be responsible for road construction and upkeep for these roads that are for servicing the railway and will not be for public use. The Federal Railroad Administration draft Environmental Impact statement for Dallas to Houston High-Speed Rail that is available for public review is a document containing 5,647 pages with a 65 day review period. How can such an unreliable document evaluate the impacts of the project when Texas Central Partners took criteria from the information that should have been reported. This project will impact our state and individual Texans in such a way and is not representing the needs of our state in DC or looking out for the best interest of Texas. ObamaCare was presented in the same manner and no one understood the downfall of this insurance due to the anorminity of the document and the responsibility in time to read, review and understand all the language contined in the document before accepting the document. There needs to be an extension to the draft EIS comment period to insure it is properly vetted. This project will not benefit the people of Madison County in any way. The only people benefiting from such a project will be the foreign investors and the person(s) purchasing land for the three terminals for the railway. Take a look at the issues such as does the project have U.S. Department of Transportation approval? Is there coordination with the Electric Reliability Council of Texas regarding the impact on our electric grid regarding cost increases and reserve capacity for consumers? Are there financial obligation bonds to secure 100% o construction cost and operation/maintenance for the life of the project? What about ownership/involvement with foreign governments(s)? Is there verifiable ridership numbers to ascertain financial viability? Texas Central Partners has claimed they have Eminent Domain. However, the Office of the Attorney General of Texas states that Texas Law prohibits condemnation authorities from taking your property to enhance tax revenues or foster economic development. (Texas Government Code Section 402.031 and Chapter 21 of the Texas Property Code). Now, Texas Central has stated publicly they will seek federal loans to support the construction of its proposed HSR. (https://www.texascentral.com/rumors-vs-reality/project-financing/). Our tax dollars should not be used for private projects nor should Texas Central Railway be banking on tax dollars to make this project work making it seem like their project is a done deal because of that. I OPPOSE the Dallas to Houston High-Speed Rail.</p>	<p>Refer to CR-4, ED-1, EU-2, GN-2, GN-4, NE-1, PI-1, PI-3, PN-3, TR-7 and VA-1.</p> <p>The Federal Railroad Administration (FRA) was created by the Department of Transportation Act of 1966. It is one of ten agencies within the U.S. Department of Transportation concerned with intermodal transportation.</p>
Albert Dixon	3/8/2018	Website	<p>What is taking so long to get this train deal done ? are we going to be behind forever? THIS IS TEXAS GO BIG OR GO HOME... I need to get to Houston in 90 minutes .</p>	<p>Comment noted.</p>
R. Scott Dixon	1/30/2018	Handwritten	<p>Please address any road crossings that may have restricted heights for emergency service coordination. Emergency vehicles will need to be able to cross or alternate routes identified.</p>	<p>All crossings of the rail corridor over a public road would meet TxDOT vertical clearance standards.</p>
William Dixon	2/18/2018	Website	<p>I am very excited about the opportunity to improve the infrastructure within Texas with the addition of high-speed rail. Having worked outside the US I am concerned the US will not sustain it's role in the world if we don't support significant investments in our ability to move around the state and country.</p>	<p>Comment noted.</p>
Uyen Do	3/9/2018	Website	<p>As long as it doesn't cause significant impact on the environment, I'd totally be supportive of the high-speed rail. We really need it Thanks</p>	<p>Comment noted.</p>
Annette Dobbs	12/26/2017	Letter	<p>We are writing to you in reference to the Environmental Impact Statement Draft issued concerning the High-Speed Rail. Our property is right in the middle of the area for the HSR. It will consume all our property with this project. The property that we own has been passed down through the generations and has raised many kids. our grandparents told us that this place would always be our safe place to come HOME to. The way it sits right now, with the HSR and their plans, our Safe Place will no longer be. The representatives from the HSR have stated numerous times that they are working with the Land Owners. if they are, we have not seen it. We have not given them permission to go onto</p>	<p>Refer to ED-1, ED-2 and NE-1.</p>

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			our property yet they have trespassed numerous times, even with the "no trespassing" signs up all over our property. They have pushed their way into my business offices that are not for public access due to HIPPA protected information in the and tried to intimidate my employees, including my daughter. We have called the Sheriff's Department when we have caught them on our property, but it did no good as they were not on our property when they arrived. Our neighbors have caught them on our property and called us but again by the time we got there, they are gone. We have also caught them ourselves and as soon as we head toward them, they take off and leave. When we sent them a no deal answer on their contract, they placed us on an Eminent Domain List and we have been receiving solicitation since from people wanting to help us protect our property rights as the land owners. We were raised on this property as well as our mom and her siblings. We are currently raising our kids and grandkids on this property. We enjoy the solitude, peace and quiet, and the wildlife roaming freely around. We ride our horses thru the pastures and enjoy the country life. We have made this our home and our children and grandchildren's home. Our roots are here on this land. As kids we would leave out with a sack lunch and prowl in the woods and enjoy the freedom that the country life provides. A HSR would greatly affect that solitude and peace that the country life has given us. We ask that you say no to this current route and stop the HSR from destroying our roots. We know no other life except what we have grown up in. These woods the folks call "God's Country." I invite you to come spend a few days with us and enjoy the life we have. We do not wish to have it uprooted by politicians, hungry money men, and foreign investors. Please stand being the people of Texas and stop this nonsense now.	
Annita Dobbs	1/31/2018	Oral	Mr. Crider brought up a good comment there. My business, my ambulance services, we run calls out of Dal -- to Dallas, from Dallas, out of Houston, from Houston back to Dallas -- you know, back. We run 45 pretty regular. The places where my crews run into congestion is when you get to Willis, Texas, and when you get to -- North of Ennis. Anyone? MR. WORKMAN; I-20? MS. DOBBS; It starts with an H. UNIDENTIFIED SPEAKER; Hutchins. MS. DOBBS; Hutchins; That's where we run into congestion. So, I don't know why you're bothering us for your congestion in the metropolitan area. That's not our problem. That's y'all's problem. Figure something out for the metropolitan areas, and leave us folks in the woods alone, or reap the consequences.	Refer to PN-3 and SS-23.
Annitta Dobbs	12/26/2017	Email	I am a property owner of some of the property that the HSR is threatening. They have placed us on an Eminent Domain List, even though they supposedly do not have eminent domain rights. Please see the attached letter concerning the HSR and our opposition of it. The property I am speaking of is located on #10 Dallas to Houston High-speed Rail DEIS Appendix D Footprints set 4 of 5 page 19 and 20 property's # 10277,10276, 10257. I am also a business owner that has my business located on that property and they have yet to acknowledge my business or the costs of having to move my business if they were to get the property. NO HIGH-SPEED RAIL THROUGH HERE!!!!!!!!!!!!!!!!!!!!	Refer to ED-1, ED-2, LU-7 and LU-12. The three properties (10277, 10276, and 10257) would be impacted by the Project. County Road 828, which is located between 10257 and 10276 would be reconstructed over the rail (as noted in Table 3.11-46: Limestone County Roadway Modifications). Due to the impacts of the roadway modifications and drainage facilities, approximately 45 percent of the 10256 would be within the LOD, which as noted in Section 3.13.3, Land Use, Methodology , would classify the parcel as a full acquisition. Parcel 10276 would be classified a full acquisition (39 percent of parcel is within LOD). Parcel 10277 would be classified as a partial acquisition.
Annitta Dobbs	1/31/2018	Oral	My name is Annitta Dobbs. I'm not only a property owner in Limestone County, but I'm also a business owner in Limestone County. Those of you that don't know, I have a private EMS service in, Texas. I know that sounds funny, but I do. One of the things, my property that I currently have we inherited from my grandparents. We're raising fifth and sixth generation kids on it. It's a total of 120 acres. HSR is going to take all 120 acres of this land. So, we have nothing. They sent us a letter to survey our property. I sent them back one that said "not just no, but hell no". As my aunt said, we've already run them off of her property four different times. My neighbors in my community, and I, I have called the Sheriff's Department myself on them. They've run them off of our property. They've come in -- after I turned down their contract, they come in and -- I started getting letters from lawyers wanting to represent me for eminent domain because I had been placed on an eminent domain list. Where did that come from? Because as far as I know, they don't have those rights right now. They recognize me as a property owner, but they did not recognize me as a business owner. The 120 acres, they can't buy it from me. I'm like the rest of y'all. There's not enough money in Japan to touch my property. One of the things that I keep asking is, they keep saying they're going to put fences up. Well, we as Texans have combatted with these feral hogs for how many years? As far as back as I can remember. Okay? And we, as Texans, have not been able to stop them. We've tried electric fences, we've tried their stupid chain link fences, we've tried everything, and we've yet to stop them. They tear up our buildings, they tear up our pastures, they tear up our barns. We've had equipment where they've dug under the equipment, and you can't get it out because they've dug a 10-foot hole. What's it going to do to this high-speed rail? Now, here's my question. Personville has one of the oldest aquifers in the State of Texas. It's not even on their map. The aquifers, well, Mexia gets their water when Lake Mexia gets too low. What's Mexia going to do about water? Why does the HSR want our mineral rights, along with our land? Do you know what I think? It's a mineral right grab to support the HSR That's what I think. Plus, they monopolize on the gas and well business. Why are they pushing eminent domain when they don't even have eminent domain? Tell me that. And then -- They just continually harass us. One of my buildings is HIPAA	Refer to ED-1, ED-2, GN-1, NE-8, PN-3 and SS-2.

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			protected. Most of y'all know what HIPAA is. And it's marked very well, "Do Not Enter. HIPAA Protected Information". These folks keep entering. They keep entering, and barging their way in the door. It's against the law. Barge again, and you're going to jail. That's all I've got to tell them, is come across my property again, whether it's on air -- You don't even have the right to fly by my property from air. I told you not no, but hell no. So, I guess you can tell I'm very pissed. Come on my property. That's all I can tell you. Thank you.	
Catherine Dobbs	2/27/2018	Website	REFERENCE: IMPACT ON THE CITY OF WALLER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 -a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area.	Refer to AQ-7, GN-3, LU-4 and NE-1.
Michael Dobbs	2/17/2018	Website	This project should be approved to help build a stronger Texas and national economy. The easier it is to get between places without having to use the roadways or airports, the better it is for the people and the economy. There are millions of drivers who travel between Houston and Dallas annually who could use this kind of transportation which would result in less traffic and better environmental quality. After visiting Europe many times and seeing how it fits into the locations where the routes are located, the fears of the property owners are unfounded. These trains fit nearly seamlessly into the landscape. The trains I have seen used in Europe also travel with less noise than the commercial trains transporting goods on standard railways. The only times they are loud is in close proximity to the stations or rail yards which would be located near population centers. Please approve this route and help so many people in Texas.	Comment noted.
David Dobyanski	2/6/2018	Oral	Thank you. Since I've been on the commissioners court here in Grimes County in 2015, we have fought Texas Central, the court has, to stop them from coming through Grimes County. Recently I worked with TxDOT in finding some landowners and doing the environmental study for the 249 road. I came in tonight, I talked to Mark Wills, and Catherine earlier, and asked them how this study was done without going onto people's property. And the reason they can't go onto people's property is because they don't have the right of eminent domain because of the lawsuit that we filed here in Grimes County. She stated that -- Catherine did, stated that they had hired some people to do this study. And I don't know how it was done. I questioned her, but she said that they used studies that had been done by Texas Parks and Wildlife for part of it. But how can you actually study the species that are endangered in the county, and some of those species are the Navasota ladies' tresses, which I did some research on back in Anderson when I was teaching ag there, we tried to study it there. We also have -- and the Navasota ladies' tresses is a flowering plant that's endangered. It's found in many places in Grimes County, and probably up and down the corridor from here to Dallas. We also have a red-cockaded woodpecker that is endangered that they looked for in the study for 249, and the Houston toad. How are these populations looked at if you didn't have boots on the ground? How was that done? There are also several wetlands in the county that will be impacted because of the drainage. The migration routes of wildlife will be impacted because of the fences and the berms. And also, as Mr. Haney [sic] talked about earlier, he has a pond on his property which has its own ecosystem, and that's going to be impacted if the project comes through. Bottom line is Texas Central didn't have the power of eminent domain to go in and do this study, so it's an invalid Environmental Impact Statement. And Glenn, if you need some more time, you come up and take some of mine.	Refer to NR-4 and NR-6. NEPA does not require 100 percent of the Project to have field surveys conducted.
David E. Dobyanski	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
David Dobyanski	2/25/2018	Website	The environmental impact study is invalid because there are thousands of acres of land which have not been examined by boots on the ground. As aGrimes County Commissioner I have worked closely with TXDOT in getting permission from landowners to do the study for the 249 project. Why is it	Refer to GN-1 and NE-8.

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			important for TXDOT to study each property but not Texas Central? Furthermore the study is defended by maps and surveys done by Texas Parks and Wildlife which are outdated.	
Kay Doebler	1/28/2018	Email	The proposed high speed rail from Houston to Dallas is going to affect the quality of life for all Waller County residents by disrupting the roadways for years. We are still in the process of upgrading Hwy 290 which has been a major disruption for years, and now the powers that be want to start a major endeavor that serves absolutely no one in Waller County just so a few people can get to Dallas. It make no sense. Why should the citizens of Waller and surrounding counties have to endure such destruction of our land just for those few people that this project serves. Why should the citizens of Waller and surrounding counties have to endure the increased travel times while the project is under construction. Why should we have to endure our rolling hills and prairie land being ripped up to build this monstrosity!	Refer to TR-1, TR-6 and TR-8.
Kay Doebler	1/28/2018	Email	The high speed train from Houston to Dallas is one of the most irresponsible ideas I have ever heard. This train is only going to serve a select few, but the impact to the people along it's route is going to be devastating. I do not believe that the need for this train has been proven. I am a proponent of mass transit, but only if done in a purposeful manner. This train from Houston to Dallas is not. I believe the only logical decision is to select the NO BUILD option as the final Environmental Impact Statement.	Refer to PN-3.
Kay Doebler	1/28/2018	Email	I strongly oppose the high speed rail from Houston to Dallas. It will drastically impact my home value. Property values are going to drop throughout Waller county due to this train. Emergency services will be hit hard due to the drop in the overall tax base. Having a dependable ambulance, fire department, and police protection is a major priority. I believe the only logical vote in this situation is the NO BUILD OPTION as the final Environmental Impact Statement.	Refer to SS-26 and VA-1.
Kay Doebler	1/29/2018	Email	I strongly oppose the high speed rail from Houston to Dallas. It will drastically impact my home value. Property values are going to drop throughout Waller county due to this train. Emergency services will be hit hard due to the drop in the overall tax base. Having a dependable ambulance, fire department, and police protection is a major priority. I believe the only logical vote in this situation is the NO BUILD OPTION as the final Environmental Impact Statement.	Refer to SS-26 and VA-1.
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Kay Doebler	1/29/2018	Email	To whom it may concern: I strongly oppose the high speed rail from Houston to Dallas. It will drastically impact my home value. Property values are going to drop throughout Waller county due to this train. Emergency services will be hit hard due to the drop in the overall tax base. Having a dependable ambulance, fire department, and police protection is a major priority. I believe the only logical vote in this situation is the NO BUILD OPTION as the final Environmental Impact Statement.	Refer to SS-18, SS-23, SS-26 and VA-1.
Kay Doebler	1/29/2018	Email	To whom it may concern: high speed train from Houston to Dallas is one of the most irresponsible ideas I have ever heard. This train is only going to serve a select few, but the impact to the people along it's route is going to be devastating. I do not believe that the need for this train has been proven. I am a proponent of mass transit, but only if done in a purposeful manner. This train from Houston to Dallas is not	Refer to NE-1 and PN-3.
Kay Doebler	2/6/2018	Handwritten	The proposed high speed rail from Houston to Dallas is going to affect the quality of life for all Waller County residents by disrupting the roadways for years. We are still in the process of upgrading Hwy 290 which has been a major disruption for years, and now the powers that be want to start a major endeavor that serves absolutely no one in Waller County just so a few people can get to Dallas. It make so sense. Why should the citizens of Waller and surrounding counties have to endure such destruction of our land just for those few people that this project serves. Why should the citizens of Waller and surrounding counties have to endure the increased travel times while the project is under construction. Why should we have to endure our rolling hills and prairie land being ripped up to build this monstrosity! The only logical decision is to opt for the No Build option for the final Environmental Impact Statement.	Refer to TR-6.
Kay Doebler	2/6/2018	Website	The proposed high speed rail from Houston to Dallas is going to affect the quality of life for all Waller County residents by disrupting the roadways for years. We are still in the process of upgrading Hwy 290 which has been a major disruption for years, and now the powers that be want to start a major endeavor that serves absolutely no one in Waller County just so a few people can get to Dallas. It make so sense. Why	Refer to TR-6.

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			should the citizens of Waller and surrounding counties have to endure such destruction of our land just for those few people that this project serves. Why should the citizens of Waller and surrounding counties have to endure the increased travel times while the project is under construction. Why should we have to endure our rolling hills and prairie land being ripped up to build this monstrosity!	
Tom Dohearty	2/15/2018	Website	I fully support the proposed privately funded high speed rail project between Dallas and Houston and hope this is the beginning of more high speed connectivity with other Texas cities and the rest of the country. I think the new Dallas HSR terminus should be located as close as possible to Dallas Union Station, which currently serves Amtrak, DART and Trinity River Express rail options in order to facilitate this connectivity. But the proposed location for the Dallas station is a mile away, on the other side of Interstate Highway 30. The City of Dallas owns vacant land adjacent to the existing Union Station since the demolition of the 18,000 seat Reunion Arena. I believe it owns a parking structure and large parking lot adjacent as well. I think this is where the new station should be. Since the proposed location is on land that is privately owned by one of the TCRR investors, perhaps a land swap can be worked out with the City of Dallas to better position the HSR station closer to the City center.	Refer to GN-7, GN-8 and TR-3.
Carol Dohmen	3/9/2018	Website	Dear FRA admiratrators, I am taking my time to contact you today in order to express my feelings on the importance of your help in securing our high speed train. Y'all have heard time and again the values to our culture, economy and ecosystems this train will gift us with here in Texas. The time has come for you office to choose to ensure these lifestyle changes arrive on time for us here in Texas. Please help the Texas Central gain it's official permits and plans to start construction soon. As a realtor I am intimately aware of the vast surges in new comers to our state and the Dallas to Houston corridor in particular. We have fielded and continue to do so for some time now, the average of some 1200 new transplants calling Texas home DAILY! We have no choice but to plan on a new way of accommodating the massive surge in travel and traffic within this corridor. Help! The Texas Central will for once and for all demonstrate to the nation the real need for fast , safe, and economically sound railroad transportation outside of the Washington to Boston corridor. The fact there is private funding within this project is proof positive the day is here for a new breed of passenger train to take its place in this State as well as this Nation. We as citizens are indebted to your agency for your aspects of assistance in ensuring this project will move forward as quickly as is possible. Lives will be saved, jobs will be formed, and Texas will be an example for hopefully numerous additional high speed corridors being developed access the US. Respectfully, Carol Dohmen Colleyville, Texas	Comment noted.
Philip Dohmen	2/18/2018	Website	Thank you to all involved in the approval and permitting process within your organization. It's time, not only as a nation, but in the betterment of the Texas way of life. It is fantastic to envision the possibilities for a much more productive culture courtesy of the vision Texas Central Partners has exhibited in seeing this project through to completion. This will be a game changer in the transportation playing field for this wonderful country as we continue infrastructure planning and development throughout the remainder of the 21st century and beyond. Here's to the future, and the future role of the new FRA! Let's get to work! Cheers, Philip Dohmen	Comment noted.
Andrea Donart	12/19/2017	Website	We have family in Houston and Dallas. This project CONNECTS FAMILIES!! Please hurry while my niece and nephews are still young and can visit easily!! Thank you sooo much!!! Andrea Donart	Comment noted.
Gay Donehoo	3/3/2018	Website	I have been to multiple public hearings and have reviewed the DEIS. I seriously question the validity of the ridership and economic forecasts offered by Texas Central for this project. The significant problems that should be the focus of attention and fiscal target for funding are inadequacies in LOCAL mass transit. The City of Houston, Harris Counties and the surrounding counties should worry about the continuing and worsening local gridlock rather than worrying about the "need" to get a small number of riders from Houston to Dallas. If the PRIVATE developers' ridership projections do indeed fall short, will they come to the Local, State or Federal governments for a bailout? This is a dangerous and absolutely predictable probability. I urge the Federal Railroad Administration to deny the Texas Central application to build the Texas Bullet Train. Finally, I am both dismayed and appalled at the use of eminent domain by the developers of this privately-funded project. At hearing after hearing, I have heard from and spoken to property owners whose property is subject to being taken by Texas Central - including at least one coworker here in Harris County. Tactics as described by these people are not something that the State should condone or be proud of.	Refer to BA-6, ED-1, ED-2, GN-2 and NE-1.
Gay Donnehoo	2/5/2018	Oral	I'm going to give you a little bit of a different perspective. I've been in Houston since '71. I live about a mile from the proposed terminal. I'm here representing my neighborhood. I don't speak for all of them, I will tell you that, because we haven't had a homeowners association meeting since this was announced. I've been to three of these meetings. I've been amazed at the number of people who are against this. I grew up in New York. I grew up in an area where you lived and died by the trains. I have taken the train from New York to Washington; New York to Philadelphia. It's great back there. I've been in Texas, though, and I go to Dallas probably six or more times a year. Unfortunately, my dog goes with me. I don't know that they're going have a dog car or a pet car on the high-speed train. I also, as a widow, am not going to be able to afford \$200 a ticket, which is why I drive to Dallas when I go. I just want you to know that I agree with the lady with the High-Speed Rail Watch. That FRA should definitely provide another public hearing. It's amazing to me that there have been so few, and that there's only the one right now in Harris County, especially after the announcement of where that terminal's going to be. I'm a realtor. I sell homes. I have	Refer to GN-1, GN-2, NE-1, PI-1, SC-3 and VA-1. The design will be comply with the requirements to accommodate handicapped civilians and service animals as per the following Americans with Disabilities Act (ADA) regulations: 49 Code of Federal Regulations (C.F.R.) 37 - ADA Transportation Services for Individuals with Disabilities; 49 C.F.R. 38 - ADA Accessibility Specifications for Transportation Vehicles; and, 2010 ADA Standards for Accessible Design, dated September 15, 2010.

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			<p>sold homes. You talk about the impact of the high-speed rail going through your farm country. I've sold homes to older people, to young couples who have put their lives in their home. Those homes are going to be, as Bet, who's a friend of mine, said, they are definitely going to be negatively impacted by having a high-speed rail, you know, a mile from their home. I think it's -- I would love to be able to take the train. Like the guy with the auto business, I'd love to be able to take the train. I don't think, though, that the numbers -- I just do not see 5.9 million, or whatever the number is, going to Dallas from Houston. I just don't see it happening. And I think that if FRA, you know, is worth your salt, which you are great to have done all the compilation of all this information, but I think that somebody needs to maybe take a second look at some of it, and I think that you should definitely make yourselves available to those of us who are inside-the-loopers who are also going to be affected by high-speed rail going through their neighborhoods.</p>	
Lauren Donnell	2/6/2018	Website	<p>I am overjoyed at the prospect of this life-changing rail line. Please ignore the naysayers and bring Texas into the modern age. This rail would get cars off the road and provide a safe and economical way to travel. Full speed ahead!!</p>	<p>Comment noted.</p>
Katy Prairie Conservatory	1/18/2018	Email	<p>Ladies and Gentlemen: Thank you for the opportunity to submit comments to the draft Environmental Impact Statement for the proposed Houston Dallas High-Speed Rail project. The proposed route would pass within half a mile of the northern boundary of the Katy Prairie Conservancy's protected preserve properties, and would have negative noise and visibility impacts to the Katy Prairie Preserve, and in particular to Warren Lake and the Katy Prairie Conservancy's Matt Cook Wildlife Viewing Platform. The Matt Cook Wildlife Viewing platform is located at 15000 Warren Ranch Road, and overlooks the 140-acre Warren Lake. The ADA-accessible viewing platform is dedicated to the memory of a young wildlife and fisheries graduate student who loved the outdoors and spent many hours studying and enjoying the wildlife of the Katy Prairie. Warren Lake teems with wildlife yearround, which can be viewed by the public from the elevated viewing platform seven days a week. Many waterfowl gather at the opposite shore, which is the area closest to the proposed route. The proposed HSR route is directly in the path of a bird's flyway approach to the lake. The Katy Prairie is known internationally for its rich migratory and resident bird life. In 2012, the National Audubon Society designated Katy Prairie as a Global Important Bird Areas in Texas. KPC's preserve system on the Katy Prairie harbors important coastal prairie and riparian wetlands, which hold floodwaters and improve water quality by filtering sediment and pollutants from nearby land uses. The preserves offer valuable recreational opportunities, including hiking, bird watching, nature photography, hunting, bicycling, and other activities, for residents of the immediate area, the metropolitan and regional community, and other visitors. Katy Prairie hosts a diverse biological community of native and endemic wildlife and plant species (https://tpwd.texas.gov/hu ntwild/wild l ife d iversity/nongame/tcap/sgcn. phtm l). KPC properties contain three "Rare Plant Communities" as listed by the Texas Parks and Wildlife Department: (1) Houston Coastal Prairie; (2) Vertisol Coastal Prairie; and (3) Water Oak-Live Oak Prairie. Due to the uniqueness of rare plant communities and the severe threat from development pressures, activities that adversely impact these areas should be restricted as much as possible. The Katy Prairie is home to a number of species of "Greatest Conservation Need", including, but not limited to: Southern Crawfish Frog, Mottled Duck, Northern Pintail, Northern Bobwhite, least Bittern, long-billed Curlew, Snowy Egret, little Blue Heron, Tricolored Heron, Northern Harrier, Swainson's Hawk, American Kestrel, Pileated Woodpecker, Loggerhead Shrike, Sedge Wren, le Conte's Sparrow, Dickcissel, and Eastern Meadowlark. Other species that may be impacted include: Bald Eagle (state threatened), Peregrine Falcon (state threatened), White-tailed Hawk (state threatened), White-faced Ibis (state threatened), Wood Stork (state threatened). The Western Chicken Turtle, which is under review for section 404 listing, is also present on KPC lands. In 2007, the National Audubon Society identified the top 20 common birds in decline. Fourteen of the 20 species identified as being in decline live on the Katy Prairie or are migratory birds that stop over on the prairie, among them are Field Sparrow, Grasshopper Sparrow, Eastern Meadowlark, Little Blue Heron, Northern Bobwhite, Loggerhead Shrike, Northern Pintail, and Rufous Hummingbird among others. Katy Prairie lands include important vegetation communities, like salt barrens, along with plants identified as Species of Greatest Conservation need in Texas that include Texas Windmill grass (<i>Chloris texensis</i>), Texas Willkommia (<i>Willkommia texana</i>), Threeflower Snakeweed (<i>Thurovia triflora</i>), Curved Sicklegrass (<i>Parapholis incurve</i>), and Texas Saltbush (<i>Atriplex texana</i>), and Coastal Gay-feather (<i>Liatris bracteata</i>). KPC's preserve system has the largest extant population of <i>Hymenoxys texana</i>, or Texas Prairie Dawn, in the region. This endangered small native flower is federally protected. KPC strongly believes that evaluation of the high-speed rail project should respect ecological and environmental concerns, and KPC urges that no action be taken that would result in the loss and degradation of wildlife habitat and conservation areas already known to be of extra-regional and regional significance. Once natural assets are lost, they are lost forever.</p>	<p>Refer to AS-1, NR-2, NR-3 and RF-4. For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures. In addition to habitat modeling, due to the association between Texas prairie dawn and mima mounds, the LOD was further investigated for the occurrence of these mounds using historical aerial imagery and field investigations. Impacts to wildlife and vegetation will be avoided and/or minimized to the greatest extent possible with compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</p>

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			The Katy Prairie Conservancy (KPC) is a nonprofit land trust working to conserve a portion of the Katy Prairie for the benefit of its wildlife and plant species and for the enjoyment of all Texans. The Katy Prairie Preserve system is an important natural and cultural resource for the Greater Houston region.	
Jerry Dorcz	2/18/2018	Website	As a traveler, I see the benefit of this project to be absolutely positive. In my opinion, it will offer a valid alternative to air or highway travel between Houston and Dallas. It will provide employment opportunities to the communities it serves. It will provide property tax assessments to every community, school district, county it touches. The other benefits, it will be an environmentally responsible form of transportation that will help keep Texas clean for ALL Texans. Those opposed to this project, particularly in rural areas, have, unfortunately, been provided with wildly exaggerated falsehoods. If we, as a state, want to see a future of possibilities for this generation and the next, we should affirm this project since it will benefit all Texans!	Comment noted.
Gerry Dosier	2/5/2018	Handwritten	Which taxing entity will claim the trains for property taxes?	Refer to VA-1.
Giselle Doss	3/5/2018	Website	I have read quite a bit about the track design limiting noise from the bullet trains but have not seen the vibration created by these trains addressed anywhere. The National Institutes Of Health saw vibration from these trains worth conducting a formal study (a study they have deemed to be not yet complete), shouldn't we at least see mention of it? My home is roughly 2 miles from Hempstead Hwy, the proposed rail route, and I am concerned with property values being effected when windows are rattling and pictures are falling off the walls in my home every 30 minutes.	Refer to NV-1 and NV-5.
Gary Dossett	1/15/2018	Letter	Opposition! Draft Environmental Impact Statement -- Dallas to Houston High Speed Rail, dated 12/15/2017	Comment noted.
Gary Dossett	2/5/2018	Handwritten	During the Christmas Holidays I spent a good deal of time studying the Draft Environment Impact Statement, signed December 15, 2017, by Mr. Paul Nissenbaum. Mr. Nissenbaum, this Draft is an embarrassment to the Department of Transportation, and an insult to the people, people that you, as a civil servant, are under oath to serve and Supporters of the Government's right to condemn private property admit that under the process people will be hurt, but they allege the beauty in the end result will over shadow this ugliness. This Draft alleges that the beauty of this Project will be reduced traffic congestion reduced air pollution and more money in everyone's pockets. If this train cannot sell enough tickets to cover operating costs and to service a mountain of debt, there are only two possibilities for it's future. Number one it will cease to operate number two... to save face, government will pour money down a rat hole. There is no beauty in either Of these end results. Mr. Nissenbaum, if you have any respect for the people, you will not sign off on a "final study" supporting this train until the Project Supporters have made available to the people objective Verifiable data showing beyond a reasonable doubt that neither of these possibilities will result. Your draft does not contain one shred of verifiable data in this regard. To the contrary, it states that the people are not entitled to this information! If you folks out there have a 'gut feeling' this train cannot sell enough tickets to sustain itself financially, get a comment sheet and demand verifiable data to show, beyond a reasonable doubt, that this project has financial viability. If you have clout at the national political level, I say to you, as a document intended to show that the beauty in the end result justifies the environmental ugliness, this draft stinks! Where there is a stench this bad there is usually something rotten. If you agree, I urge you to use your influence and investigate Mr. Nissenbaum's true motivation in signing this document!	Refer to ED-1, GN-1, GN-2, NE-1, NE-9 and PN-3.
Gary Dossett	2/5/2018	Oral	Gary Dosset, Madisonville, Texas. During the Christmas holidays, I spent a good deal of time studying the draft environmental impact statement signed December 15 by Mr. Paul Disenbaum. Mr. Disenbaum, this draft is an embarrassment to the Department of Transportation and insult to the people. People that you are to service and protect. So the government's right to condemn private property admit that under the process, people will be hurt. But they allege the beauty and the end result will overshadow the ugliness. This draft alleges that the beauty in this project will be reduced traffic congestion, reduced air pollution and more money in everybody's pocket. If this train cannot sell enough tickets to cover operating expenses and to service a mountain of debt, there are only two possibilities for excuses. Number 1, it will cease to operate, or number 2, to save face, government will pour money down a rate hole. And no overshadowing beauty in either of these end results. Mr. Disenbaum, if you have any respect for the people, you will not sign off on a final study supporting this train until the project have made available to the people objective, verifiable data showing beyond a reasonable doubt that neither of these possibilities will result. Your draft does not contain one shred of verifiable data in this regard. To the contrary, it states that the people are not entitled to this information. If you folks out there have a gut feeling this train will not sell enough tickets to sustain itself financially, get yourself a comment sheet over there and demand verifiable data to show beyond a reasonable doubt that this project has financial liability. If you have clout at the national political level, I say to you, as a document intended to show that the beauty in the end result justifies the environmental ugliness, this draft stinks. And where there is stench this bad, there is usually something rotten. If you agree, I encourage you to use your input and investigate Mr. Disenbaum's true motivation in signing this document.	Refer to GN-4, GN-2, NE-1 and NE-9.
Carol Doucet	1/29/2018	Website	ES.9.10 - Utilities and energy operations will all be affected by the disruption of building the proposed high speed rail sysem. Our electrical power grid could and most likely will be diminished by the energy needed to fulfill the requirements of not only the construction of the high	Refer to EU-3 and EU-4.

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			speed rail, but by the operations of the rail itself. What affect will that have on the existing grid and where does the TCR rate with the grid's priorities?	
Judy Doughty	1/30/2018	Email	I very strongly urge you to open the public comment peroid to a 90 day window not just 15 days. As a taxpayer and as "the public" we deserve more than to be "RAILROADED" BY THE FEDERAL GOVERNMENT.	Refer to PI-3.
Mitchell Dowalgo	2/7/2018	Website	I support the construction of the high-speed railroad connecting Houston to Dallas.	Comment noted.
Judy Doyle	2/6/2018	Oral	Well, I'm not much of a speaker, but I do have some thoughts. I thought, "This doesn't affect me, so why should I care?" But when they said it affects two miles out from the main part, I drove it, and Oak Hollow is in that 2 miles, so now I am upset. And I'm a realtor, and I'm asking, "How does this affect the real estate values in our county?" That's going to really hurt. We moved from Houston, us that weren't as fortunate as you to have had this land over a hundred years, makes me want to cry. But we moved out of Houston, out of Conroe, to get away from the railroad tracks and the noise. And here we are, bringing it back to our peace and quiet. I'm really upset because they are, behind your backs, bullying people out of their properties. I've experienced people that own -- owned property that they've bullied out of. They've left. In came the utility companies that have bought up this land for them, and they have run over our driveways and tore it up, thinking it was their property when we had - and they tore down our gate, our electric gate, and our electric lights, thinking it was their property. We come back that night, and they're gone. Nobody knows where it went. But then we let them know, it was our property. Then they go next door, they find their piece of land and bulldoze roads -- or run that heavy equipment down through those -- that lot, and it just dug ditches in it. But it was too wet, so they decided to come back down our driveway. So we had to put up a new gate to keep them out and put no trespassing signs. The subdivision finally figured out, you know, there is -- you know, they have to get permission to build roads in a subdivision, so they stopped it. Now they bought some of their land, and they've got a driveway through it. Also, they came in and they bulldozed down bird stands for the bluebirds, just tore them up. And so, you know, I'm tired of being bullied. We don't allow it in school, so why are we allowing it in our county? Tear down that wall around Houston Oaks. Thank you. I vote no.	Refer to BA-8, ED-2, LU-14 and VA-1.
Janett Drake	2/22/2018	Website	Texas High Speed Rail As a homeowner in rural Madison County, Texas, I am upset, frustrated, and perplexed over the potential of a highspeed railroad crossing near our home. I have read and attended meetings but don't have enough understanding of the needs of "super-commuters" or the consequences to landowners and surrounding communities to debate my concerns, but I feel a need to make a statement. It doesn't take a lot of studying to know that the faster the train, the greater the risk to people on foot or in cars. I have read, like most of you, about the latest Amtrak crashes. I see very little need for a train traveling 200 mph from Houston to Dallas and back. In Texas? The consequence that upsets me most is the thought of landowners whose families have lived on this land for generations, and those of us who choose to live in this beautiful, peaceful, rural area of Texas for just that - the peace and beauty of rural Central Texas - being uprooted from their land or living with the consequences TCP's plan. The name Brazos Valley brings visions of deer, wildflowers, rivers, sprawling ranches to mind, which exactly what we have out here. I don't understand the fact that a privately-owned railroad, whose stated goal is a proposed profit-making venture for its investors, has the right to condemn homes, seize land, churches, and cemeteries. HOMES - that word is almost sacred to me. Is that true? Can someone really come in and take our homes or our neighbor's? In America? Can they really take soil that is needed for the massive berms required on both sides of the route from our neighboring grasslands leaving bare swampland in their place? What if - after buying out homeowners or seizing properties - Texas Central Partners (TCP) runs out of money and the once beautiful homesteads and ranches are left unoccupied along the planned route. Does the Federal Government take over the preposterous project using tax dollars for a train that will never run? Take time to read about the consequence in Denver whose residents are being shaken out of their homes up to eight times an hour by the city's new rail system, and study California's bullet-train project that has stood abandoned and become a "linear ghetto." If I have missed the point or have only heard one side of the story, feel free to convince me otherwise.	Refer to PN-3.
Janett Drake	2/22/2018	Website	Texas High Speed Rail As a homeowner in rural Madison County, Texas, I am upset, frustrated, and perplexed over the potential of a highspeed railroad crossing near our home. I have read and attended meetings but don't have enough understanding of the needs of "super-commuters" or the consequences to landowners and surrounding communities to debate my concerns, but I feel a need to make a statement. It doesn't take a lot of studying to know that the faster the train, the greater the risk to people on foot or in cars. I have read, like most of you, about the latest Amtrak crashes. I see very little need for a train traveling 200 mph from Houston to Dallas and back. In Texas? The consequence that upsets me most is the thought of landowners whose families have lived on this land for generations, and those of us who choose to live in this beautiful, peaceful, rural area of Texas for just that - the peace and beauty of rural Central Texas - being uprooted from their land or living with the consequences TCP's plan. The name Brazos Valley brings visions of deer, wildflowers, rivers, sprawling ranches to mind, which exactly what we have out here. I don't understand the fact that a privately-owned railroad, whose stated goal is a proposed profit-making venture for its investors, has the right to condemn homes, seize land, churches, and cemeteries. HOMES - that word is almost sacred to me. Is that true? Can someone really come in and take our homes or our neighbor's? In America? Can they really take soil that is	Refer to PN-3.

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			needed for the massive berms required on both sides of the route from our neighboring grasslands leaving bare swampland in their place? What if - after buying out homeowners or seizing properties - Texas Central Partners (TCP) runs out of money and the once beautiful homesteads and ranches are left unoccupied along the planned route. Does the Federal Government take over the preposterous project using tax dollars for a train that will never run? Take time to read about the consequence in Denver whose residents are being shaken out of their homes up to eight times an hour by the city's new rail system, and study California's bullet-train project that has stood abandoned and become a "linear ghetto." If I have missed the point or have only heard one side of the story, feel free to convince me otherwise.	
Leon & Janett Drake	NA	Website	Very opposed. Don't do this to our home! Please!	Comment noted.
Laramie Driscoll	2/16/2018	Website	This is a critical requirement for State of Texas to continue attracting new business. RD95	Comment noted.
Janice Duarte	3/9/2018	Website	Modern economically beneficial to two cities that have had a historical soft spoken rivalry. Planning finance (primarily in maintenance of the rail once built) as well as those who may be impacted during fruition, is a concern of many that needs to be transparent.	Refer to GN-4, GN-5, NE-1, NE-9 and PI-1.
Shannon Dubberly	1/29/2018	Oral	All right. Before I begin, I'd like to state for the record that when Commissioner Olsen asked all the supporters to hold up their hand, that would be zero. My name is Shannon Dubberly, and even though I am running for Congress, I'm not here to give a campaign speech. I am here to stop a train. as well in that three percent that was mentioned in the report. That is their sweat, their blood, their tears, their legacy, and not just recently but for generations. Now, don't get me wrong. We love progress and we love development in this county. We just don't wake to wave at it as it flies by. And also I don't see how this ultimately makes money. And taxes will be brought up, and they'll say, Oh, it's going to be temporary tax. But I would like to see a show of hands of anyone here that have ever seen a temporary tax. For the record, that's zero. So, finally, my name's Shannon Dubberly, and I want to be a hundred percent clear--I'm against that train. When I go to Washington, you will definitely have my support until the end. Thank you.	Refer to SC-19.
Debbie Dubois	2/6/2018	Website	I want to be clear....this project is a disaster to most all who live between Houston and Dallas. WE DON'T WANT IT!!!!Texas is known for its agriculture and cattle operations...this train will go through the heart of Texas and reduce and in some cases destroy the livelihood of many. Emergency services will be obstructed. It will put a major financial burden on each county this train travels through. This is only a few issues many of us have. Since this is a private company and individual investors who are initiating and supporting this endeavor, why should those of us who are affected, permanently give up our way of life for a project that will not be for the greater good of Texans...only those invested in it up front. It will start out being out of date and the success rate for a train like this is dismal. Two in the world are successful. Check out California's attempt. Why can't these private investors use already existing right-of-ways and leave central Texas alone if they think it is that important. Greg Abbott, Dan Patrick and all the central Texas Legislators are being watched as to how they stand and will be judged when we vote. It will not benefit anyone in Texas except those who are looking to have a selfish financial gain.	Refer to BA-8, BA-9, BA-10, GN-4, LU-2, LU-9, LU-11, PN-3, SC-19, SS-23 and TC-2.
Debbie DuBois	3/2/2018	Email	Texas central sent me an email urgently asking me to make a comment. They, of course, want a comment in support of the rail. They were even kind enough .to provide a prewritten letter in support of the rail for me to attach my name to. Since they have proven from the beginning that they manipulate, deceive, and lie I am not going to trust them to send you my comment rejecting their project. I did delete their message and wrote my own but I am afraid they have it set up to automatically send you their support comment... overriding mine. We DO NOT want the rail... it will devastate agricultural production through the heart of Texas, obstruct first responders and emergency vehicles, be a financial tax burden for each county and ruin the tranquility of life so many of us have chosen and worked hard to obtain. It is technically antiquated and a financial failure before it even begins construction. please, please don't approve this disaster project. Big city leaders and citizens whose lifestyles won't be affected should not be able to destroy the lifestyles of so many others when they have so many other options. We DO NOT WANT the high speed rail!!!!!!!	Refer to GN-4, LU-2, PI-4, SC-19, SS-23 and TC-2.
Tom Dubois	1/30/2018	Oral	Thank you for the turn out folks. Many of the items I had have already been discussed and I will leave it for the others to continue on those lines. But what I do want share is how important like Judges Ryder did mention earlier. We must get behind this. Not just our county but all counties. You must support this effort to stop this thing. Whatever you can do financially. No matter how small. We need money and we need it to continue coming in. That's the way we beat them. It was brought out to start of 3000 acres and now it's 8000. This thing has been a constant change since day one. It's been full of their lies from day one. For the leadership, commissioner's court, the president of this organization at the time and his entourage. They lied through this whole thing and we catch them left and right. Kyle Workman and his wife and staff there that work with them. Goodness knows how much money of their own they put into this thing. We must stay committed to this thing to get it done. I'm a fifth generation with 134 years worth of land. I feel the pain. I also have two friends that have given their lives savings to buy their piece of heaven. I understand that and I think everyone in this room understands. Please, please get behind it. It can be used. Thank you.	Refer to LU-14.

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Tom Dubois	1/30/2018	Oral	I failed to say something a while ago that is very important to me and it may be important to you folks. Anyone that listened to these farm reports or happens to run into our State Agricultural Commissioner, Sid Miller. I personally have called his office. He is on the fence. He will not make a commitment one way or the other. You won't get to talk to him. You will talk to some attorneys in his office. But we need all the help you can get as the judge and Kyle and so many people have said. We need to put pressure on our Ag Commissioner. It's election time and he's on the ballot. Hopefully, we can get him to commit. Whatever he commits to that's his chose. He will be the first to tell you if you give him a microphone what he does for the State of Texas in the agriculture. This is one of the top corridors of cattle production in the state of Texas. South Texas produces a lot of cattle, but they take a lot of land to produce one cow down there. We can produce a whole lot of cows on a lot less land. This is a major ten county agricultural stretch. So keep Sid Miller in mind and give his office a call. The people out here are thinking about it when it comes election time. Please, thanks.	Refer to LU-2.
Colin Dudley	2/24/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property	Refer to LU-5.
Carbett Trey Duhon	3/8/2018	Letter	<p>RE: Comments of Waller County on Dallas to Houston High-Speed Rail Draft Environmental Impact Statement</p> <p>Dear Mr. Wright:</p> <p>On December 22, 2017, the Federal Rail Administration (FRA) released the Draft Environmental Impact Statement (DEIS) for the Dallas to Houston High-Speed Rail. This draft fails to identify, analyze and consider the direct and indirect impacts that will occur in our community if the project proceeds. In fact, the FRA has deliberately ignored and taken extreme measures to prevent our issues from influencing the outcome of the environmental study.</p> <p>June 25, 2014, the FRA announced it would be preparing an Environmental Impact Statement pursuant to the National Environmental Policy Act (NEPA), for a High-Speed Passenger Rail Corridor between Dallas and Houston Texas (79 Fed. Reg. 36123). The proposed action that requires the FRA oversight and NEPA analysis is “for the impacts of constructing and operating a dedicated high-speed rail system.” The project was proposed by a private company, Texas Central Railroad and Infrastructure, Inc, which was formed in 2009, for the purpose of bringing high-speed rail to Texas.</p> <p>Over the past two years, Waller County (through the Waller County Sub-Regional Planning Commission — herein after “WCSRPC”) has made multiple written requests to meet and coordinate with the FRA so that we could provide you with an accurate understanding of the true impact a High-Speed Rail system would have on our community (see prior communications dated November 14, 2014 and July 6, 2015 attached hereto as attachment A). To date, the FRA has refused to meet with us to engage in coordination (see response letters attached hereto as attachment B). On or about February 9, 2015, the WCSRPC held its first coordination meeting with the Texas Department of Transportation (hereinafter “TXDOT”), who was at that time designated as a co-lead agency on this project. At that meeting, we made TXDOT aware of number of impacts that this project would have on our community and we provided that information to TXDOT and requested that the information be forwarded to the FRA. The discussion of impacts that was provided to TXDOT and later provided to the FRA by TXDOT is attached hereto as attachment C, and such also constitutes Waller County’s comments on the current draft Environmental Impact Statement. On May 6, 2015, we sent a follow up letter to TXDOT regarding additional coordination meeting issues with a 17-page summary of the local issues that would result from this project as proposed. On May 13, 2015, we received a letter from TXDOT’s Dan Harmon advising that TXDOT was not going to engage in further coordination meetings. We later learned from Mr. Harmon that TXDOT’s refusal was per the FRA’s request to TXDOT that they cease coordination with our WCSRPC.</p> <p>On October 26, 2017, the WCSRPC filed a lawsuit in Travis County District Court in Texas against TXDOT for its refusal to coordinate with the WCSRPC pursuant to Chapter 391 of the Texas Local Government Code. On January 5, 2017, the District Court granted WCSRPC’S Motion for Partial Summary Judgment and ordered TXDOT to coordinate with the WCSRPC. TXDOT filed an accelerated appeal to the Third Court of Appeals and on February 24, 2017, the appellate court dismissed the appeal. On May 5, 2017, we conducted a second coordination meeting with TXDOT, in which we were advised that all prior information provided to TXDOT had in fact been given to the FRA by TXDOT officials, and TXDOT advised that for the most part, TXDOT was longer being kept in the loop in terms of communications with the FRA on the current status of the draft EIS. The WCSRPC once again reiterated its request to TXDOT to request that the FRA coordinate with WCSRPC in accordance with the Scoping Report that was released on this project in April of 2015.</p> <p>However, with the release of the DEIS, we note that TXDOT has been removed as a co-lead agency, and is now only considered a “Technical Advisor.” It appears that this may be a deliberate attempt to avoid coordinating with our local governments as required by law.</p> <p>The Waller County Sub-Regional Planning Commission (Commission) is a formally created entity under the state of Texas Local Government Code 391. Members of our WCSRPC include Waller County, the City of Waller, Prairie View, Pine Island, Hempstead, Pattison, Brookshire, Katy, Waller Independent School District and Hempstead Independent School District. We are not a “public stakeholder” as previously stated</p>	Refer to AS-1, BA-5, BA-6, BA-7, BA-8, BA-9, BA-10, CR-2, CR-9, ED-2, EJ-1, FP-1, LU-2, LU-3, LU-4, NE-1, NE-8, NE-9, NR-2, NR-5, NV-1, NV-5, PI-1, RF-1, RF-4, SC-11, SC-19, SS-23, SS-26, TR-1, TR-6, TR-7, TR-8, WW-1, WW-2, WW-6 and WW-8.

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			<p>by the Federal Rail Administration.</p> <p>The National Environmental Policy Act (NEPA) requires the Federal Rail Administration and your agency to coordinate with our local government planning commission. At the same time, as a local government entity formed under Texas Code 391, the Texas Department of Transportation is required to coordinate with us under Section 391.009(c). As a statutorily created planning commission under Texas State law, we have the unique authority and expertise to ensure that all projects within our jurisdiction, whether city, county, state or federal, work together for the benefit of the people of Waller County. This includes high-speed rail.</p> <p>This letter has been prepared to summarize the specific local impacts that the Dallas-Houston High-Speed Rail Project will have on our local businesses, community, and landowners. It is also intended to point out some of the key violations that have occurred in the preparation of the forthcoming Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA).</p> <p>As the WCSRPC has discussed in its meetings with TXDOT, there is clear evidence that the Federal Rail Administration (FRA) has improperly selected one build alternative (Utility Corridor) and one alignment (HC-4) through Waller County without conducting the necessary comparative analysis of alternatives pursuant to NEPA. Specifically, we are requesting that the FRA step back and conduct a programmatic EIS for the four build corridors (BNSF, UPRR, I-45, Utility) that met the “Purpose and Need” of the project identified in the Corridor Alternatives Analysis Technical Report (August 2015).</p> <p>Doing so is the only way that the FRA can fulfill its responsibility to advance an alternative that resolves the conflicts the project creates in Waller County. (40 C.F.R. § 1501.2(c)). Some of these conflicts have been brought to your attention via the TXDOT meetings and are again noted in this letter. As was pointed out, the mere fact that you have improperly drawn a line for a preferred alignment has already harmed our community. Developers are forced to look outside of Waller County for housing and commercial sites to support the 4,000 plus jobs expected from the Daikin/ Goodman manufacturing site currently being constructed in our area. The expected growth and development opportunities that would greatly benefit every resident, especially our minority community, are being forced to consider other locations. Members of our Commission have received a form letter dated January 7, 2016, from the US. Department of Transportation, Federal Rail Administration, requesting we provide “information concerning environmental and land use constraints including current or proposed land development projects, city projects, or other issues of interest to Waller County within the study area.”</p> <p>It goes on to state: “This information will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of alignment alternatives.” Please note that there is only one build corridor and one alignment carried forward by the FRA for study pursuant to NEPA in Waller County. It is disingenuous to ask us at this late date for information that should have been considered at the corridor level stage of the analysis. However, we do hope that providing you this information will demonstrate the need to step back and prepare a programmatic corridor level EIS.</p> <p>The National Environmental Policy Act (NEPA) requires the Federal Rail Administration and your agency, as the joint lead agencies, to coordinate with our local government planning commission. At the same time, as a local government entity formed under Texas Code 391, the Texas Department of Transportation is required to coordinate with us under Section 391.009(c). As a statutorily created planning commission under Texas State law, we have the unique authority and expertise to ensure that all projects within our jurisdiction, whether city, county, state or federal, work together for the benefit of the people of Waller County.</p> <p>As we discussed during the meeting, the FRA has failed to coordinate with our planning commission prior to selecting the Utility Corridor and H-4 alignment through Waller County. Had we met early in the process, as required under NEPA and requested numerous times by our Commission, we could have provided you and your staff with these important impacts creating a much more complete and sufficient analysis. A detailed summary and discussion of the impacts on Waller County is attached. Please consider this letter and the attachments to constitute the formal comments on the draft E18 by Waller County and the Waller County Sub-Regional Planning Commission.</p> <p>Sincerely, Trey Duhon</p> <p>ATTACHMENT A Dear Mr. Johnsen and Lt. Gen. Weber: On July 1, 2008, the Waller County Sub-Regional Planning Commission (WCSRPC) was created, under Chapter 391 of the Texas Local Government Code, to provide for special planning needs as it pertains to Waller County. The WCSRPC hereby places the Federal Railroad Administration (FRA) and Texas Department of Transportation (TXDOT) on notice that they must coordinate the planning of the construction and operation of a high-speed rail (I-ISR) project proposed by a private company – Texas Central High-Speed Railway. to the extent such project will be routed through Waller County. and such coordination shall be conducted in a meaningful way and to the greatest extent feasible with the WCSRPC at the regional level as required by the National Environmental Policy</p>	

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			<p>Act (NEPA) and Section 391.009(c) of the Local Government Code. Section 391.009(c) states: “In carrying out their planning and program development responsibilities, state agencies shall, to the greatest extent feasible, coordinate planning with commissions to ensure effective and orderly implementation of state programs at the regional level.” It is our understanding that one of the two routes for the HSR that has been designated for detailed evaluation passes through Waller County and could still be selected by the FRA and/or TXDOT as a route for this project. As such, we request that the FRA and TXDOT prepare to meet with the governing body of our regional commission no later than January 1, 2015, to begin the coordination process. We ask that FRA and TXDOT representatives be prepared to answer all questions from the commission regarding the current and future plans of the HSR and the EIS as it will impact our citizens and economies. Your prompt response is appreciated. As a duly formed commission under Chapter 391 of the Texas Local Government Code, it is our responsibility to plan for and guide the unified, far-reaching development of our region, eliminate duplication, and to promote economy and efficiency in the coordinated development of our region. From this point forward, any effort by your agency, your assigns, or other private contractors to study, plan, or prepare to construct the HSR through our combined jurisdictions must first be coordinated with the Waller County Sub-Regional Planning Commission. We look forward to working with you in this regards. Respectfully yours, WALLER COUNTY SUB-REGIONAL PLANNING COMMISSION</p> <p>Dear Ms. Feinberg, I appreciate your April 27, 2015 letter responding to our request dated November 14, 2014, to begin formal coordination with the Federal Railroad Administration on the Dallas to Houston High Speed Rail Environmental Impact Statement (EIS). One of the two routes proposed for further analysis by Texas Central Rail, a private corporation and partner with you in this project, will create a new corridor through our planning area, creating significant local impacts. It should be noted that your letter refers to our Commission as a “public stakeholder.” This is incorrect. We are a political subdivision of the state of Texas, with planning authority made up of elected representatives of the public. We are not a public stakeholder, but rather a local government with jurisdictional planning authority. State and Federal law recognize this distinction, which is why there is a separate and distinct process of coordination set forth in statute to ensure conflicts with local governments are resolved. In July of 2008, the Waller County Sub-Regional Planning Commission (WCSRPC) was formed for the purpose of planning the future development of our community, including the planning of transportation systems within our jurisdiction. Members of our Commission include elected representatives from as well as the County of Waller. As a statutorily created planning commission under Texas State Law, we have the unique authority and expertise to ensure that all projects within our jurisdiction, whether city, county, state or federal, work together for the benefit of the people of Waller County. Under Texas law, Section 391.009(c) requires all state agencies to “coordinate planning with commissions (WCSRPC) to ensure effective and orderly implementation of state programs at the regional level.” This directive for state agencies, such as the Texas Department of Transportation, to coordinate their plans with WCSRPC does not conflict with their responsibility to plan for improved transportation from a statewide perspective, in fact, it enhances their efforts. By planning regional projects in close coordination with planning commissions such as ours, federal and state agencies can develop an efficient and safe transportation system that benefits the local communities as well as those passing through our jurisdiction. The National Environmental Policy Act (NEPA) also requires coordination³ with local governments during the preparation of the environmental analysis of a project, such as the Dallas to Houston High Speed Rail (DHHR). This places a specific duty on your agency to coordinate directly with our Commission. Additionally, throughout NEPA and the Council on Environmental Quality (CEQ) regulations, there are specific requirements placed on the lead agency to ensure that impacts to local governments are thoroughly analyzed and conflicts with local plans resolved.⁴ The purpose of the NEPA study is not to approve a federal action, but rather to identify how that action may impact the “human environment.”⁵ In essence, the purpose for this environmental study is to determine, in part, its impact to the WCSRPC community.⁶ As the state designated planning authority for this area, it is necessary to coordinate with us to ensure you are fully informed of our current and future plans as well as the potential impacts your project will create in our area for the purposes of completing a legally sufficient environmental study. In the Scoping Report released April of this year for the DHHR environmental study, you state the next step in the NEPA process is to prepare the Project’s Purpose and Need statement and identify a reasonable range of alternatives. Specifically, you point out the need to coordinate</p>	

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			<p>with our Commission prior to identifying the alternative alignments. “FRA will also undertake coordination and consultation with federal and state agencies, local government and Metropolitan Planning Organizations (MPO). Tribal governments, and the Section 106 consulting parties prior to identifying the alternative alignments to be evaluated in the Draft EIS.” (DHHSR Scoping Report, page 24) Although we would have preferred to coordinate with you early in the process to avoid potential conflicts with the two routes already identified to be carried forward, we are prepared to discuss these alternatives and their impact on our community as soon as possible. To this end, we renew our request to meet with you and have set aside the days of August 3, 10, 17, or 24 of 2015 for these discussions. It is our hope that one of these dates will work with your schedule so we can begin working through these critical issues. Although NEPA requires that local governments with jurisdiction or special expertise be invited to participate as a “cooperating agency,” we are not requesting this involvement, nor would such a relationship be appropriate. As an elected body of the public, our discussions and decisions must be made in public meetings with a quorum present. Coordination is the appropriate vehicle for us to convey our plans and policies to you and to give you the opportunity to meaningfully work with us to resolve possible conflicts. More importantly, it is good business to do so. It would demonstrate the FRA’s willingness to foster an open, strong and productive working relationship with our Commission. Only a small portion of the proposed routes cross into our jurisdiction, which may be the reason your agency has not met with us to discuss potential conflicts with our existing infrastructure and future plans. However, the placement of a High-Speed Rail corridor in the eastern part of our jurisdiction will have significant impacts on our community. Unfortunately, these impacts are not identified in your scoping report, nor do we anticipate that the public comment process can sufficiently convey these issues to you. Hence, it is important that we meet and share our concerns face to face. Please let us know by Friday, July 24, 2015, which of these dates will be most convenient with your schedule, or, if necessary, please suggest a date in the near future that would be workable. It is important, however, that our viewpoint be fully discussed and concerns aired sooner rather than later in order to avoid delays in this process. I look forward to hearing from you and meeting you and your team in person. Sincerely, Trey Duhon</p> <p>ATTACHMENT C AFFIDAVIT OF JUDGE CARBETT “TREY” J. DUHON III STATE OF TEXAS § COUNTY OF DALLAS § BEFORE ME, on this day, the undersigned personally appeared Carbett J. Duhon III, known to me and whose signature appears below, and who after being by me duly sworn and according to law upon his oath, upon his oath he said:</p> <ol style="list-style-type: none"> 1. “My name is Carbett ‘Trey’ J. Duhon III. I am over the age of 18 years, have never been convicted of a felony, and am in all respects competent to make this affidavit. I have personal knowledge of the facts stated herein and they are all true and correct. 2. I have been a resident of Waller County for 12 years and the Waller County Judge for 4 years. The cities, communities, and neighborhoods of Waller County are primarily made up of minorities. The cities, communities, and neighborhoods of Waller County will be directly affected by the construction and operation of the high-speed rail from Dallas to Houston. This is especially true for the City of Waller. 3. I have been active within the Waller County community and have personally seen the rich culture and heritage that resides within the community; it has grown and flourished over the years in which I have acted as County Judge, and plans to continue to grow and flourish. However, if the high-speed rail is constructed and operated through Waller County, as proposed in the Federal Railroad Administration’s (“FRA”) draft environmental impact statement (“DEIS”), Waller County communities along the proposed route will be destroyed by the adverse economic impact; in turn, this will negatively impact the community growth and employment. 4. As one example, the City of Waller has a 7-8-year construction plan to build a new town square on the east side of the city; right along the proposed route contemplated in the DEIS. To no avail, Waller County and the City of Waller have attempted to contact the FRA multiple times regarding the plans for the new town square. This project will be destroyed by the implementation of the proposed route contemplated in the DEIS. The FRA did not take this sever impact on the growth City of Waller into account in the DEIS. 5. Waller County’s municipalities rely heavily on sales tax as a main form of revenue. The cities, communities, neighborhoods within the county, and specifically along the proposed route contained in the DEIS, contain the stores and businesses that generate the sales tax revenue for Waller County. If the project is built, not only will it split the communities apart, but it will take the consumers that provide business to 	

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			<p>these communities off the road. This will decrease revenue for the community businesses, and thus sales tax for the County. Without this revenue, communities, cities, neighborhoods, and ultimately the County of Waller’s growth will be decimated. This will also decrease employment throughout the Waller County Communities.</p> <p>6. Further, implementation of the routes contemplated in the DEIS will require Waller County and the City of Waller to relocate roads. This will significantly impact the budget of the Waller County. Texas Central Railway, the company that proposes to build the high-speed rail (“HSR”), has not committed to be responsible for any increased county expenditures to retrofit the county road system to remedy the disruptions directly caused by the HSR, nor has Texas Central committed to find expenses in the future when a county road may need to cross the existing HSR; such a crossing the HSR could easily exceed \$1 million per crossing. Waller County cannot afford to build one crossing, much less many, as it grows into the future. Building the construction of the HSR will create an impassable divide across the county and will forever financially strap Waller County. Texas Central’s response to Waller County has basically been heartless.</p> <p>7. Moreover, Waller County has passed an ordinance which will not allow HSR to cross any county road without a permit. Texas Central has never collaborated with Waller County regarding such crossings, nor have they ever applied for a permit. Unless and until Texas Central has agreed to be financially responsible for all negative financial impacts to the county, in my role as county judge, I will oppose the granting of any such permit.</p> <p>8. The proposed route contained within the DEIS will also limit community accessibility; example the City of Waller. The community within the City of Waller is dependent on its accessibility to go from one end of the city to the other; the placement of the rail will disrupt the natural flow of the community resulting in irreparable harm through community involvement.</p> <p>9. The proposed route contained within the DEIS will also displace low income residents along the route. My County has numerous families that live at or slightly above the poverty line in multiple communities along the route, including the City of Waller.</p> <p>10. My community will be torn apart with the construction of the TCR high-speed rail and launch many communities, such as the City of Waller, into a depression that will be unrecoverable.</p> <p>11. A detailed discussion of the impacts is also attached hereto which more fully discusses the impacts to Waller County as outlined above, in addition to others. The attachment is true and correct and was previously provided to the Texas Department of Transportation, and they represented to me that such document was forwarded to the FRA prior to May of 2017, yet none of these issues have been addressed in the DEIS.</p> <p>Affiant further sayeth not”</p> <p>Waller County and Waller County Sub-Regional Planning Commission’s Comments on Draft EIS and Discussion of Impacts in Waller County and the Federal Rail Administrations Failure to Analyze Potential Corridors for the Dallas to Houston High Speed Rail, Pursuant to the National Environmental Policy Act.</p> <p>A. The FRA Improperly Narrowed Corridor Alternatives</p> <p>1. Federal Register Notice of Intent (NO1) to Prepare an Environmental Impact Statement for Dallas-Houston High Speed Passenger Rail Corridor June 25, 2014, the Federal Railroad Administration (FRA) announced it would be preparing an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA), for a High-Speed Passenger Rail Corridor between Dallas and Houston Texas (79 Fed. Reg. 36123). The proposed action that requires the FRA oversight and NEPA analysis is “for the impacts of constructing and operating a dedicated high-speed rail (HSR) system.” The project was proposed by a private company, Texas Central High-Speed Railway (TCR), which was formed in 2009, for the purpose of bringing HSR to Texas. The Notice stated that the EIS would “evaluate route alternatives for passenger rail,” and evaluate “alternatives for construction and operation of the Proposed Action consisting of a sealed HSR corridor.”</p> <p>The notice committed that the EIS would address environmental issues of concern, including:</p> <ol style="list-style-type: none"> Describing the purpose and need for the Proposed Action. Describing the environment likely to be affected by the Proposed Action. Identifying the reasonable alternatives that satisfy the purpose and need for the Proposed Action. Describing the no-build or no-action alternative to serve as a baseline for comparison. Describing the potential environmental impacts associated with the reasonable alternatives and mitigation to address significant impacts. <p>Additionally, FRA committed that as a part of the EIS, it would study “the impacts of various alternative HSR route alignments,” including “shared corridors with other existing linear infrastructure corridors such as railroads, roads, and electric utility lines.”</p> <p>Prior to the FRA’s announcement, there has been no analysis of potential rail corridors between Dallas and Houston pursuant to the National Environmental Policy Act. Although the Texas Rail Plan (2010) identified three potential corridors (BNSF, UPRR, 1-45), no NEPA analysis was prepared in conjunction with this plan. Therefore, prior to the FRA’s June 2014 announcement, no programmatic study had been prepared</p>	

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			<p>under NEPA to determine which of the numerous corridor alternatives would have the least impact on the human environment. This responsibility would need to be carried out by the Federal Rail Administration.</p> <p>2. Scoping Report (April 2015) The FRA initiated the scoping process for the purpose of defining and narrowing the scope of issues to be analyzed in the EIS. TCR had conducted its own screening process to determine the potential corridors that should be advanced for further analysis. The private company reviewed four primary corridors with nine variations. They evaluated the feasibility of each potential corridor based on “HSR design requirements, engineering and constructability challenges, and potential environmental constraints.” (Scoping page 3). The four primary corridors consisted of the three studied in the Texas Rail Plan and a new corridor identified by TCR, the Utility Corridor. TCR ultimately recommended to FRA two corridors (BNSF Option 1 and Utility) for further study, eliminating two of the State’s Plan recommendations. FRA presented these two corridor options to the agencies and the public for input during the NEPA scoping process. (Scoping, page 4) (See also Attachment 1, Table 1) Although NEPA requires coordination with local governments early in the process, no effort was made by TCR, FRA or the Texas Department of Transportation (Joint Lead Agency) to consider the local plans and policies of Waller County. No consideration or analysis was made as to how the local plans might restrict or impact the decision to carry forward or eliminate corridor alternatives for further study at this point in the FRA analysis process. Additionally, the discussion in the scoping report is incomplete. The Council on Environmental Quality (CEQ) regulations governing implementation of NEPA requires that three types of actions, alternatives and impacts be evaluated in the EIS. (40 C.F.R. § 1508.28). There was no consideration of these elements during the scoping phase. Had the FRA at least discussed these elements in the Scoping Report, their focus may have changed. At the very least, the public and decisionmakers would have had better information from which to form its position.</p> <p>3. Corridor Alternatives Analysis Technical Report (August 2015) After releasing the Scoping Report, the FRA initiated an “independent” analysis of the potential corridor alternatives, the results of which were published in the Corridor Alternatives Analysis Technical Report (CAATR), August 2015, just four months later. At this stage, the FRA considered seven distinct corridor alternatives and transportation options, including the two recommended by TCR. Presumably, one would have expected the FRA to compare the seven corridors pursuant to NEPA and the 23 environmental criteria required under the FRA’s Procedures for Considering Environmental Impacts (64 Fed. Reg. 28545) since no NEPA analysis had been conducted prior on these corridors. However, they chose a different path, one that prioritized “meeting the economic viability determinations made by TCR,” (CAATR page 2) as a basis for eliminating several of the viable and reasonable alternatives that deserved equal analysis pursuant to NEPA. “This report reflects FRA’s independent analysis and judgment in its capacity as the federal lead agency for the EIS. FRA undertook the Corridor Alternatives Analysis documented in this report in accordance with FRA procedures and generally accepted practices guiding the identification and evaluation of potential corridor-level alternatives. Because the Project is a private proposal by TCR, FRA’s alternatives evaluation documented in this report is premised primarily on complying with TCR’s technical requirements for the high-speed rail system and meeting the economic viability determinations made by TCR. FRA’s additional screening criteria are directly related to FRA’s role under NEPA: minimizing impacts to the natural and human environment.” (CAATR page 2, emphasis added) Although the FRA makes mention of considering the environmental criteria they are required to review under their own procedures and NEPA, a close look at what they examined reveals they selectively chose impacts to consider, and did not equally apply the analysis to each alternative. (Attachment 1, Table 3) Four of the seven alternatives were found to fulfill the “Purpose and Need” for the project. The “Purpose and Need” is defined as: “supports the purpose to provide economically viable high-speed (200 mph) safe and compliant passenger rail service competitive with air travel (90-minute travel time from terminal to terminal) using the N700-] Tokaido Shinkansen in a fully sealed and grade-separated Corridor.” (CAATR page 9) The BNSF, UPRR, I-45 and Utility Corridors were all found to meet the projects “Purpose and Need.” At the very least, these should have been carried forward for a rigorous corridor level alternatives analysis as required by NEPA. In fact, the FRA committed to doing so in the N01 to prepare the EIS. Factor “0,” identified above, states that they will be “Identifying the reasonable alternatives that satisfy the purpose and need for the Proposed Action.” It does not then add onto this statement, “and other factors the FRA determines appropriate.” If it did, it would be an unlawful statement because it would expressly violate the purposes and requirements of NEPA. However, this is exactly the path the FRA pursued. Instead of a rigorous analysis of the four “build” corridor alternatives that met the purpose and need statement, the FRA conducted what it describes as a “Fine Screening Analysis.” It compared the four build alternatives based on their “physical characteristics’ “operational feasibility,” and six “environmental constraints.” The environmental constraints were:</p>	

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			<p>1. Number of stream crossings 2. Acres of wetlands 3. Acres of floodplains 4. Number of historic properties and archaeological sites 5. Acres of parks and national Forest/national parks 6. Acres of managed habitat areas</p> <p>There was no consideration of air quality, water quality, endangered and threatened species, land uses both existing and planned, impacts to the socioeconomic environment or minority populations, public health or safety, or many of the other 23 impacts required to be examined according to the FRA’s environmental procedures. (Attachment 1, Table 2 and 3). (comment continued below)</p>	
Carbett Trey Duhon	3/8/2018	Letter (comment continued from above)	<p>(comment continued from above)) Based on the FRA’s selective analysis during their fine screening process, they eliminated three of the primary build alternatives, leaving only one build corridor to examine pursuant to NEPA, the Utility Corridor. The Utility Corridor directly impacts Waller County. One of the primary reasons for eliminating the 1-45 Corridor was it passed through the National Forest, managed by the US. Forest Service.³ This decision, made without the required NEPA analysis, favors the federal landowner over the private landowner. It also favors saving trees over harming minority communities, conduct NEPA expressly prohibits. In fact, the primary purpose for NEPA is to ensure that potential impacts are compared equally and not selectively. The FRA’s analysis improperly resulted in carrying forward “one” build alternative corridor that cuts through Waller Co., a county whose population is 52% minority. At the very least, the FRA should have carried forward the four corridor alternatives for a side-by-side comparison as to their potential impacts weighing equally the 23 environmental criteria set forth in their procedures. However, instead, they selectively chose from that list to narrow the alternative down to the one preferred by TCR at the beginning of the project - the Utility Corridor. 4. Alignment Alternatives Analysis Report (November 6, 2015) November 6, 2015, the FRA released their Alignment Alternatives Analysis Report (AAAR), just three months after selectively choosing the Utility Corridor as the only path for the proposed rail. Here, they examined 21 potential alignments within the Utility Corridor. In some sections of the corridor, only one alignment was identified, and in others, such as that which travels through Waller County, five potential alignments were considered (Hockley Geographic Group). Again, it would be reasonable to assume that at the very least the FRA would compare the five alignments within the one corridor in Waller Co., through the lens of NEPA and the 23 environmental criteria of their NEPA procedures. Remarkably, they did not. First, they considered whether each alignment met the “purpose and need,” “alignment objectives,” and “design guidelines.” Four of the five alignments passed and were carried forward. Second, they considered 16 environmental concerns and incorporated cost and construction factors into the analysis to determine which of the four remaining alignments would be carried forward for analysis in the Draft EIS. Understanding the methodology they used to eliminate alignments is challenging. They attempt to determine whether there is a “direct” or “indirect” impact for each environmental criterion. However, their application of “direct” and “indirect” impacts is quite different from that required under NEPA. FRA considered a “direct” impact if the action occurred in the 125 foot ROW. If a house resided inside this ROW, then the impact would be “direct” and recorded under the environmental criterion of “structures.” If an impact was outside the 125 foot ROW, but within 1,000 feet of the centerline, then it would be an “indirect” impact. Presumably, anything beyond the 1,000 foot area had no impact. So, even though the action may cause a cumulative impact and may have an indirect effect well beyond the 1,000 foot area, it was not considered. Additionally, the information they used to make these determinations was “desktop level research and data collection.” (AAAR Page 24). There were no field surveys or coordination with local governments to gather this information. If the data was not in a computerized source they reviewed, then it was not counted. Further, each environmental criterion was then reduced to a number to represent the degree of the desktop accessed impact and given a ratio number between 1 and 4. Based on this number and a similarly calculated cost and construction factor number, a determination was made as to which alignments would be carried forward. It was a mathematical calculation, not an actual assessment of the impact. In Waller County, this resulted in narrowing the alternatives to be carried forward and finally to be analyzed pursuant to NEPA to one alignment within one corridor. (Attachment 1, Table 4 & 5). Interesting to note, is that while the FRA initially considered 16 environmental criteria at this stage, they dropped four of these from early screening consideration. They were “community facilities, historic properties, hazardous materials and US. Census block groups with over 50 percent poverty population.” (AAAR Page 29). Their reasoning was that “they did not create any differentiation between the scoring of the potential route alternatives at this level of analysis. For example, this desktop level analysis did not identify any historic properties within the 125-foot buffer, (62.5 feet from the</p>	Refer to AS-1, BA-5, BA-6, BA-7, BA-8, BA-9, BA-10, CR-2, CR-9, ED-2, EJ-1, FP-1, LU-2, LU-3, LU-4, NE-1, NE-8, NE-9, NR-2, NR-5, NV-1, NV-5, PI-1, RF-1, RF-4, SC-11, SC-19, SS-23, SS-26, TR-1, TR-6, TR-7, TR-8, WW-1, WW-2, WW-6 and WW-8.

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			<p>alignment centerline) although they are expected to be present.”</p> <p>Had they assessed these impacts closer, particularly those which fall within the category of social justice, and also looked beyond the 1,000 foot zone, they would have had to report to the public and decision makers that the impact to Waller Co. was significant. They would have also had to report that anywhere they placed the rail in Waller County was going to impact a community that was over 50% minority.</p> <p>Had they properly compared the four build alternatives that met the purpose and need statement pursuant to NEPA, they would have had to compare and analyze whether the impact to minority communities was significant alongside their premature decision that the impact to the national forest was significant. It is conceivable that the public and other federal decisions makers would have called for a different preferred corridor. The FRA should pull back now, and prepare a programmatic EIS that analyzes the four build alternatives pursuant to NEPA. Once this analysis is completed, then they should begin a segment-by-segment alignment analysis, also pursuant to NEPA.</p> <p>B. The FRA is Preparing an EIS to Justify Decisions Already Made</p> <p>The primary purpose of an EIS is an “action-forcing device” to be used to “plan actions and make decisions. It shall provide full and fair discussion of significant environmental impacts and shall inform decisionmakers and the public ofthe reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality ofthe human environment.” (40 CPR. § 1 502.1)</p> <p>A record of decision issued by the FRA approving the rail project at the end ofthe EIS process will authorize the private company to begin the actions necessary to build the rail, including the condemnation ofprivate land in Texas. A “No Build” decision would prevent the rail from being constructed. Until the Dallas to Houston High Speed Rail project receives this environmental clearance, no landowner should be harmed, impacted, or be forced to allow TCR to physically occupy his land.</p> <p>A critical principle of NEPA is that the analysis should not be prepared for the purpose of justifying an outcome. The analysis needs to be unbiased, impartially prepared, equally weighing all the impacts in such a way as to ensure the purposes for the act are fulfilled — that man and nature exist in productive harmony. The CEQ regulations specifically prohibit the type of statement preparation the FRA has pursued. 40 CFR § 1502.2 (0 Agencies shall not commit resources prejudicing selection of alternatives before making a final decision (Sec. 1506.1). (g) Environmental Impact statements shall serve as the means of assessing the environmental impact ofproposed agency actions, rather than justifying decisions already made. And; 40 CFR § 1502.5 The statement shall be prepared early enough so that it can serve practically as an important contribution to the decisionmakingprocess and will not be used to rationalize orjustify decisions already made (Secs. 1500.2(c), 1501.2, and 1502.0). And; 40 CFR § 1 506.1 (a) Until an agency issues a record ofdecision as provided in Sec. 1505.2 (except as provided in paragraph (c) ofthis section), no action concerning the proposal shall be taken which would: (1) Have an adverse environmental impact; or (2)Limit the choice ofreasonable alternatives.</p> <p>(b) Ifany agency is considering an applicationfrom a non-Federal entity, and is aware that the applicant is about to take an action within the agency'sjurisdiction that would meet either ofthe criteria in paragraph (a) ofthis section, then the agency shall promptly notify the applicant that the agency will take appropriate action to insure that the objectives andprocedures of NEPA are achieved.</p> <p>(c) While work on a requiredprogram environmental impact statement is in progress and the action is not covered by an existingprogram statement, agencies shall not undertake in the interim any major Federal action covered by the program which may significantly affect the quality ofthe human environment unless such action (3) will notprejudice the ultimate decision on the program. Interim action prejudices the ultimate decision on the program when it tends to determine subsequent development or limit alternatives.”</p> <p>The FRA has violated these provisions. Instead of preparing a programmatic EIS analyzing the four build alternative corridors that passed the purpose and need test, the FRA has selected one corridor and a specific alignment within this corridor before conducting the required NEPA analysis. Landowners near the Utility Corridor and selected alignment have been harmed. TCR is actively surveying the 1,000 ft. impact area and landowners have been threatened with court action if they refuse to allow TCR access to the private land. Development in Waller Co. has all but stopped as investor’s are on hold waiting to see which parcels of land will be impacted. The FRA’s actions to this point have had an adverse environmental impact, have limited the choice of reasonable alts, and have prejudiced the ultimate decision on the program.</p> <p>The heart of the EIS is the discussion of alternatives. Because the FRA has improperly selected one build alt, it has failed to provide the meaningful comparative assessment necessary for proper decisionmaking. “Based on the information and analysis presented in the sections on the Affected Environment (Sec. 1502.15) and the Environmental Consequences (Sec. 1502.16) it should present the environmental impacts of the proposal and the alternatives in comparative form, thus sharply defining the issues and providing a clear basis for choice among options by the decisionmaker and the public.” (40 CFR § 1 502. 14)</p> <p>There is nothing for decisionmakers and the public to “compare” the analysis to. The FRA is offering only one build alternative to be compared against “no action.” How futile will the “affected environment” and “environmental consequences” discussion be to ensuring an informed decision? Of course, it is not futile ifthe intent from the beginning ofthe proposal was to build a High Speed Rail System in the Utility Corridor. This approach, whether intentional or not, is clearly unlawful under the provisions of NEPA.</p>	

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			<p>Two of the four build corridor alternatives were eliminated because it would have required negotiations with freight rail companies, the BNSF and UPRR alternatives. However, the FRA has said they will consider reassessing these if restrictions on the Utility corridor make this necessary. (AAAR page 3). What this means is that negotiations with the freight rail companies are possible, and reasonable. The pro's and con's of doing so should be examined equally alongside the other two alternatives, not eliminated at the outset of the project and, therefore, improperly preferring that alternative originally identified and recommended by the private company.</p> <p>So, the FRA eliminated two alternatives because it would be difficult to negotiate with Freight Rail companies, eliminated one alternative because it would impact the national forest, in favor of impacting primarily rural landowners. This decisionmaking process not only reveals the FRA's bias against rural landowners, but also their ignorance as to the unique land uses and irreversible and irretrievable commitment of resources in rural Texas.</p> <p>C. Local Significant Impacts to Waller Co. and WCSRPC's Jurisdiction Must be Resolved</p> <p>As has been noted above, the FRA has a duty through the EIS process to work to resolve the conflicts a proposed project will cause to local communities.</p> <p>"Study, develop, and describe appropriate alternatives to recommended courses of action in any proposal which involves unresolved conflicts concerning alternative uses of available resources as provided by section 102(2)(E) of the Act." (40 CFR § 1501.2(0))</p> <p>The remedy provided through NEPA when conflicts cannot be resolved is to develop appropriate alternatives that avoid these conflicts. In the event this needs to be stated again, the FRA should have prepared a corridor level analysis pursuant to NEPA whereby it could have studied an alternative that resolved the conflicts imposed on Waller Co. Additionally, the FRA is required to discuss in the statement how the agency is going to reconcile the proposed action with the local plans. "To better integrate environmental impact statements into State or local planning processes, statements shall discuss any inconsistency of a proposed action with any approved State or local plan and laws (whether or not federally sanctioned). Where an inconsistency exists, the statement should describe the extent to which the agency would reconcile its proposed action with the plan or law." (40 CFR. § 1506.2(d))</p> <p>Again the burden falls on the federal agency to "reconcile" its proposed action with the conflicts imposed on the community.</p> <p>Numerous impacts and conflicts were discussed in the coordination meeting held last February that will need to be identified in the Draft EIS and the action the FRA will be taking to reconcile these conflicts. To date, there has been no effort by the FRA to contact our Commission in order to determine what reconciliation would be sufficient, even the FRA has been noticed of these concerns through the meeting with TXDOT.</p> <p>Some of these issues are discussed below, but by no means covers every issue. This does provide some of the most critical and important impacts to our community we are currently aware of that need to be resolved prior to any further action on development of an EIS.</p> <p>1. Emergency Services</p> <p>Mr. Gary Ferguson, Director of the Waller Harris Emergency Services District No. 200 (District), spoke about how the High Speed Rail (HSR) will divide the district down the middle cutting off access to 25 roads. These roads are used for emergency vehicles that now service the District and provide an 8-minute response time. The HSR will disrupt this service and increase the response time to dangerous and unacceptable levels.</p> <p>Also, the District is currently planning for an expected increase of residents due to the construction of the Daikon Goodman manufacturing plant. However, it is prevented from carrying out its planning responsibilities in a sufficient manner because the potential of a proposed HSR through the District creates too many unknowns. For instance, if the HSR path does go through the District, whether or not the train will be elevated above grade or raised up 12 to 18 feet with no underpasses, changes every element of the District plans. The District cannot properly move forward and plan sufficiently because of the FRA's actions.</p> <p>The District is funded with ad valorem taxation and any diminution of value due to the HSR will cause a tax increase to cover expenses and budgets. Each fire department costs \$4.5 M for the building, equipment and staffing. An ambulance costs \$300,000 and staff is needed 24/7 for 365 days. New fire stations and emergency services will be needed should the HSR divide the District. However, currently the District cannot prepare for this and other needs because of the FRA's actions.</p> <p>Right now, the District has 10 fire departments and will need more if the HSR is built. The District is also very concerned with catastrophic accidents that may occur from an HSR accident. Hundreds of ambulances, life flights, and emergency services will be needed and the District will not be able to handle this type of emergency. This will place an undue burden on the District. To date there has been no discussion with the FRA as to how they will resolve these conflicts.</p> <p>2. Economic Development Impacts on the City of Waller</p> <p>Mr. John Isom, Director of the City of Waller Economic Development Corporation discussed how the City of Waller was stunned when it discovered the HC-4 Route through the City's ETJ had been chosen with no opportunity for public input or comment. The City of Waller has a</p>	

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			<p>population of approximately 2,400 people and is located in both Waller and Harris counties. The City is a general law city under the 5,000 threshold and is limited in growth strategies compared to home rule cities. This means it is important to maximize the development of the geographical area available to the city. The HC-4 Route passes through the City’s extraterritorial jurisdiction and through the planned Waller Town Center.</p> <p>HC-4 passes through the Delta Troy Interests, a 990-acre tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility currently under construction, a heating and air conditioning, \$410 M facility that will be 4.2 M square feet in size, the largest industrial facility under one roof in the State of Texas, and employ 4,000 people in 2016 and 6,000 by 2018. The City is part of a Greater Houston Partnership task force to support Daikin/Goodman in their effort to bring their key suppliers to the Waller area. It is estimated that the suppliers will add another 2-4,000 employees. There is concern that the HSR will create a barrier between Waller and the Goodman facility and cause the city to lose much needed tax base from these suppliers. The barrier will cause suppliers to locate to the east of the HSR in the unincorporated area, causing a proliferation of onsite water and wastewater facilities rather than using city utilities, resulting in a much less efficient usage of land and resources.</p> <p>Goodman Manufacturing has stated their position on the HSR route HC-4 this way: we would be concerned with any route that disrupts Waller plans to provide Goodman employees (residents and non-residents) with support services such as housing and retail options. ” Waller Town Center (WTC) is a joint venture being marketed by Cullinan Properties, a national developer operating in Illinois, Missouri, Georgia, and Texas. The WTC is an integral part of the City’s development strategies to reach retailers. The Texas Legislature created a municipal management district (MMD) specifically for this development. The 462-acre project is a \$280 M investment that will include a power center, lifestyle walkable retail, entertainment, hotel/conference centers, medical facilities, and housing. The City has a retail “leakage” of \$352 M in our primary trade area and \$584 M in our secondary trade area. The WTC is critical to the City’s closing this leakage. This build out investment would double the City’s property valuation and could potentially double the City’s sales tax revenue. This would allow the City to decrease its tax rate while improving City services. HC-4 slices through this entire planned WTC project impacting 500 housing units delaying our residential growth and retail development creating extremely significant negative impacts on the economic development plans for Waller City Council has opposed the HSR project in Resolution 2016-6, passed on January 25, 2016. The Resolution addresses the fact that HC-4 was selected without public comment as the single route through Waller County, splitting the WTC creating significant detrimental impacts on the City’s retail strategy and destroying the economic value of the City, and negatively impacting both property values and development opportunities.</p> <p>One more major impact will be on the Hewlett Packard Data Center facility, which houses 1,500 servers that will be within 1,000 feet of the HC-4 route. When notified of the route, HP’s management team and legal department stated: “Hewlett Packard Enterprise is currently not in a position to approve or disapprove the proposed route...However... the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property. If we determine that is the case, then we would have no choice, but to vigorously oppose this proposed route. ”</p> <p>3. Waller ISD Impacts</p> <p>Mr. Danny Twardowski, Superintendent, Waller Independent School District (WISD), stated how he and his Board were never contacted or notified about the route being chosen. In fact, HC-4 splits the District in half. It is also located immediately behind one of the schools in WISD), which is totally unacceptable. WISD encompasses 328 square miles in Region 4 of the District. It has 6,600 children and has added over 320 students in 2016 and over 700 in the past two years. WISD has a five to seven percent growth rate and is expected to double in size over the next 10 years. For planning purposes of the District, we now need to know if the train track is going to be elevated, on grade, or subterranean. We need to know for our bus routes and safety of our students. The potential division of our District will cause our buses to travel many more miles, creating wear and tear on our equipment, which will need more maintenance and care. WISD derives 45% of its funding from ad valorem taxation. Any diminution of property values will have a direct and negative impact on the future growth of our school district. With Daikin/Goodman coming to our community, those 6,000 employees will have children who will need to attend school and WISD would like for them to attend their District, but the District cannot make the appropriate plans for future growth and economic development around the HSR because of the many unknowns regarding the HSR. People are scared and are now not willing to move into the area for fear that the train will destroy their property values. This is a major issue for the school district and future planning. The FRA has already harmed the District by selecting this alignment without proper NEPA analysis.</p> <p>Last November, WISD passed a Bond to build four new schools. Without knowing any details about the HSR, WISD cannot purchase land, make plans or know which routes to choose to transport their students. Some of their children are medically fragile and cannot be transported easily or for long periods of time. The HSR now creates significant issues that need to be resolved. WISD also plans on building a new satellite transportation facility, but without more information, cannot purchase land, make plans, or be as efficient with the public’s tax dollars.</p>	

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			<p>These conflicts must be resolved by the FRA before any additional environmental studies are released.</p> <p>4. Other Community Impacts</p> <p>Mr. T.J. Johnson, president of the Waller County Advocacy Group (WCAG) discussed numerous impacts on Waller County, which, according to government statistics, is one of the fastest growing counties in the nation. Impacts on the County include:</p> <ul style="list-style-type: none"> - High Speed Ground Transportation Noise and Vibration Impact Assessment by the FRA dated September, 2012 states that vibrations affect “sensitive” buildings like Concert Halls, television stations, recording studios, theaters and buildings like the Hewlett Packard facility where they house 1,500 servers. With up to 96 trains per day, this will cause significant impacts to HP, as well as, directly affect the viability and economic stability of the region. Ms. McNeely stated that the FRA was studying this very issue and would include it in the Draft EIS. We ask that HP be directly contacted so that impacts to their facility will be taken into account and any conflicts resolved prior to the final report being issued. - Quality of Life issues include people living within noise and vibration distance, as well as, sight, particularly if the train track is elevated. Depending on location and height of track, there will be loss of disposable income for the increase in travel time because people will not want to live within five to ten miles of the train track causing them to spend more time driving longer distances. Mr. Johnson estimates quality of life spent driving behind the wheel of their vehicles will be reduced by 5,000 man-hours per year for residents in Waller County and cost an additional loss of disposable income up to \$3 M. - Katy Prairie Conservancy — provides essential habitat for migratory birds and is designated as a Global Important Bird Area. A 200 MPH train barreling past this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands exist that will be directly affected by a HSR corridor. - Kickapoo Preserve — a high-end development for 500 new homes for Daiken/Goodman employees has begun construction with a detention pond. The developer learned about the HC-4 route and has decided to stop all development until further knowledge of the train and its route is known. (See map). - Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest and Six Pines 7 all developments for nearly 500 homes, 50 of which have already been built with four or five more in the works are all now cancelled because of the route. The HC-4 route travels right through the developments and destroys the economic viability of them and the value of everyone’s property. Also, within these developments are four horse riding trails that the train will cross. This will destroy any viability of the equestrian facility and create dangerous situations for anyone riding in the area, especially children. - G & W Water is the supplier of potable water for northern Waller county and southern Grimes County. They have found and approved and finalized to build a water tower and the train route falls directly on top of it. - Woodhaven Subdivision was the area where three new schools were to be constructed, but that’s on hold because of the H04 route. <p>5. Waller County Economic Partnership</p> <p>Mr. Vince Yokum, Executive Director of the WCEP, a non-profit tasked with assisting the County to bring development, jobs and investment raised the following issues:</p> <ul style="list-style-type: none"> - Future road and thoroughfares through the northern portion of the County where the train is going to cut through. Dozens of roads are planned, but none will be able to be completed if the train cuts through stifling all development. - Local Environmental Impact include the Spring Creek Watershed where five creeks will cross the track of the HSR. This watershed will be directly impacted by the train and the track depending on how it’s built. Tropical Storm Allison proved that if any impediments to water flow occur through the watershed, the area will experience major flooding and damage to property if the track is not properly studied and engineered. - Recreational and Sport duck hunting will be directly affected by any noise, vibration and possible 96 trains running through the area. The route cuts through the north end of one of the major wetlands in the region where duck hunting is vital to the economy and where water fowl and their hunting will be diminished, if not destroyed by a high speed train. <p>6. Economic Obsolescence</p> <p>Mr. Don Garrett, a real estate broker, discussed the economic reality of a train coming through the community. He referred to this as Economic Obsolescence. Using government studies, he explained how if anyone lived within 300 to 500 feet of the train, they’re what he called the “Walking Wounded.” In other words, the value of your land/home would be destroyed. The noise factor alone would do that. He likened it to living next to a freeway or in the flight path of an airport. Mr. Garrett explained how bankers and appraisers heavily discount property values in situations like this, which destroys the market value of all properties. Because of this loss in value, ad valorem taxation will decrease causing WISD to lose \$3.6 M in annual revenue, \$1.8 M will be</p>	

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			<p>lost to the Municipal Management District discussed in No. 2 above, the City of Waller will lose \$1.3 M and property tax collected by the county appraiser will be reduced by between \$279,000 to \$1.6 M annually from developments that will be ruined by the train passing through or near them. Nobody wants to see or hear a high speed train near their home or business.</p> <p>The HSR will prevent the highest and best use of hundreds of properties throughout Waller and Harris Counties where the area is experiencing the fastest growth in the state. He requested the appraisers of the HSR look into what he calls Economic Obsolescence because it's going to cause people to lose value in their property, valuation of property to cause lower taxes collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes.</p> <p>7. Historical Impacts</p> <p>Mr. Rick Welch and Tom Gleason discussed historical significant locations and objects and cultural resources within Waller County and the location where the rail is selected to traverse.</p> <p>Mr. Welch told of Benaiah "Yankee" Jones, III, born in Massachusetts in 1795 and moved to Texas in the 1830's to early 1840's. He ended up in the area that is now northeast Waller County where he bought 1,100 acres. On this land, he built a stage coach Inn that became a famous stage coach route that is still visible today in the Kickapoo Preserve. Jones and his family are also buried on the family cemetery located in the Kickapoo Preserve. HC-4 runs right over this land and very close, if not directly over this old Inn and Stage Coach site and cemetery. When Kickapoo Preserve was established, they were required to perform an archeological survey, which produced the "Kickapoo Archeological Survey Report of April, 2010." For this report, the developer was required to obtain an Army Corps of Engineers Section 4 Permit. This report revealed four archeological sites and two pre-historic/historic sites considered for inclusion in the National Register of Historical Places.</p> <p>Mr. Welch has historical maps indicating historical boundaries, roads, stage coach routes, written historic interviews of "old timers," and all the historical sites on the Kickapoo Preserve. These documents show where the sites were for historical Stage Coach Road that was created between the 1830's and 1840's that came from in the original town of Harrisburg (now Houston) and went northwest through Mr. Jones' land.</p> <p>These are all historical sites that should not be destroyed by the HSR.</p> <p>8. Public Safety</p> <p>Mr. Tom Gleason discussed the Atmos Energy Turbine Powered Natural Gas Compression Station, which uses a jet engine to pressure up to a 30 inch natural gas pipeline between Waxahachie and Katy Texas. The pipeline is pressured up to 930 psi and was installed in 2006. There have been at least three known accidental releases of natural gas: May 24, 2007 — 18,000 lbs released, May 30, 2007 — 20,000 lbs released, and June 11, 2007 — unknown quantity</p> <p>On August 9, 2011, there was a planned Emergency Shutdown Simulation that released thousands of pounds of gas that Mr. Gleason and other neighbors experienced over a mile away.</p> <p>It turns out that Atmos has to perform emergency simulations twice a year creating potential hazardous situations, especially with an electric train traveling nearby. What would happen during one of these accidental or planned events should a train traveling 200 mph ignite the natural gas and cause a catastrophic accident? This will cause an unprecedented catastrophe with tremendous loss of life, damage to private property and environmental destruction to Waller County or any other county should this occur. The train adds the ignition source to an already volatile and potentially dangerous scenario that creates an unacceptable risk to the health, safety and welfare of our community and local residents, as well as, the passengers on the train should an explosion occur.</p> <p>Summary</p> <p>The FRA has failed to properly study the four build corridors that met the purpose and need test pursuant to NEPA, and by so doing caused considerable harm to Waller Co. and unresolved conflicts. Development in Waller Co. has all but stopped as investor's are on hold waiting to see which parcels of land will be impacted. Local governments have put plans on hold, jeopardizing properly preparing for their communities future. The FRA's actions to this point have had an adverse environmental impact.</p>	
Judge Trey Duhon	2/6/2018	Oral	<p>But let's talk about feasibility for a second. If you have haven't already, please take time to Google: Reason Foundation, high-speed rail, caution ahead. What will you find? You will find a detailed and critical analysis of this project. And you know what they found? They found construction costs underestimated, ridership severely overestimated; and as a result, they project this will lose \$500 million a year. This is coming from a pro high-speed rail, independent third party. They even stated, "Based on our experience and analysis, we're concerned that Texas Central's project will fail so spectacularly that privately financed U.S. high-speed rail lines may never be given a second chance." And they are not alone. As of last year, there have been four other studies of high-speed rail in the Dallas-Houston corridor, all coming to the same conclusion: High-speed rail is not feasible in Texas. One of these was commissioned by Texas Central, the Lone Star High-Speed Rail Market Study. So you need to look it up. We have been shouting from the rooftops. It does not cash flow, Listen to what we are saying. When this</p>	Refer to GN-3, GN-4 and NE-1.

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			fails, who will be left to pick up the pieces? Taxpayers. This may not run through your property, but I can assure you, it will run through your pocketbook. To me, this is important because our forefathers, who established this great country, they fought and died for the private property rights that we enjoy today. I would think that in our country, before we go and take away land from a family that's had that in -- that land for generations or they have fought and scraped to have that little piece of the American Dream; that at a minimum, we assure them that we're not building a bridge to nowhere. You know, back then our forefathers fought for something important at the risk of themselves, their family, and their property. Back then, everything mattered. It needs to matter again.	
Judge Trey Duhon	2/6/2018	Oral	I request a no-build alternative on this boondoggle of a project.	Comment noted.
Judge Trey Duhon	2/6/2018	Oral	All right. Good evening. My name is Trey Duhon. I currently serve as County Judge for Waller County, and I'm President of the Waller County Sub-Regional Planning commission. You know, over the last three years, despite our written requests, the FRA has flat-out refused to coordinate or meet with any local entities in Waller County to discuss this project. In April of 2015, you release a scoping report in which you stated that as part of your process, you would consult with federal, state, and local government prior to identifying the alternative alignments to be evaluated in the Draft EIS. That statement, quite frankly, was a lie. Not only did you fail to coordinate with local governments on this project, but you went one incredible step further and you instructed TXDOT not to meet with Waller County. Let that sink in for a second. A state agency. So our commissioner went to court in Travis County. We got a judge to order TXDOT to meet with us. We won on appeal. We met with TXDOT. We gave them all this very good, technical, precise information about all the impacts this will have on Waller County. That was given to the FRA by TXDOT. And you know how much of that stuff was-- went into the draft EIS and was addressed? Zero. Not one item. But let's talk about feasibility for a second. If you have haven't already, please take time to Google: Reason Foundation, high-speed rail, caution ahead. What will you find? You will find a detailed and critical analysis of this project. And you know what they found? They found construction costs underestimated, ridership severely overestimated; and as a result, they project this will lose \$500 million a year. This is coming from a pro high-speed rail, independent third party. They even stated, "Based on our experience and analysis, we're concerned that Texas Central's project will fail so spectacularly that privately financed U.S. high-speed rail lines may never be given a second chance." And they are not alone. As of last year, there have been four other studies of high-speed rail in the Dallas-Houston corridor, all coming to the same conclusion: High-speed rail is not feasible in Texas. One of these was commissioned by Texas Central, the Lone Star High-Speed Rail Market Study. So you need to look it up. We have been shouting from the rooftops. It does not cash flow, Listen to what we are saying. When this fails, who will be left to pick up the pieces? Taxpayers. This may not run through your property, but I can assure you, it will run through your pocketbook. To me, this is important because our forefathers, who established this great country, they fought and died for the private property rights that we enjoy today. I would think that in our country, before we go and take away land from a family that's had that in -- that land for generations or they have fought and scraped to have that little piece of the American Dream; that at a minimum, we assure them that we're not building a bridge to nowhere. You know, back then our forefathers fought for something important at the risk of themselves, their family, and their property. Back then, everything mattered. It needs to matter again. I request a no-build alternative on this boondoggle of a project.	Refer to GN-1, GN-3 and PN-4.
Carbett Duhon III	2/20/2018	Website	Please be advised, based on the information currently available and the lack of coordination thus far, any relocation or realignment of public roads within our county is not acceptable and will not be granted. Further, Waller County will not accept additional road beds for our responsibility and maintenance without a long-term maintenance reimbursement plan in place. Please make the necessary adjustments to the DEIS document(s) and design to maintain all current alignments and ROW widths within our jurisdiction. At this point, we cannot even begin to evaluate the impacts to our County until the assumptions are consistent with county regulations and the policies of the Commissioners Court. Once the DEIS has been updated and issued, only at that time will we be able to begin our detailed review and provide additional comments.	Refer to ED-3, TR-7 and TR-8. As shown in Table 3.11-29: Roadway Crossings in Waller County in Section 3.11, Transportation , three roads would be crossed by the Project: Riley Road, Murphy Road, and FM 1488. For lengths and modifications to roads in Waller County, refer to Table 3.11-51: Waller County Roadway Modifications .
Richard Duley	2/8/2018	Website	I am totally for high speed rail between Dallas and Houston.I have driven that boring drive too many times over 4 1/2 hour's. I had at least 3 near accidents stopped only inches apart from the other vehicles. Please do this it's long overdue. Not to mention more people would visit Dallas and Houston if they could just get there faster without the hassle of airport's. Sincerely Richard Duley	Comment noted.
Micheal Dumas	2/7/2018	Website	I for one think it will be a great thing for Texas. I am from North Texas several miles North of Dallas. This train would be awesome to be able to go back-and-forth to visit family and help take care of my aging father and my aging in laws. Plus it would also allow them to be able to safely	Refer to SC-3 and TC-6.

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			travel to Houston to see me and my wife. The train will also provide great job opportunities in a huge economic growth to the state and to the cities of Dallas and Houston. One question I have about the train he is how long will it take to build it and what are the normal ticket prices For these type of trains. Thank you	
Justin Dumlao	3/8/2018	Website	The planned high-speed rail route between Dallas and Houston is future-forward. We need ways to move around our state that do not involve additional emissions, and as the population of our state grows, existing freeways will not be able to handle the load. Interstate 45 is already congested. By offloading trips onto dedicated high-speed rail, using a proven and safe technology perfected by Japanese engineering, we have a potential to improve our environmental impact and demonstrate the viability of a wider high-speed system.	Comment noted.
Brenda Duncan	1/31/2018	Oral	Hi. My name is Brenda Duncam We have a ranch on 882 in Limestone County. And my main concern is the division of the property that's going to interfere with the farming and cattle, and — and the noise that's going to disturb the cattle: and - I — I just can't Imagine this train not having any vibration that' s going to be going through 200 miles an hour with our sections, and — I just — And the division of our property. How are we going to get back and forth from one section to another of our property? And the Do what? And the water table. I'll have it going to do to our water table? There's just lots of questions that I don't know if we're all going to get answered: or not: but — Our property value is going to go down: again. And that's another question. I guess that's all I to say. Thank you	Refer to LU-11, NR-1, NV-5, PI-1, PI-7, VA-1 and WW-6.
Jeff Duncan	1/31/2018	Oral	Good evening my name is Dr. Jeff Duncan and I am a resident for the past 32 years of Dallas, Texas. Tonight I will spend the night on a family ranch in Leon County as I make my way to Houston tomorrow. My brothers and I purchased this land ten years ago as a place to escape the hustle and bustle of our homes are in Dallas, Fort Worth, and Houston. Our land has active cattle operations and excellent deer hunter's paradise. It has a pristine 77-acre lake fed by some of the springs found throughout Leon County. Some of these springs cross the path of the 110 acres Texas Central would like to confiscate of our ranch. Our lake is home to a pair of nesting bald eagles, many varieties of ducks and other migratory water foul, as well as the endangered wood - which we have photographic evidence. It is hard for me to say what the impact of this rail line will have on our property, but I can tell you this, from an environmental standpoint this is not gonna be beneficial. Texas Central has said that we will elevate the tracks to allow landowners to utilize their properties. Great. Not only will we get to hear the train, but we'll now get to see it. The hubris involved by those who are attempting to place this line is no different than that of the ones who attempted it in Florida, nor the ones who created the unbelievably massive boondoggle in California. As you know by now, many officials and legislators in California are pleading to stop the progression of that project as it spirals out of control. Texas Central says to its investors this is a 50-year project. So they claim in 50 years the investors will reap a profit from their investments. To many pension plans that percentage is stated as being one percent. That sounds like a very slim and scary projection. But most of our manufacturing plants - develop self-driving cars. I personally feel that it is impossible to be able to say that this form of transportation, high-speed rail, will be a viable and sustainable mode of transit for the next five decades. I'm pleading for you to use common sense before allowing this very questionable project to impact our farms, our ranches, our homes, and our property. Thank you.	Refer to NR-1, NR-2, NR-3 and WW-9. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Archie Dunham	1/25/2018	Letter	Dear Mr. Wright, This letter is written in response to your December 19, 2017 letter requesting comments to the Draft Environmental Impact Statement recently released by the Federal Railroad Administration (FRA) showing the route of high speed rail system using the Japanese N700 Tokaido Shinkansen technology between Houston and Dallas. The purpose of this letter is to advise the FRA that the route will detrimentally impact the 1327 acre mixed-use Dunham Pointe development that Mason Westgreen LP is currently constructing on the Southside of State Highway 290 between Mason Road and Westgreen Boulevard. The development will contain single family residential homes, mufti-family housing units, office facilities, retail commercial centers, medical care facilities and a site for a future primary and secondary school. We are hopeful that you will appropriately evaluate the impact the proposed high-speed rail will have on the citizens of Harris County who live, work, and educate their children within our mixed-use development. We believe that the proposed high speed train route through Dunham Pointe will significantly reduce the economic viability of the development and we strongly proposed route of train as currently envisioned. The purpose of this letter is to advise the FRA that the route will detrimentally impact the 1327 ere mixed-use mnham Pointe development that Mæn Westgreen LP is currently constrwting on the Southside of State Highway 290 Mason Road and Westgreen Boulevard. development will c«uain single family residential homes. mufti-family housing units, office facilities, retail commercial centers, medical care facilities and a site for a future primary and secondary school. The purpose of this letter is to advise the FRA that the route will detrimentally impact the 1327 acre mixed-use Dunham Pointe development that Mason Westgreen LP is currently constructing on the Southside of State Highway 290 between Mason Road and Westgreen Boulevard. The development will contain single family residential homes, mufti-family housing units, office facilities, retail commercial centers, medical care facilities and a site for a future primary and secondary school.	Refer to LU-3.
Dustin Dunham	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.

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			<p>2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas.</p> <p>3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas.</p> <p>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</p> <p>5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.</p> <p>6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.</p>	
Allie Dunklin	2/26/2018	Website	While the proposed route has been vetted, I feel strong consideration of altering the path through the Corsicana section (where FM 709 & 3194 intersect), needs to be made. Crossing this 3-way intersection poses serious, and dangerous, issues in regards to traffic pattern and emergency response, as well access and future growth to properties along 3194.	Refer to SS-23. In this area (near the intersection of FM 709 and FM 3194), the Project is designed in a cut section. A new overpass for FM 709 would be constructed in place providing a grade separated movement over the Project. Neither FM 709 nor 3194 would require permanent closure. Therefore, no permanent impacts to transportation access, economic growth or emergency response times would be anticipated at this intersection as a result of the Project.
Allie Dunklin	3/1/2018	Email	I recently became aware of the possible loss of a property due to the proposed route of the HSR. This property listed as Morgan Legacy Farm located near FM 709 and 3194 is irreplaceable. Other than the obvious ecological damage if this route is used the charitable, economic and cultural benefits of this property would be forever lost. It appears to me that if this 6-7 mile line is moved north of the existing power line easement less damage to the county would occur.	Refer to LU-5.
Allie Dunklin	3/1/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Allie Dunklin	3/1/2018	Email	I strongly oppose the loss of watershed and loss of water for migratory waterfowl at Morgan Legacy Farms, given the topography construction go this rail would be better suited north of the ranch along the existing power lines.	Refer to LU-5.
Allie Dunklin	3/1/2018	Email	Morgan Legacy Farm holds cultural, historical, economic and unique emotional benefits to the county, the state and also has international significance. It cannot be destroyed by the proposed route- I urge the rail to move the route north near the existing power lines and allow Morgan Legacy Farm to continue to serve the community.	Refer to LU-5.
Allie Dunklin	3/1/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
Allie Dunklin	3/1/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.

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Submitted By	Date Submitted	Submission Type	Comment	Response
Allie Dunklin	3/1/2018	Email	The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about The impact on limited areas for special charitable giving events.	Refer to BA-3 and WW-2.
Allie Dunklin	3/1/2018	Email	The current high-speed rail routing will be detrimental to Morgan legacy Farm on 709. Dividing this Property and running a rail through it will make it next to impossible to keep a relaxed atmosphere that this Ranch has always provided. I can't even count the number of times that I've sat down there just listening to nature. I have always looked forward to my children been able to go to the ranch and play in the outdoors and learn about nature there. Rerouting the train further north with the powerlines or down I 45 would be a better option.	Refer to LU-5.
Allie Dunklin	3/1/2018	Email	The current high-speed rail routing will be detrimental to Morgan legacy Farm on 709. Dividing this Property and running a rail through it will make it next to impossible to keep a relaxed atmosphere that this Ranch has always provided. I can't even count the number of times that I've sat down there just listening to nature. I have always looked forward to my children been able to go to the ranch and play in the outdoors and learn about nature there. Rerouting the train further north with the powerlines or down I 45 would be a better option.	Refer to LU-5.
Allie Dunklin	3/1/2018	Email	The current high-speed rail routing will be detrimental to Morgan legacy Farm on 709. Dividing this Property and running a rail through it will make it next to impossible to keep a relaxed atmosphere that this Ranch has always provided. I can't even count the number of times that I've sat down there just listening to nature. I have always looked forward to my children been able to go to the ranch and play in the outdoors and learn about nature there. Rerouting the train further north with the powerlines or down I 45 would be a better option.	Refer to LU-5.
Allie Dunklin	3/1/2018	Email	The current high-speed rail routing will be detrimental to Morgan legacy Farm on 709. Dividing this Property and running a rail through it will make it next to impossible to keep a relaxed atmosphere that this Ranch has always provided. I can't even count the number of times that I've sat down there just listening to nature. I have always looked forward to my children been able to go to the ranch and play in the outdoors and learn about nature there. Rerouting the train further north with the powerlines or down I 45 would be a better option.	Refer to LU-5.
Allie Dunklin	3/1/2018	Email	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared.	Refer to LU-5.
Allie Dunklin	3/1/2018	Email	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared.	Refer to LU-5.
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Allie Dunklin	3/1/2018	Email	The possible loss of Morgan Legacy Farm due to the proposed route of the HSR is a travesty. Morgan Legacy Farm located near FM 709 and 3194 is irreplaceable. Other than the obvious ecological damage if this route is used the charitable, economic and cultural benefits of this property would be forever lost. It appears to me that if this 6-7 mile line is moved north of the existing power line easement less damage to the county would occur.	Refer to LU-5.
Allie Dunklin	3/1/2018	Email	The possible loss of Morgan Legacy Farm due to the proposed route of the HSR is a travesty. Morgan Legacy Farm located near FM 709 and 3194 is irreplaceable. Other than the obvious ecological damage if this route is used the charitable, economic and cultural benefits of this property would be forever lost. It appears to me that if this 6-7 mile line is moved north of the existing power line easement less damage to the county would occur.	Refer to LU-5.

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Allie Dunklin	3/1/2018	Email	The possible loss of Morgan Legacy Farm due to the proposed route of the HSR is a travesty. Morgan Legacy Farm located near FM 709 and 3194 is irreplaceable. Other than the obvious ecological damage if this route is used the charitable, economic and cultural benefits of this property would be forever lost. It appears to me that if this 6-7 mile line is moved north of the existing power line easement less damage to the county would occur.	Refer to LU-5.
Allie Dunklin	3/1/2018	Email	The possible loss of Morgan Legacy Farm due to the proposed route of the HSR is a travesty. Morgan Legacy Farm located near FM 709 and 3194 is irreplaceable. Other than the obvious ecological damage if this route is used the charitable, economic and cultural benefits of this property would be forever lost. It appears to me that if this 6-7 mile line is moved north of the existing power line easement less damage to the county would occur.	Refer to LU-5.
Allie Dunklin	3/1/2018	Email	The possible loss of Morgan Legacy Farm due to the proposed route of the HSR is a travesty. Morgan Legacy Farm located near FM 709 and 3194 is irreplaceable. Other than the obvious ecological damage if this route is used the charitable, economic and cultural benefits of this property would be forever lost. It appears to me that if this 6-7 mile line is moved north of the existing power line easement less damage to the county would occur.	Refer to LU-5.
Allie Dunklin	3/1/2018	Email	The possible loss of Morgan Legacy Farm due to the proposed route of the HSR is a travesty. Morgan Legacy Farm located near FM 709 and 3194 is irreplaceable. Other than the obvious ecological damage if this route is used the charitable, economic and cultural benefits of this property would be forever lost. It appears to me that if this 6-7 mile line is moved north of the existing power line easement less damage to the county would occur.	Refer to LU-5.
Allison Dunklin	2/26/2018	Website	After reviewing the selected route for the high speed rail, there are multiple issues; however, the most prevalent are the negative impact the lands south of the power lines (as it runs through 3194 @ 709) will encounter. By moving the path just north of the power lines for this small stretch of land, you will save American Bald Eagle habitats, reduce the water shed impact, and maintain a more consistent topographic route. I strongly urge reevaluating the route to move along the north side of the power lines along the easement already provided.	Refer to LU-5.
Karen Dunning	2/16/2018	Website	We need the Dallas to Houston high speed rail and eventually Dallas to Austin Plus please get the Amtrak line from New Orleans to Florida open again.	Comment noted.
Roger Durham	2/1/2018	Email	The proposed Dallas-Houston HSR project is a vitally-needed transportation link that, in the long run, will impact the environment much less than alternative forms of transport. Additionally, it is proposed to be completed entirely by private enterprise, while competing forms require massive taxpayer infusions of capital funds. Texas is already criss- crossed by existing rail lines whose influence on the environment is virtually non-existent, with the exception of rail accidents involving bulk shipments of hazardous materials, which will not be carried by the HSR trains. HSR will remove hundreds of automobiles per day from Interstate 45, while generating almost no emissions itself, thus providing a net environmental benefit.	Comment noted.
Karen Dusek	2/9/2018	Website	I do not approve of the high-speed railway by my house. I do not feel that this project will benefit my family, friends or myself. This project will put more noise in our area, will make the landscape unsightly to look at and will be an overall nuisance to the area. Not only that but it will also bring down my property values and make it harder for my neighbors and myself to sell our homes. We will not be able to enjoy our properties because of the noise that comes with the rail system. There is no way Houston has that many people traveling to Dallas daily. It is a waste of money and resources that could be used in other places.	Refer to AS-1, GN-2, NE-1, NV-1, SC-19 and VA-1.
Laura Duty	2/1/2018	Email	I fully support the Texas Central high-speed rail project. In Texas, we are due for an advanced transportation solution that will link Houston and Dallas together by a 90 minute ride. Not only do I think that this segment should be built, but extensions to Ft. Worth, Austin, and San Antonio are needed as well. The technology has a service-proven track record and an outstanding safety record. Please build this system.	Comment noted.
Denise Dworaczka	1/31/2018	Email	I am opposed to the HSR. I am a resident and property owner in Navarro county.	Comment noted.
Denise Dworaczyk	1/31/2018	Email	I'm against the HSR proposed in Navarro County. Will roads have to be closed? Or, rerouted? What about the negative affects it will have on surrounding property, and it's value? It certainly won't increase the value! What about the impact will have on farmers and ranchers who's property will be divided in order for the train to go through? What about disrupting eagle nesting sites? What about disrupting lives of Navarro county residents? What about a 2 mile "no shooting" zone? Does that mean residents within that zone can't shoot at all? At any time? That's how we control feral hogs..we shoot them. What about taxes?	Refer to LU-11, NR-3, TR-8 and VA-1.
donna dyer	2/27/2018	Website	This will be such an awesome thing for the State of Texas - will make our roads so much safer	Comment noted.
Al Dykes	2/22/2018	Website	I wish to voice my strong support for this project. It will provide a valuable alternative for travel between Texas' two largest metropolitan areas. I have traveled by high speed train in Europe and it is considerably less hassle than flying. It is also far more comfortable than flying coach class. The seats are bigger with more leg room, and you have the ability to get up and easily move around. The stations will be closer in than the airports are, and Dallas in particular has excellent public transport options to connect with the proposed station. The intermediate station to serve the Bryan College Station area will significantly improve options for travel in that area. Building more roads is not a solution.	Comment noted.

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			Electrically powered trains are clean, quiet and non polluting. High speed trains typically use a lot less energy per passengermile than do aircraft. As the right of way is grade separated, there will be no train/vehicle collisions. There have been concerns about property being divided, but the provision of accommodation bridges where needed easily solve that issue. (UK Railway Technical term: A bridge connecting two areas of land which were under common ownership but separated when the railway was built.). High speed trains are typically less subject to weather delays than are aircraft. This project will provide valuable alternatives for travel besides driving on congested roads or dealing with crowded airports and then need to be there at least one hour before departure time.	

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Darren Eagle	3/8/2018	Email	<p>The rail project would be devastating to my property mostly that it splits the land in two and would make it very difficult to continue to grow crops on it. I don't know how far we would have to travel to maintain both sides of the property since there will be limited cross overs or cross-unders. It would also displace my ranch foreman and his wife and kids because if the land is split in two it couldn't be farmed efficiently and thus I would have to quit farming--he would lose his job and his place to live. There has been enough loss of family farm land already. Also, it appears they would either have to drain one of my lakes or build over it which would interrupt watering for many wildlife in the area. For 18+ years I've been enrolled in the Texas Wildlife Habitat Management program and supplement water during droughts with one of my 3 wells on the property.</p> <p>I would also suffer GREAT monetary damage since I've been buying property in this area knowing that Dallas has only one direction to grow and that's south; as in directly toward my property. I've carefully waited and strategically bought parcels that allow the connecting of 2 county roads and a farm-to-market road for 3 ways of entrance to any development. My plan for many years was to either develop this property as the market was ready for it (and that time is finally here) or to sell it to a developer. If I did the development myself at current market prices I stand to lose between 8 and 9 million dollars. This property was bought for my fast encroaching retirement. My conscience would not allow me to sell the land now and let whomever buys it deal with the rail project without disclosing the project which would kill the deal.</p> <p>There would also be an impact to the Trinity River Watershed because all water flows to Red Oak Creek and then to the Trinity River and two lakes and a lot of riparian dirt work I've done over the years to reduce silting and soil loss would be changed. The dirt work I've done has also helped in flood control and flash flood control because it significantly slows down the time it takes water to get to Red Oak Creek. The placement of the tracks would also change the water flow causing damage or worse to my property and not allowing the water flow to go through the dirt work I've done and thus several "silt" bowl lake I have to help clean the water up before it reaches the Trinity. This would decrease the quality of the water runoff over all and would allow more water to hit the Trinity faster possibly adding to flooding problems down stream.</p>	Refer to ED-2, LU-11, WW-1 and WW-2.
Bo Eagles	3/4/2018	Email	<p>I have a small ranch in Waller County that will be severely damaged if the current proposed route is used to install this rail system. It will come within 300 feet of my property line. My house will be within 300 yards of the proposed right of way and this has greatly reduced the value of my property. In fact, I am not able to sell my house and property without taking a tremendous loss. I have Pileated Woodpeckers on my property and I hope they will be able to stay there. They are a unique bird and pleasant to watch. I am not sure if they are on the endangered species list.</p> <p>Over and above all of this, I think this is a terrible waste of our resources and the train will be underutilized and offer no true value to the public that you are charged with trying to serve. There are statements that this will require no tax payer money. We all know that this is the farthest thing from the truth. I am not sure who it will benefit. I would not be for this project if my property was not affected, but I am certainly not, given the current circumstances.</p> <p>I know you have an agenda. I just ask that you fairly represent the rural residents of Texas as we will be the ones most negatively affected by this project.</p> <p>Regards,</p>	<p>Refer to GN-4, NE-1, NR-2, PN-3 and VA-1.</p> <p>The Pileated Woodpecker is not on the endangered species list and is not listed by TPWD as state threatened or endangered.</p>
Marion Eagles	12/23/2017	Email	First Name: Marion Edward Last Name: Eagles Email:[...] Message: Challenge the route. Please send updates to above email address	Refer to PI-1.
Marion Edward Eagles	2/2/2018	Email	What is the Maximum Decebel noise level emitted from the Train at full speed. I am a concerned property owner that will be very close to the train if it gets final approval.	Refer to NV-6.
Michael Earsing	2/28/2018	Website	<p>I am opposed to the train destroying a culturally, economically and charitable ranch referred to as the Morgan Legacy Farm located near FM 709 and 3194. I am a great believer in the future of Texas and the positive role that technology such as the train can bring to the table. I always try to come up with a win- win scenario. I believe that a scenario that moves the rail north paralleling the existing power lines would provide a viable route and result in significantly less negative environmental impact as well as save an irreplaceable piece of property. The Morgan Legacy Farm is highly developed with multiple amenities including several guest houses, lodge, fully operational rodeo arena, and horse and colt barns all readily accessible to farm guests. The proposed train route would destroy the guest houses, the rodeo arena and cleave the horse and colt barns from the rest of the property, resulting in rendering the property useless for its intended purposes. In addition the proposed track location route elevation will cause watershed issues reducing significantly the available migratory waters and have substantial negative impact on the environment. The Morgan Legacy Farm has long provided a charitable service in many forms. It has served our first responders, health care providers and the military as an important emotional recuperation venue. The ranch has also been available</p>	Refer to LU-5.

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			to young adults from many settings with the opportunity of emotional rehabilitation and spiritual renewal. I humbly ask that the planned train route be reconsidered and that the Morgan Legacy Farm be kept intact.	
Truman Edminster	2/18/2018	Website	This is a badly needed facility for our region. It is an excellent alternative to car and air travel, and an excellent investment. I love that this has been privately funded!	Comment noted.
Edmond Family Counseling	2/22/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about migratory waters.	Refer to LU-5.
Edmond Family Counseling	2/24/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/24/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/24/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/24/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/24/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/24/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/24/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.

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Edmond Family Counseling	2/24/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/24/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/24/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/26/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easment would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about charitable benefits.	Refer to LU-5.
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Edmond Family Counseling	2/26/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/26/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/26/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/26/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/26/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/26/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/26/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/26/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.

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Edmond Family Counseling	2/26/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/26/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easment would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about the bald eagle habitat.	Refer to LU-5.
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Edmond Family Counseling	2/27/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/27/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/27/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/27/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/27/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/27/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/27/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/27/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/27/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/27/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.

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Edmond Family Counseling	2/27/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	2/27/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easment would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about migratory waters.	Refer to LU-5.
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Edmond Family Counseling	3/7/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	3/7/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	3/7/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	3/7/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Edmond Family Counseling	3/7/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.

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Edmond Family Counseling	3/9/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Roma Edward	3/9/2018	Website	Good for employment and reducing traffic	Comment noted.
Christopher Edwards	3/9/2018	Website	Is there any reason as to why we are fighting to have a bullet train? Japan has them. Europe has them. They seem to be very effective in commuting people. To get from dallas to El Paso literally takes 24 hours! What kind of sick joke are you guys playing here?!? We are a rich state! Don't tell me can't afford it!	Comment noted.
Clif Edwards	3/5/2018	Oral	Good evening. My name is Clif Edwards, representing Harris County Commissioner -- Precinct 4 Commissioner Jack Cagle, representing 1.4 million people of the nearly 5 million people of Harris County. It's known that this population is going to possibly double within the next 15 to 20 years, and all transportation means need to be explored. The Commissioner supports alternative and complementary transportation systems for the benefit of people of the precinct, the county, and the state. Right now, we compete against Dallas. Once we complete this rail, we will be teamed up with Dallas, competing against the world. This offers a safe, efficient, and rider-friendly system of transportation. Thank you	Comment noted.
Jeanette Edwards	2/16/2018	Website	Texas needs a safe, fast transportation option like the Bullet Train. It will help our economy as well.	Comment noted.
Mae Edwards	NA	Website	I know that Houston Mayor Turner believes, and stated in interviews, that the high speed train will benefit all counties that it goes through. I do not believe this to be true. Many farms, that have been in the families for sixty years plus, will be broken up and it will be hard to farm the land in this state. They could lose their livelihood and even theirs farms. This is unconscionable to consider that our government would declare emanate domain and do this to our citizens. Especially when we need all our citizens to work when capable and this might through them into bankruptcy, onto welfare, and a burden to our taxpayers. Many of our farmers don't know any other kind of work. If the government keeps taking more and more of our farm land do they plan to import more and more beef, grain, and vegetables? I have heard that the train in the northeastern United States was expecting large numbers of ridership and this has not happened. In our area of Waller County many have addressed the issue of the Texas A & M alumnum have been helping to push this through so they can attend their football games without having to drive. Well Waller County will not benefit at all, nor do I believe that any other will either. The train will not be stopping, except for at College Station then Dallas. The riders will still have to get to and from the stations, same as flying and the time one spends doing this one might as well drive or fly. I don't see anyone from the north, south and east side of Houston using the train, as the airport is closer. The train is not being built by U.S. companies and they are already asking for Federal moneys so I don't see the benefit for the U.S., Texas and especially the counties it will disrupt. Using the existing land of the rail road would be a much better route. I still don't like the idea that it is being built by a foreign company. I have also heard that we are supposed to get Japans first train that is well over fifty years old. What is up with that? I know that the U.S. has the capabilities and smarts to build and construct tracks and train cars. Keep the money here. Don't build here.	Refer to BA-4, BA-10, ED-1, ED-2, GN-2, GN-4, GN-6, LU-2, LU-11, NE-1, PN-3, SC-19, TC-2, TC-6, TR-3 and TR-4.
Evalou Eeds	3/3/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5.
Mike Eeds	2/27/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property	Refer to LU-5.

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Bob Effington	3/5/2018	Oral	MR. EFFINGTON: I just have -- my name's Bob Effington. I'm speaking in behalf of John Breeding, who is President of Uptown Management District, also speaking on behalf of the Board of Directors there. I'm Director of Economic Development for the Uptown Houston District, one of the largest business districts in the United States. We have over 27 million square feet of office space, over 60,000 employees, 8,000 hotel rooms, 22,000 multifamily residential units, as well as retail sales that exceed \$6 billion a year. On behalf of the Uptown board, I'm here to express our support for the high-speed train as well as the Northwest Mall as the Houston station location and its connectivity to the Northwest Transit Center, which is the regional hub for Metro and the connection to the Uptown BRT system. So we are excited about the positive growth that this project is going to bring not only to the City of Houston but also to the great state of Texas. Thank you.	Comment noted.
Cecilia Egan	2/17/2018	Website	I traveled by train Brussels to London, London to Paris, and Paris to Brussels in November. I kept asking myself why Texas did not have any trains like the Eurostar. Build the train. It is time.	Comment noted.
David Eisenbeiss	2/16/2018	Website	A High Speed rail connection between Houston and Dallas would be a dream come true!!! This is the most important new infrastructure project in Texas, and one of the most important in the USA. It will benefit the people of the region as well as the Texas economy as a whole. And Texas would lead the way for other states to emulate.	Comment noted.
David Eisenbeiss	2/16/2018	Website	As far as environmental impact goes, extensive high-speed rail networks throughout Europe, Japan and China prove that high-speed rail has the lowest environmental impact of any modern mass transit alternative, especially compared to air travel or automobile. At the same time it is the fastest (and most comfortable/convenient) as well as safest way to get from point to point.	Comment noted.
James and Amy Eisterhold	NA	Letter	Dear Mr. Wright, I am this letter as a concerned citizen and landowner in Grimes County, Texas to express my vehement opposition to the High Speed Rail project under consideration between Houston and Dallas. I have actively followed this project and have extensively used publicly available information to formulate an educated and informed basis for my opposition. Like many other farndies in the Houston-Dallas train corridor, I oppose the project for the following reasms: 1. unlike an easement related to a privately owned pipeline or public utility. will condemn private property, induding the taking of portions ofour family ranch. Like many landowners, my family will see the bisection of my property as outlined in the Environmental Statement. into approximately one third-two thirds, less acreage condemned and taken. My property will have tracts with no or limited access and greatly diminish the agricultural for which it is now used and the overall value of the property. The rail will further diminish the value of the 750 acres not condemned in the lost opportunity to further subdivide to my heirs or in any other manner of my choice. 2. power lines and underground pipelines, the property will have no dual use for farming or grazingas with simple easements. The fencing of the line will further prohibit the crossing by persmnel, livestock or wildlife. 3. Operation of the rail will reduce the quality of my existing home with the noise and eyesore of the frequent trains. 4. There is currently no need for rail service between Houston and Dallas. Most Texans, like myself would not consider the rail due to the inconvenience and cost. Parking and securing transportation at the destination end would be cost and time prohibitive. Most people still drive the 4 hour trip even though bw cost air transportation is readily available. 5. In alllikelihood, the project would soon find itself uneconomic and in the laps of taxpayers, already burdened with a multitude of special interest government programs. Unfortunately this will be after the personal and economic pain of landowners and taxpayers of the state Of Texas. The abandoned system will result in environmental and security issues for adjacent landowners. There is no evidence to support the economic viability of the rail. 6. The rail proponents have not proven to meet the standards of public good to secure eminent domain and the privately funded project (with	Refer to AS-1, BA-4, BA-12, ED-1, ED-2, EU-2, GN-2, GN-4, LU-7, LU-11, LU-14, NE-1, NE-9, NR-5, NR-6, NV-1, PN-3, SC-3, SS-4 and TR-10.

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			foreign dollars) should not be allowed to proceed with a project generating short term profitability in the construction phase but leave the state government and taxpayers with a long term burden to maintain. As a taxpayer and owner of property to be impacted with over 1 mile of potentially condemned property. I believe the RRA has an obligation to the Citizens it serves to provide a fair and unbiased assessment of this project. Clearly, the justification for this project does not exist and any short term job opportunities promoted by ex-local politicians and now employed by rail will be far outweighed by the long term liabilities to the taxpayer. I am confident that a thorough and fair assessment in this project will result in findings where the proposed rail can not be justified, economically, of benefit to the general public and or the taking of private land ownership, a fundamental American right. I am to discuss further. Sincerely, James and Amy L. Eisterhold	
Katherine and Benjamin Eisterhold	3/8/2018	Letter	We write to you with grave concerns and vigorous opposition to the high speed rail project between Houston and Dallas as proposed by Texas Central Partners, LLC. Our concerns and consequential opposition to the proposed project comes from ongoing research over the past few years. AS native Houstonians whose family owns acreage in unincorporated Grimes County that is expected to be intersected multiple times by the proposed high speed rail tracks, we oppose the construction and operation Of the high speed rail for the following reasons: The proposed train, unlike an easement related to a privately owned pipeline or a public utility (which we have allowed on our family property in previous years and believe it serves the greater good), will greatly diminish the value Of our family ranch due to the proposed high speed rail line intersecting and dividing the property into portions, some Of which will be rendered difficult to access or inaccessible. This land is currently being used for agricultural purposes and Our family has every intention Of continuing to use the land for agricultural purposes. We believe this rail line is not needed and will not see heavy use due to low-cost and readily available flights currently used by travelers today if driving is not preferable. Moreover, we highly doubt the long term economic viability of this project and believe when it inevitably fails that it will invariably become an undue burden for taxpayers. As fiscally conservative voters, we do not believe a taxpayer-funded bailout Of a partially foreign-owned rail line is prudent. Rather, we believe the way to prevent such a folly is to Stop this project before it begins. TO conclude, we again urge you to oppose this project to prevent the unjust taking of private property to build an unsustainable rail line that will be burdensome to taxpayers for years to come. We remain confident that further review Of this project will result in the findings that this project cannot be justified economically, will not benefit the general public, and will result in the wanton waste Of private property if productive land is taken for a railroad that sees minimal passenger use. Respectfully,	Refer to BA-4, BA-12, ED-2, GN-2, GN-4, LU-2, LU-7, LU-11, NE-1, PN-3 and TR-10.
Judith El Masri	2/7/2018	Website	I live on the street that the proposed train station will be for the train in Houston. I cannot emphasize enough how necessary any additional form of mass transit is needed not only in Houston but all of Texas. Our city will never be an internationally recognized hub of commerce until we improve the ability to move people. More highways and more personal automobiles will not help but instead will affect not only our health but our quality of life. Most of the East coast of the United States recognized the need for rail service over 100 years ago. Texas is woefully behind. This is a project that is necessary. Having said that, please find a way to make the cost of rail service less than air travel. If you build it you want people to use it!!	Comment noted.
Paul Elliot	1/27/2018	Website	I support the permitting of a high speed rail line between Houston and Dallas. I will use it frequently for business and personal trips between these major cities in Texas. High speed rail is safer, faster and more convenient than me driving, and I can do work and access wi-fi while on the train. could easily do a same daytrip for business. The train is more environmentally friendly than cars, buses or planes. And traffic on 1-45 is a nightmare. Flying today is a hassle when you consider check-in, security, waiting and delays. Finally, the operator a private company investing in Texas and is not asking for state or federal funding to build or operate the railroad.	Comment noted.
Kevin Ellis, Sheriff of Leon County	1/30/2018	Oral	Thank you for this opportunity to be here tonight I am Kevin Ellis. Sheriff of Leon County. Elected by these fine citizens here tonight. I am here to stand with them and serve and protect A few issues that we have already had the sheriff's office already with this train which I project coming through as disrupted us. We have made numerous calls out to county roads to their tactics of getting onto the land. Another one of my major concerns is the emergency response time for these county roads and these private roads. We haven't gotten a straight answer from them on anything. They won't tell you. They try to tell you what they are going to do but they don't know. They are going to put lives, people that need medical assistance or people needing the sheriffs department to get to them in a timely manner and how are we going to get there and they don't care. So that is all I have to say here. Thank ya'll_	Refer to NE-8, PI-1, SS-23 and TR-8.
Kevin Ellis, Sheriff of Leon County	3/9/2018	Email	Dear Mr. Wright, I write to you today to express my concern regarding the Draft Environment Impact Statement for the Dallas Houston High-Speed Rail. The public comment period for the Draft EIS will end today, March 9. The public has been given 75 days to review a 5,647-page document of highly technical information that took years to produce and is a first of its kind project with no assumptions or historical reference. Yet in all that time, Texas Central nor the Federal Railroad Administration ever found time to coordinate with any of our County Officials,	Refer to PI-1, PI-3, SS-1, SS-7, SS-18, SS-23, SS-26 and TR-6. Text throughout the Final EIS has been updated to reflect "Sheriff's Office".

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			<p>commissioners’ courts or sheriffs, to properly coordinate the public safety aspects of the Draft EIS, or the project as a whole. In addition to the many apparent errors, inconsistencies and conflicting information, the most serious concern I have about the document is the lack of regard for public safety specific to the communities the HSR will pass through.</p> <p>I stand with seven other County Sheriffs who have also taken an oath to protect and serve the citizens of this great State. Each day we work to ensure their protection and quality of life is maintained. This coalition of Sheriffs representing the counties between Dallas and Harris came together to stand for public safety and security because we are concerned about the proposed Dallas Houston HSR project and the safety of our citizens.</p> <p>For well over 4 years now, Texas Central has been working in Texas to advance their project. And within the Draft Environmental Impact Statement published by the Federal Railroad Administration, there is a lengthy, albeit generic, section on Public Safety. Prior to the publication of this document, not one Sheriff’s Office had ever been contacted by Texas Central or the FRA to coordinate the public safety aspects of this project as it relates to our counties. And only after they learned all us sheriffs were meeting together to discuss our concerns, did they provide us with any substantive information. Finally, a company rep has reached out to me to coordinate a meeting between myself and their chairman of the board. Since the time of our press conference on March 1, Texas Central has also told the media that they were in touch with Sheriff’s Offices as early as May 2016, but we do not have any record of this.</p> <p>They have talked a big talk in the media about equipment and training for first responders, but, frankly, they have no idea what equipment and training we already have because they never even acknowledged us, yet set forth with their public safety assessments in the FRA’s Draft EIS. To be very clear, I am the top law enforcement and public safety officer in my county. It is absolutely unacceptable that this company failed to conduct the proper coordination with our Sheriff’s Offices.</p> <p>Because of this lack of coordination, the Draft EIS and the entire project planning process do not accurately reflect the priority that needs to be placed on Public Safety, Public Security, and the realities of law enforcement capabilities and challenges within my county. Within the DEIS is a list of first responders’ service name and location. This tells the public nothing about how well those first responders are prepared for a critical incident or how the county will be able to provide adequate service to our citizens if resources are diverted to respond to issues with the HSR.</p> <p>One issue noted in the Draft EIS that we take particular exception to is the FRA’s assumption that increased response times due to rerouted roads during and after construction would be within acceptable limits. We take our response times very seriously. This is truly a matter of life and death in some cases. Any increase in response time is unacceptable. The DEIS states, “Traffic control plans would be established to ensure emergency response times are within regulatory limits across the entire Study Area.” “Regulatory limits” for response times do not exist. The DEIS also loosely uses “within acceptable limits” and “no significant impact” as it relates to public safety and security issues. This is entirely subjective, and unless Texas Central or the FRA has spoken to anyone in my Office, no measure exists for what is “significant” or “acceptable” within my County.</p> <p>As a note of correction, in Texas, the Office of Sheriff is a statutory/constitutional office having and authority under state law and/or state constitution. My Office is not a department within our County government. Any and all references to Sheriff’s Department should be updated to Sheriff’s Office.</p> <p>We also have concerns about not only the first response to a critical incident involving this HSR, but our supporting medical facilities. And while the DEIS mentions “Construction Site Safety” related largely to traffic accidents, it fails to mention of Construction Site Security. We know from experience that with a construction project of this scale comes increased crime at the construction site and as a result of the temporary workforce, as they are seeing with the California HSR already.</p> <p>This project has already created issues within our communities related to reports of trespass and harassment by agents of Texas Central Railway. With these problems arising so early in the progression of this project, and having no coordination with company officials, we are very concerned about the future impact to our citizens and their personal property, especially since the eminent domain authority of Texas Central is still the topic of ongoing litigation in Leon County and they have been ordered by the court to not survey specific property in Harris, Grimes, and Waller Counties.</p> <p>As such, we have made our citizens aware that any violations including, but not limited to, the mishandling of paper service, any reports of harassment or intimidation, especially of the elderly and infirm, and all cases of trespass or illegal survey by any agent of Texas Central, including those of the Federal Railroad Administration, will immediately be handled by our Offices and referred to the District Attorney for review and possible prosecution to the fullest extent of the law. Our citizens deserve to have their private property and quality of life protected. Texas Central often claims they are working closely with landowners...based on calls we have received from citizens, we can each attest that is about as true as their claim that they are working closely with elected officials in each county. Keeping that in mind, as well as</p>	

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			our commitment to public safety, this coalition of Sheriffs will be coordinating a meeting with Texas Central at a time and location that we can all be in attendance together with a court reporter to ensure that the information we are told is documented and consistent. We understand that it is difficult to get this company to commit to and stand by their word, so we feel a court reporter would be beneficial. In our line of work, it is paramount that we plan for the worst-case scenario and still expect the unexpected. But when we are intentionally kept in the dark by Texas Central and the Federal Railroad Administration about a project of this magnitude, the safety and security of our citizens are put in jeopardy...and we will not allow this to happen on our watch. Thank you.	
Jack Ellzey	1/29/2018	Oral	I love looking at a crowd of crossed arms. My name is Jake Ellzey. I'm running to be your next congressman, Joe Barton's seat. I'm a retired Navy fighter pilot, and I'm now on a mission and that's to defeat this. I grew up on a farm and ranch up in Perryton, Texas. And when I retired from the Navy, this I chose to be my home. I didn't even have a job. We found some acreage out in Midlothian, Texas. So I sympathize with everybody. Everybody who lives out in the country, they want to live in the country. If you want a train going through your house, you live up in New York City or Chicago. This is an emotional issue for all of us, it's an emotional issue for me, but there's only one word you need to hear from me when I go up to Washington, D.C., and what is it? (Audience responds "No.") MR. JAKE ELLZEY Amen. No. Thank you.	Comment noted.
Jack Ellzey	1/29/2018	Website	I love looking at a crowd of crossed arms. My name is Jake Ellzey. I'm running to be your next congressman, Joe Barton's seat. I'm a retired Navy fighter pilot, and I'm on a now mission and that's to defeat this. I grew up on a farm and ranch up in Perryton, Texas. And when I retired from the Navy, this I chose to be my home. I didn't even have a job. We found some acreage out in Midlothian, Texas. So I sympathize with everybody. Everybody who lives out in the country, they want to live in the country. If you want a train going through your house, you live up in New York City or Chicago. This is an emotional issue for all of us, it's an emotional issue for me, but there's only one word you need to hear from me when I go up to Washington, D.C., and what is it? Amen. No. Thank you.	Comment noted.
Jeffery Elswick	2/16/2018	Website	I would like to write to you regarding the pending approval and construction of the Texas high speed rail. I have been a Texan all my life and additionally I am a professional asset manager in the mutual fund business. I think I know a little about the economy and the fundamentals of the long-term needs for infrastructure in our state and nation. I view this project as an imperative need for the future growth for Texas and the country. The current transportation infrastructure connecting Houston (the 4th largest city in nation) and Dallas/Ft Worth (the 7th largest MSA in the country) is even today being stretched to the limit of breaking and inhibiting economic growth. This problem will only become more and more elevated as each decade continues, especially in light of the fact that Texas as a state is one of the highest growth states in the nation, and even to some extent the world. This project has to get done for the long-term success of our state. Today Texas has an estimated 28 million in population. What happens in two decades when Texas begins to challenge California for the largest spot. The state can not survive with its current infrastructure makeup. High speed rail can and should play a pivotal role in our states expansion. Regards, Jeffery A Elswick Director of Fixed Income and Managing Director Frost Investment Advisors, LLC	Comment noted.
Jennifer Elverud	2/6/2018	Website	My family and I are against the Dallas Houston High Speed Rail project. We moved from the city of Sugar Land where generations of my family had lived, to the small town of Normangee because Sugar Land had become over populated, the green pastures that were once full of cows were traded for apartments and roads. We commute over an hour to work and shopping to be able to raise our children in the country where we have fresher air, no light pollution to drowned out the beautiful starry sky, and no noise pollution to cover the noises of nature. Not only would our peaceful home life be disturbed but more importantly the path of the rail is to run through Union Baptist Church, our place of worship. Union Baptist and the cemetery next to it are Historical Landmarks. The rail should not be allowed to destroy these Historical Markers that hold a part of not only Normangee and Madisonville's history but also a part of Texas History! The rail will also destroy many other Historical Markers not to mention the numerous Cattle, Chicken operations that provide you with the food you feed your family! These families have land that has been in their family's for generations their livelihood relies on their land! They have taken years and years to build their farms and pasture land, this is no easy task that money can buy. It takes years to achieve! This rail will destroy so much that makes Texas unique and special. They very things that makes us proud to be called Texans. Please do not take away our lands, do not destroy our churches, do not interfere with the wildlife that lives here, do not destroy the future farmers we are trying to raise! We stand AGAINST this project! Thank you for your time.	Refer to CR-3, CR-4, CR-6, CR-8, LU-7, LU-11, NR-5 and SC-9.
Candy Emmerich	3/9/2018	Website	Please revisit the proposed route! This train will cross just behind my property in Leon County. It will destroy the beauty and tranquility we now enjoy, and will adversely affect our property value. Who would want to purchase a home with a train traveling in your backyard every 30 minutes? This train won't be profitable (look at California) and will end up a burdon on the tax payers. Build along I45 if you think this train is absolutely necessary!	Refer to AS-1, BA-9, GN-4, NE-1 and VA-1.
Yvette Epstein	1/5/2018	Email	Please note the below comments/questions that I would like to know : . Where are the beginning and end points that are used to calculate the 90 minutes? How often will trains run? 2. What kind of parking is available? Capacity of parking? 3.	Refer to TC-4 and TC-5.

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Yvette Epstein	2/5/2018	Oral	Good evening. My name is Yvette Epstein, and I am a Houston resident as well as a rural property owner. And I don't really have a lot to say, except that I'd like to ask for some clarity. For example, I've read quite a bit about it and I've been engaged, and I'm not anti-train, I'm not anti-high-speed train, but I don't think this one makes sense based on what I've read so far. I've enjoyed the trains in Europe and other countries, and I don't see that the parallel actually exists, so I'd like for you guys to come clean with some very direct information so that people can make an informed decision. In particular, I have just a couple of things I'd like to ask you to clarify. When I look at the maps, I don't see small roads listed, so it's very difficult to look at the maps and know if you're going to be impacted without a whole bunch of research. The maps need to be very clear so that somebody doesn't have to spend 12 hours looking at the EIS to figure it out. I think you need to publish the price of this. People want to know if they're going to like it and what it's going to cost. So we need to know what it's going to cost and we need to know quickly. We also need to know about this transit time. Is 90 minutes from terminal to terminal? Is 90 minutes from door to door? Because I don't think of us really believe you could leave your house, drive to the terminal, go through security, get on the train, stop in College Station, get to Dallas, and get to your destination in 90 minutes. It's false advertising and it needs to be cleaned up. And then my last question that I'd ask you to address is who you're trying to target with this train. If you're trying to target business people, that's one thing; but if you're going to have a \$200 one-way ticket for a family of four to go to Dallas, we're talking \$1600 to go to Dallas, and I don't think very many families are going to pay that when they can drive. Thank you.	Refer to GN-1, NE-1, PN-3, SC-3 and TC-4. Mapbooks (Appendix D) included an inset map to aide in locating general areas along the route.
Ghada Erickson	1/29/2018	Email	I am against the high speed rail through Navarro county. Our land is our lively hood.	Comment noted.
Eliab Erulkar	2/13/2018	Website	Houston High-Speed Rail Watch, a coalition of neighborhood leaders, has put forward a proposal for connecting the HSR station to downtown with METRORail or BRT (Bus Rapid Transit) running elevated over the main lanes of I-10. With a modest number of station stops along the way, this line could serve the neighborhoods it passes by while providing a speedy end-to-end link. The new line could tie in to the Green and Purple METRORail lines downtown, and into the Bus Rapid Transit (BRT) line currently under construction in Uptown. It could also become part of a commuting solution for residents of West Houston. This solution would provide connectivity to other parts of Houston, strengthen Houston's transportation network, and benefit neighborhoods. I support this proposal, and urge METRO, Texas Central Partners, the FRA, and TxDOT to work with Houston High-Speed Rail Watch to make their connectivity proposal a reality for Houston	Refer to TR-4 and TR-5.
Dallas Ervin	2/16/2018	Website	The high-speed train needs to be built as quickly and safely as possible. Get'er done!!!	Comment noted.
Dallas Ervin	2/16/2018	Website	All existing oil, gas pipelines, and utilities must be identified and rerouted prior to construction.	Refer to EU-2, LU-11 and TC-7.
Dallas Ervin	2/16/2018	Website	Keep in mind to not impede ranchers and farmers to easily move their personal belongings, livestock, and products throughout their existing property. Wild animals, humans, and stock should not have any egress to the bullet train tracks.	Refer to LU-11.
Dallas Ervin	2/16/2018	Website	The high-speed train needs to be built as quickly and safely as possible. Keep in mind to not impede ranchers and farmers to easily move their personal belongings, livestock, and products throughout their existing property. Wild animals, humans, and stock should not have any egress to the bullet train tracks. All existing oil, gas pipelines, and utilities must be identified and rerouted prior to construction. Get'er done!!!	Comment noted.
Beverly Eschenburg	2/7/2018	Website	I heartily support the Dallas to Houston High-Speed Rail project. This project will cut down on car use, and therefore cut down pollution. It will be good for both Texas residents and Texas businesses. Visitors to the state will be able to "cover more ground" during their vacations or business trips to Texas. High Speed Rail is forward-looking so Texas should hop on that strategic train! I also support the California High Speed Rail project in my own state. I have been a train traveler for many years and welcome high-speed rail as an alternative to passenger trains which are forever slowed down by joint use with freight companies. I hope that Texans will support this futuristic plan. Sincerely, Bev Eschenburg Fremont, California	Comment noted.
Miguel Espinosa	2/20/2018	Website	As long as it is built with private funding I'm OK with the project. I don't want to see any funding coming from the US Government.	Refer to GN-4.
Joseph Esposito	2/12/2018	Website	I have no specific comments to the EIS, other than to indicate my support for the proposed high speed rail project. Thank you.	Comment noted.
Jose Esquivel	3/9/2018	Website	This would be awesome, being able to get to my family in no time. Would make our world better.	Comment noted.
Jose Estrada	2/20/2018	Website	I do not want no more train in my area . The one that we have make a lot of noise	Refer to NV-1.
Jonathan Esty	2/8/2018	Website	As someone who twice a year must travel the Dallas - Houston corridor, I wish to offer my support for the Texas Central HSR proposal. The current highway is frequently congested making arrival times quite unreliable. A train modeled on those in current use in Europe and Asia would allow me and other members of the public to have a comfortable, safe and reliable means of getting to and from these large urban areas. We need to be working for a more balanced transportation system in this country and this proposal is certainly a step in the right direction for a very busy and growing corridor. Thank you.	Comment noted.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

Submitted By	Date Submitted	Submission Type	Comment	Response
Melanie Eubanks	1/31/2018	Oral	I'm here tonight and I represent both my husband and I who are each third-generation ranchers to this county. So I speak from a very emotional standpoint from the land, but I'm also a financial advisor at one of the world's largest investment firms, so I look at it from a numbers-and-cents standpoint and what we do not need is a train. If you look at high-speed rail it's not been successful in the U.S. Amtrak, which is the largest high-speed rail, dates back to 1913 that's summarized by Ernst and Young's letters prefacing the recent audit. May I read? Without the receipt of Federal Government funding, Amtrak will not be able to continue in its current form, and significant operating changes, restructure, or bankruptcy might occur. Well we can see how this is headed with the high-speed rail. Amtrak receives over \$2 billion in federal grants annually, that's federal. With 11 states also providing funding. Their net loss in the last fiscal year was recorded \$1,080,488,000. The load factor for that time period was 49.7 percent prior year 48 percent. Now let's look at the Dallas area's rail transit system today. Only 98,600 people ride weekly in the Dallas system. With a total population that serves 1 over 4 million people, that means their load factor's running at about two percent for their usage. I also looked at Houston's high-speed rail and their usage is even less. Only 262,000 people ride - - rode that train system, or their rail system in November. That's for the entire month, okay. California's gonna take on the high-speed rail out there in their inundated state. They do have that construction project ongoing. Right now their estimated cost, \$118 billion, extremely over budget and people of California now are saying shut it down before it even gets finished. Texas has had a tremendous boondoggle in the high-speed toll road from Austin to San Antonio. Bankrupt in four years with \$480 million to the taxpayers on the federal budget there, okay. Guess who estimated their traffic projections, which were only 30 percent of what the traffic total. Well it was AECOM. AECOM's been sued numerous cases for fraudulently overestimating. Okay. Now let's look at some successes. Southwest Airlines, they have 25 flights daily from Dallas to Houston. Your ticket price round-trip is \$106 to \$227 and a load factor of 85.8 percent. American Airlines offers an additional 12 flights per day. So what would we increase -- we would lose our ag land. We're in the food business, folks. We raise beef, we raise commodities. What would you rather have, food on the table or a train going down the middle of Texas? How do we move our cattle, our equipment with a fenced railroad through our land? Our rural emergency systems. Sheriff Shipley, Clyde talked to it. How are we going to get our first responders on our rural roads that'll have to be closed, rerouted, okay. Then the long-term impact on the energy, the coal, natural gas through our county. Can coal be dug under these tracks? Nobody can answer these questions and we all know energy's been a major economic boom to this county. What impact is it gonna have on the wildlife? For the first time of my life in being here, I see deer every afternoon when Robert and I ride through the pastures. My husband and I were -for a generational as I said. We stand to lose over 80 acres. That doesn't -- just for the -that doesn't include the land that they can take if you read the fine print, but they're digging through dirt to raise it. It took two generations to build it. It takes everything he and I have to hold it together, and we've got a fourth generation coming on. So why should we let a foreign, limited liability corporation take our land through, especially, eminent domain. Again, they're foreign, it's a Japanese firm. I looked it up on the Washington records. And whose to gain from this, it's none of us. It's the investors and these investors -- the people like McLane, you know Baylor Stadium, owns the Houston Astros. Who do you think owns the land where that train station's going in Houston? You might find his name there. If you started looking in Dallas, Mayor Rawlings has been a big promoter. Might want to look where some of his money is today, or some of those vote are coming from. Because he wants to put this train in one of these reconstructed areas of Dallas. Well I drove through it last week. All I could see was a lot of homeless, people that were so high one guy couldn't even hold up his pants, so. NANCY: Thank you very much. MELANIE EUBANKS: You know who's going to a gain? Them, not us.	Refer to BA-12, ED-1, ED-4, EU-2, EU-4, GN-2, GN-4, GN-7, GN-9, LU-2, LU-7, LU-11, LU-14, NE-1, NR-5, NR-6, PN-3, SG-3, SS-19, SS-23 and TR-8.
Robert Eury	3/6/2018	Website	Central Houston, Inc. is a 501(c)(6) business league comprised of more than 120 member organizations, which serves as the steward of Houston's vision for the redevelopment and revitalization of downtown. Over the past 30 years, Central Houston, Inc. has facilitated many of the public and private projects that have transformed downtown by enhancing collaboration among public officials, developers and businesses. On behalf of Central Houston, Inc. (CHI), we offer this letter of support to the proposed Dallas to Houston High-Speed Rail Project, provided that Texas Central provides material funding support for the implementation of strong transit connections between the proposed Houston Terminal Station and existing employment and activity centers, including the Houston Central Business District. CHI believes that, if properly implemented, the proposed high-speed rail connection offers appreciable benefit to both cities and the businesses operating therein. As design moves forward, we urge the city, METRO and Texas Central to work together to ensure the development of strong multi-modal connections to the Houston Terminal Station.	Refer to GN-6, TR-4 and TR-5.
Robert Eury	3/6/2018	Website	Central Houston, Inc. is a 501 (c) (6) business league comprised of more than 120 member organizations, which serves as the steward of Houston's vision for the redevelopment and revitalization of downtown. Over the past 30 years, Central Houston, Inc. has facilitated many of the public and private projects that have transformed downtown by enhancing collaboration among public officials, developers and businesses. On behalf of Central Houston, Inc. (CHI), we offer this letter of support to the proposed Dallas to Houston High-Speed Rail Project, provided that Texas Central provides material funding support for the implementation of strong transit connections between the proposed Houston Terminal Station and existing employment and activity centers, including the Houston Central Business District. CHI believes that, if properly implemented, the proposed high-speed rail connection offers appreciable benefit to both cities and the businesses operating	Refer to GN-6 and TR-4.

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			therein. As design moves forward, we urge the City, METRO, and Texas Central to work together to ensure the development of strong multi-modal connections to the Houston Terminal Station.	
Brian Evans	1/31/2018	Oral	Thank you. My name's Brian Evans, I'm the county attorney here in Freestone County. It's needless to say that Freestone County is at a crossroads right now, you know. We're having problems with the mine, we're having problems with jobs and things of that nature. I think I'm echoing what everybody said thus far, along with what people are gonna continue to get up here and say that we can't sign off and can't stop the fight against something that's just going to end up costing money in the long run to Freestone County residents along with every other resident along the line of this rail. And I kind of jumped on the band wagon along with everybody else thinking this is a rural versus urban fight. I think this is a Texas versus TCR fight. I myself have lived in Houston. I lived in Houston for seven years before moving back up here. I worked with a law firm in Houston, our main office was in Dallas. So I traveled back and forth between Houston and Dallas quite often. Probably once a month. There's flights with Southwest that leave every 30 minutes from Hobby. I would drive down there from the office, get on a flight for around \$100, \$110, fly up to Dallas, do my work, go back to Love Field, jump on a plane, and be back home in time for dinner. I don't see the need for this, not only from everybody that's sitting around here that I assume is from the surrounding counties, but also down in Houston and Dallas. I don't think that they care necessarily that the land's being taken from us, but I don't see the big need and why this needs to run through and split Texas, split Freestone County, along with the surrounding counties. I appreciate the time and welcoming me down here. My biggest thing that I want to say like I said, Freestone County is at a crossroads. Like judge -- the County Judge from Grimes County said, we cannot give up the fight. I feel like the pessimism has kind of set in with me, right. I was at the meeting two years ago we talked about opposition, talked about these different things, and I find myself kind of saying well it's just gonna happen anyway, you know. I'm gonna get up there and speak but nobody's gonna listen to me, who cares. You can't let that set it. I'm speaking to myself and I'm speaking to everybody else out there that feels the same way. If it's gonna happen we're gonna go down fighting and be proud of that. Thank you very much.	Refer to BA-12, NE-1, PI-1, PN-3 and SC-3.
Judith Evans	2/5/2018	Letter	My name is Judith Evans and I have property in Hockley next to my brother, WL Bane, and across the street from Calvin House, who also has property that will be negatively affected by the proposed Bullet Train. This will reduce the value of our properties and basically render it useless which is a shame, as I personally wanted to pass it on to my children and grandchildren. The farmer who leases our property will also be devastated as he will lose of 150 acres to farm. Four different people in this small area will be drastically, negatively affected and greatly oppose the Bullet Train.	Refer to VA-1.
Kristie Evans	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Thomas Evans	2/7/2018	Website	As an employee of Caterpillar, I travel to the Texas region regularly to visit suppliers. Many times I end up driving between Dallas and Houston and would much rather take a true high speed train. Not the fake "higher speed" trains like this country has dabbled in. As a California resident, I hate seeing how my state is running the California high speed rail program into the ground (Treating it as a minority workers job stimulus rather than a fast and direct transportation project). This Texas private investment approach seems to be on the right path to creating a system that will be self sustaining and profitable by connecting two large job and housing centers. I personally will use the system several times per year to travel between Houston and Dallas and in the process will remove one car off the road every time I visit. This has the potential to be a real game changer for Texas. Having ridden systems in Europe and Asia, once the system is up and running, farmers and country folk will realize the huge benefits this system will bring to them. In the meantime, they see old freight trains and think a faster version of that is high speed rail. Misinformed republicans (I am a republican), are the biggest risk to the project with their poor understanding of what real 200 mph high speed rail looks like. If they could visit China once to ride the 220 mph system there, they would quickly change their opinions. This project embodies the true republican ideal, private investment that betters the good of everyone while creating a profit for	Comment noted.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

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			investors without government funding. Roads are a huge government hand out (maintenance and initial construction costs) and the misinformed republicans need to stop acting like Democrats when it comes to the subject of roads.	
Alan Ewing	3/9/2018	Website	I strongly support the High-Speed rail project and look forward to using the service on a regular basis for both business and pleasure.	Comment noted.
Chinwe Ezetendu	3/1/2018	Website	I am writing to register my very strong opposition to the high speed train route. As is currently, this route will run through property that is a working ranch - Morgan Legacy Farm. This farm represents so much history that will be lost in an instant with this proposed train route. A move north of the existing power lines would have less of an impact on Morgan Legacy Farm and preserve history.	Refer to LU-5.

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Bob Fackler	2/28/2018	Website	Re: Morgan Creek Ranch and the proposed path for the proposed high-speed rail. As a general contractor who has worked several jobs at the ranch, I am very surprised that someone wants to destroy this beautiful property by running the tracks through it when there is a perfectly viable alternative (the power line easement) right next door. Please reconsider the path.	Refer to LU-5.
Carolyn Fackler	2/28/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5.
Carolyn Fackler	3/1/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194 when there is a perfect solution nearby. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Kyle Fackler	2/27/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. There are numerous types of wildlife on this ranch not limited to deer, hogs, coyotes, ducks, geese, etc. etc. Any sort of train development would only destroy their habit, which would have ecological ramifications. This farm facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5.
Robert Fackler	2/27/2018	Website	I AM OPPOSED to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. Dr. Morgan has used this ranch to the benefit of others ... I have never met a more generous man. Destroying the ranch would be a crime against the citizens of Texas and beyond.	Refer to LU-5.
Robert Fackler	2/27/2018	Website	I strongly OPPOSE the high-speed rail going through Morgan Creek Ranch. This property is being used for the good of community at large through the generosity of Dr. Morgan and his family. They allow conferences for first responders and weekend getaways for folks that need a break, all at no cost to the guests. A high-speed train through the property would ruin this great facility.	Refer to LU-5.
Robert Fackler	3/2/2018	Website	I strongly OPPOSE the high-speed rail going through Morgan Creek Ranch. This property is being used for the good of community at large through the generosity of Dr. Morgan and his family. They allow conferences for first responders and weekend getaways for folks that need a break, all at no cost to the guests. A high-speed train through the property would ruin this great facility. Please consider moving the train right of way to a different location.	Refer to LU-5.
Sharon Fails	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.

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			<p>citizens of Texas.</p> <p>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</p> <p>5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.</p> <p>6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.</p>	
Wessley Fails	2/6/2018	Handwritten	<p>I support the comments listed below and offer them as evidence supporting the "No Build Alternative"</p> <p>1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.</p> <p>2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas.</p> <p>3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas.</p> <p>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</p> <p>5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.</p> <p>6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.</p>	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Jamie Fairchild	2/3/2018	Website	<p>I am very pleased to see the possibility of having a high-speed rail train between Dallas and Houston. I am, however, quite concerned about the proposed route that passes so very close to the Katy Prairie. We MUST take care to use existing developed corridors for ANY new construction. We Can NOT afford to continue to fragment and use up open prairie spaces. It is critical for the salvation Of our natural heritage and natural flood control. Here are the concerns and reasons: Specific Impacts to the Katy Prairie Preserve: The proposed route would pass within half a mile of the northern boundary of the Katy Prairie Conservancy's protected preserve properties, including the area where Warren Lake and the Matt Cook Wildlife Viewing Platform are located. A train thundering by every 30 minutes would be an intrusion on this natural setting and critical habitat, and would seriously diminish this community asset for both people and wildlife. Visitors to the Katy Prairie Preserve's Warren Lake and the Katy Prairie Conservancy's Matt Cook Wildlife Viewing Platform, would be disturbed by the noise, vibration and visibility of an elevated train. The platform is open to the public seven days a week, and is valued by birders and other visitors enjoying the natural setting of the lake, prairie and wildlife. Noise and vibrations will disturb wildlife. Warren Lake teems with wildlife year-round, and many waterfowl gather at the north shore, which is the area closest to the proposed route. The Katy Prairie is in the Central Flyway and has been designated a Global Important Bird Area by National Audubon. The proposed rail route is directly in the path of a bird's flyway approach to the lake. Many birds of the prairie are sensitive to light, sound and vibration and would be driven away. Other Impacts to Wildlife: Land fragmentation - Many Of the properties through which the bullet train is planned are large acre tracts. Land fragmentation impacts not only the landowners, but also the many plants and animals that live on the prairie and lands in rural areas. Smaller degraded fragments do not support the diverse wildlife communities that flourish on larger undeveloped and undivided areas. Destruction of habitat - Many Of the lands through which the high-speed railway will be constructed, on the prairie and throughout the rural counties, provide extraordinary habitat, which will be both destroyed and greatly altered. Rural lands are often seen as more easily disturbed because there are fewer landowners and fewer structures, when in fact we as humans are charged with protecting nature. Nature once lost is lost forever. THANK YOU for preserving our prairie while offering a fast and efficient transportation option.</p>	Refer to NR-1, NR-2, NR-5 and RF-4.
Lillian Fajkas	2/5/2018	Website	<p>Stop taking my property! 99 just took my land NOW my land is at risk of being taken away. Stop taking everything I have! Family property can't be stolen to meet other's needs. Not land owners of Texas. NO Bulld at ALL! It does not cash [sic]. — The construction of the rail will have increased traffic flow disruptions. The DEIS is too general and does not adequately address increases in traffic, permit loads and First Responder impact times. Any delay in First Responder times are unacceptable to the public. More detailed expectations and performance parameters must be provided.</p>	Refer to ED-1 and ED-2.
Lillian Fajkus	2/6/2018	Handwritten	<p>I support the NO Build Option. EMS Response will have increased risk for first responders, and the community @ risk to delay of emerg care & fire/police to reach land locked properties. Family own land was given for Texas Hwy 6 & 2978 and Hire Road for school bus to get down & turn. Also, Road 99 took property from us. We have given enough. The backs of Texas land owners is too great of a burden 8,000 acres is too much. Texas need to Help Harvey Flooded People NO expense of \$199 trip I nor anyone I kow will need this train. Use 45 Hwy straight road.</p>	Refer to BA-9, ED-2, LU-14, PN-3, SC-3 and SS-23.
Dennis Fakes	2/7/2018	Website	<p>What a great thing for the state of Texas. I am envious that Texas might be able to pull off such a marvelous project. Hope this happens very soon!</p>	Comment noted.

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Clay Falls	1/19/2018	Email	The high speed rail may be good or it may be bad.	Comment noted.
Blair Fannin	2/20/2018	Website	<p>I am providing official response comment per the Dallas to Houston High-Speed Rail, Draft Environmental Impact Statement made public December 2017 and its impact to Madison County, Texas. The comments set forth are in full compliance and meet the February 20, 2018 deadline.</p> <p>It is with absolute disgust and disappointment that federal tax dollars have been allocated to produce such an incomplete document that fails in a multitude of areas. The draft impact statement lacks factual findings county wide due to lack of ground truth related to identifying existing endangered plant species, sources outdated data on the impact of soil erosion, does not accurately address altered stream flows, provides unproven and false future water availability projections, fails to address the impact of continuous vibrations to underground water tables, reveals false noise pollution test results allegedly conducted on select county roads in Madison County without a paid Public Notice in local newspapers, and lack of scientific research that studies the impact of daily high speed rail travel on adjacent livestock/wildlife operations and natural habitat.</p> <p>Of even greater concern is that current and future water shortages are not adequately nor accurately addressed. The 2011 Texas drought was of historical significance, ranking as one of the top two worst droughts in Texas history. Multiple water wells in the county went dry and altering natural surface runoff flows by building such a high speed rail project would threaten water supplies.</p> <p>Further, the study does not take into consideration in detail the 20-inch crude pipeline system that runs adjacent to the main Centerpoint Energy electrical transmission line throughout Madison County, which is merely less than 50 feet in some instances of the proposed rail line in the Cottonwood community. Continuous vibrations of such a high speed rail system so close to the pipeline could cause a major catastrophe in Madison County. Additionally, the scope of work provided in the document doesn't properly address the impacts to Oxford and Ten Mile cemeteries, both historical sites. As I wrote to the FRA in October 2014, the set of policies and procedures set forth by the FRA to conduct public meetings are discriminating and biased. They serve little use in providing the public and landowners the opportunity to participate in detail discussion and help provide factual outcomes of the proposed high speed rail system.</p> <p>In summary, I am totally dissatisfied with the Draft Impact Statement prepared by your agency and the multitude of problems that will be incurred financially, environmentally and life threatening for Madison County landowners and citizens if such a rail project is approved based on the Federal Rail Administration findings.</p>	Refer to CR-1, EU-2, GN-1, NE-8, NE-9, NV-5, PI-1, SS-15, SS-16 and WW-6.
Bilal Farahshah	3/9/2018	Website	We needed by now it will so convenient	Comment noted.
Morgan Legacy Farm	3/9/2018	Website	I am opposed the to proposed path of the high speed rail as it crosses under a 3 way intersection FM709 and 3194. Given the topography selected the train must travel in a cut and multiple berms creating significant watershed issues and damage to the local ecological environment due to loss is migratory watershed. Further the retention ponds will poison others bodies of water given the topography and drainage. In addition the modification of intersection blocks access between the horse barn and the guest homes and rodeo arena Further the design of the intersection does not meet Texdot standards for line of site creating serious safety issues for residents traveling 709 and 3194. The modification of the accesss roads to 709 and 3194 as designed creates an inappropriate tight radius risking additional opportunity for accidents. Destroying the access to homes, horse barns and one of the first rodeo arena built in Navarro County as well as creating excessive risk by crossing in some of the highest topography under a 3 way intersection could be eliminated if the Rail is relocated slightly north east on 709 in an existing already utilized easement.	Refer to LU-5.
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Jessica Farrar	1/22/2018	Email	I am concerned because the list of public hearings does not include the area in Houston where the high speed rail is proposed to end, specifically impacting residents in the Spring Branch area. The drive to the nearest scheduled public hearing could be over 30 minutes long. While there are opportunities in the Houston area to view the Draft Environmental Impact Statement, there is not an chance to ask questions to representatives from the FRA and TCR. For these reasons, I respectfully ask that you consider adding a public hearing in Houston.	Refer to PI-10.
Debbie Farworth	2/6/2018	Oral	I'm Debbie Farworth. I live in Hockley. I wasn't born in Waller County; I've only been here 22 years, but I got here as soon as I could. Now, I'm just I don't have any technical stuff. I've never been to one of these meetings. I wanted to learn more. I've learned a lot tonight. And I just what I don't understand is they're hawking all this as private. There will be no taxpayer dollars. All private money. But how can they claim eminent domain and take your property when there's no federal or state funding? I'm not really quite getting that. Now, we moved out here because we liked the quiet. We love our home; we love our property. If somebody were to take my property of course, per our tax assessor, my property has gone up three times since I moved here. But I could never buy what I have now if I had to give it all up and buy new stuff. It just wouldn't happen. I couldn't have what I have. I don't think it's right. I don't think it's fair. I don't think it's legal. You know. If I wanted railroad tracks in my backyard, I would have stayed in Houston. Thank you.	Refer to ED-1, ED-2, GN-4 and VA-1.
Theresa Fasone	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property	Refer to LU-5, WW-1 and WW-2.

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Joe Fauth	1/29/2018	Oral	My name is Joe Fauth. I'm County Judge of Grimes County, Texas. And I'm here to see the presentation but what I'm seeing on a lot of these charts is they're using words such as may, shall, we're going to cooperate with those that cooperate. What are they going to do with the agencies, the counties, the individuals that don't cooperate? How are they going to handle that? Another question I have is, they're having ten meetings throughout the area of the proposed train route. why are they doing it on five nights where they're splitting the groups so people can see the different presentations in the different counties? I for one am a landowner in Grimes County and Leon County. I have some real concerns of why they have to do these meetings in the next two weeks. This is a lifelong project if indeed it goes through. So what's the rush all of a sudden? And another concern I have is that there are a number of studies that have not yet been completed that do affect, impact, ground vibration, air vibration, sound, and issues. Most counties have their budgets in place and don't have additional dollars to spend for our research until probably October of this year. So if any of these impact studies are conducted, who's going to carry the charge for that? That ought to be part of Texas Central Partners' expense to this project but I have not seen cooperation from them or acceptance to make that happen. Thank you very much.	Refer to NE-9, PI-8 and PI-12.
Joe Fauth	1/29/2018	Oral	And another concern I have is that there are a number of studies that have not yet been completed that do affect, impact, ground vibration, air vibration, sound, and issues. Most counties have their budgets in place and don't have additional dollars to spend for our research until probably October of this year. So if any of these impact studies are conducted, who's going to carry the charge for that? That ought to be part of Texas Central Partners' expense to this project but I have not seen cooperation from them or acceptance to make that happen. Thank you very much.	Refer to NV-1.
Joe Fauth	1/30/2018	Email	We understand that the FRA has recently extended the public comment period to March 9, 2018. However, we do not believe this is a sufficient extension. For that reason, on behalf of Grimes County, Texas, we request a ninety-day (90) extension of the comment period for the pending Notice of Availability Dallas to Houston High Speed Rail draft EIS, announced in the Federal Register on December 22, 2017. The current extended Notice of Availability allows a comment period with a drop-dead date of March 9, 2018. Meanwhile, the U.S. Army Corps of Engineers has published Public Notice for two wetlands permit applications under Section 404 of the Clean Water Act for this same project, with an even more truncated deadline for public comments. These simultaneous, short comment periods, which commenced during the holidays, allow insufficient time for meaningful public participation. Moreover, the process has been so confusing that full public participation has been nearly impossible. First, the FRA's office was closed during the recent government shutdown. Second, on December 22, 2017, AECOM, the environmental contractor, distributed a notice of availability of the draft EIS. The notice listed the locations and time for public hearings in each of the ten impacted counties. The January issue of On Track, the Dallas to Houston High-Speed Rail newsletter, lists changes in venue for public hearings in Madison and Grimes County. It also corrected the address of the hearing in Limestone County. On January 17, 2018, a notice was published in the Madisonville Meteor listing only the change to the Madison County venue. None of these changes were reflected on the list of public hearings on the Federal Railroad Administration's website until after January 19. Additionally, several members of the public have received a notice of delivery failure when attempting to submit their comments via email to the address listed on Federal Railroad Administration's website for public comments, DallasHoustonHSR@urs.com. The issues relating to the submission	Refer to NE-6, PI-3 and PI-8. For approximately 48 hours during the public comment period, the FRA website generated a non-delivery message in response to emails with yahoo.com or aol.com addresses. As soon as this problem was brought to FRA's attention, the problem was remedied. However, this brief issue did not affect other comment tools available to interested parties. These tools included sending an email directly to FRA staff or the project email (DallasHoustonHSR@urs.com), or sending a letter to FRA.

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			<p>of public comments are not limited to the comments submitted via email-the online form for submitting comments has also rejected comments. A project of this magnitude will permanently impact Grimes County, Texas and the livelihood of its citizens and landowners. And since there has never been a high-speed rail project in the United States, understanding its vast environmental impacts will be a difficult and time-consuming task. Accordingly, on behalf of almost 28,000 citizens of Grimes County, Texas, we request an additional ninety-day extension of the comment period to June 7, 2018 on this critically important EIS.</p>	
Joe Fauth	1/30/2018	Oral	<p>Good evening, my name is Joe Fauth and I am County Judge for Grimes County. Your neighbor to the south. The reason I am here tonight is we support you in Grimes County in your effort to defeat this project. I'm also a land-owner in Leon County and have been since 1989 where me and a partner, we raise some cattle. We think it's important for Americans to eat American beef. We also, my wife and I who is with me tonight -- we live down in Grimes County around the Plantersville area. We also have property there where we raise cattle because we like those people to eat American beef down there also. This is all about the environmental impact. People say well at least in Grimes County you're lucky. You are going to get a railway station and stopover. They are going to get a stopover so they can dump about 29,000 gallons of poo water out of their trains day in and day out. If you would like that to take place in your county you might want to talk to them about getting a stop. So we're not excited about getting that at the intersection of Highway 90 and Highway 30, getting a halfway station. Along with everything else they have talked in the environmental impact study about the visual impact. The FRA has only found 13 places along that entire route of 247 miles that are going to be visually impacted. I don't know where they get their research of what is good looking and what is not good looking but any of you land-owners, if you look out and can't see the sunrise because there is a railway station or line or you can't see your sunset because there's a railroad going through, I think that's visual impact. Somebody needs to explain that to our legislatures in the state of Texas and in Washington D.C. It's important for us we love where we live and we live because we love it. If you like trains and that sort of thing move to Houston. Move to Dallas. If you don't like it move to Leon County and leave us the heck alone. My final comment is this. In Grimes County I know through our two auction barns we sell 2,000 head of cattle per week. That feeds a lot of people. When you run out of rib-eyes, try grilling your railroad ties.</p>	<p>Refer to AS-1 and LU-11. Servicing and maintenance activities will be performed at the maintenance facilities, including toilet servicing and watering. Refer to TCRR Final Conceptual Engineering Design and Constructability Reports, Appendix F.</p>
Joe Fauth	1/31/2018	Oral	<p>Good evening, my name is Joe Fauth and I'm the County Judge for Grimes County. Why am I here? We're supporting you to defeat this project. We need you to help us defeat this project because it's not one county, it's all of us in Texas together. Please hear what I'm about to say. It's important to note for everyone here tonight, Texas Central's claim of eminent domain authority is still the topic of ongoing litigation, and even despite the company's own guiding principles for providing written proof of eminent domain authority they have none. Don't let them on your property, don't bow to them if they threaten you with suit. They do not have eminent domain authority. We've shared serious concern, documented evidence to our members of Congress about the EIS being based on illegally obtained information through illegal surveys and trespass by Texas Central's agent. And the FRA needs to be aware some of the information you may be reviewing is illegally obtained. That should cause concern. This project route has been selected with zero coordination or regard for the future planners of impacted pass-through counties. Each impacted pass-through county was invited to meet just last week to coordinate with technical experts. This is unacceptable. In our counties our budgets are already there, we approve those. In our county we're not doing any more budgeting until the first of October. We won't have money available. For us to do any additional research and studies the money from our taxpayers is not available. We need an extension of these meetings. Having ten meetings in five nights is not acceptable. This is my third meeting. It will not be my last meeting. I heard out in the hall tonight, they're gonna make this happen anyway. If you quit, it will happen. If you fight, we'll defeat it. Our motto in Texas is don't mess with Texas. One group has spent a lot of money -- of your money through donations is Texans Against High-Speed Rail. I encourage you to look at their website, gather information and be aware of how we're gonna stop this project. Thank you.</p>	<p>Refer to ED-1, GN-1, NE-8, PI-1, PI-6, PI-7 and PI-8.</p>
Joe Fauth	1/31/2018	Oral	<p>Good people, this is my second time and I don't mean to wear out my welcome, but I want to read to you something that is in the environmental study, 9.11. Kind of interesting this is 911. It states that the assessment identified potential locations where the high-speed rail system could constitute a significant esthetic or scenic impact. FRA identified 13 landscape units and a defined boundary within the project's area of visual effect along the study area. As well as key viewpoints, KVPs, for a location that represents the view of the landscape unit. How -- my question is, how the FRA could only have identified 13 landscape units with scenic value is an absolute mystery when that railroad is gonna be 247 miles long. You go out and you look at your sunset, or you used to look at your sunset, or you go out and you try to look at your sunrise or you used to look at your sunrise, and now you see a big dirt electric fence. Keep that in mind and that needs to be considered about the beauty of our state. Secondly, this doesn't talk about cattle. I raise cattle. In Grimes County you have two auction barns within about four miles of each other, one sells on Thursday, one sells on Saturday morning. Between those two sales on a regular basis they sell between 1,500 and 2,000 head of cattle. The rail's coming directly through our county from the north boundary to the south boundary and they're going to be taking up ranch land. TCP -- TCR does not care because I went to my first 2014 meeting Huntsville, Texas, one of their presenters said, I know you people are concerned about your bugs and your bunnies. Thank God I'm a County Judge now and my wife reminded me of the judicial code of conduct on our drive up here. Because I'd like to talk to that man about our bugs and our bunnies. This is serious business. This</p>	<p>Refer to AS-1, LU-11 and NE-1.</p>

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			is important to all of us. Many of you, many of us, it's our livelihood, it's your home, it's your family heritage. I encourage you, again, do not give up this fight. TCR has not won. They do not have the authority to put a railroad through the center of our state. I hope you hear our comments tonight. Thank you.	
Joe Fauth	2/6/2018	Oral	Good evening. My name is Joe Fauth, and I currently serve as county judge for Grimes County. I'm here tonight on behalf of you, each and every one of you, and the thousands of families that support Texans Against High-Speed Rail. It's important for everyone to hear, know, and understand what I'm just about to say, and that is, Texas Central's claim of eminent domain authority is still a topic of ongoing litigation. And even despite the company's own guiding principles and their written proof of eminent domain, good people, they have none. Do not forget it. We've shared serious concern and documented our evidence to members of Congress about the DEIS being based on illegally obtained information through illegal surveys and trespass by Texas Central's agents. Many of your properties have been violated. They did not have permission to be there. They have illegal information that they're presenting. The draft EIS does not contain adequate rider information, revenue information. The question is why hasn't TCP -- if they're a business, why haven't they released their feasibility study? Their answer to that is it's a bad business plan. One of the things we need to be aware of is they can't get their own numbers right. From the very beginning it was going to be 3,000 acres. That's all the land that they're going to take--3,000. The number now is 8,000. The same thing's going to happen with the cost of the project. It's going to be a low number, and then it's going to continue to get bigger and bigger and bigger. You need to also be aware that the train might not go through your property, but it will eventually go through your pocketbook. Our county, Grimes County, is a cattle-producing county. There are a lot of ranchers. I'm a rancher. I have a cow-calf operation. And we feed a lot of Americans. When we utilize all of this land for high-speed rail and those types of projects, we're going to start seeing people -- the price of beef is going to go up because there's not going to be as much. My advice is for those people that are for the high-speed rail our government officials that might be for high-speed rail, when you run out of ribeye's, try barbecuing a railroad tie. I know that brought a little humor, but this is not a laughing matter. It's going to take each and every one of you doing what you can to stop this project. The best route for this train is no build.	Refer to ED-1, GN-2, LU-5, LU-14 and NE-1.
Joe Fauth	2/6/2018	Oral	I don't want to take up the good time of you folks, but I just want to make three quick points. In the Environmental Impact Study under the 9.11 it states, "The assessment identified potential locations where a high-speed rail system could constitute a significant aesthetic or scenic impact. FRA identified 13 landscape units along the 247 miles that would be visually impacted." How many of you get up going to your front porch and you watch your sunrise, or you go on your back porch and you watch your sun set? Well, with the 35- to 60-foot berm, the people that are going to get to watch your sunrises and your sunsets are the ones riding back and forth from Houston to Dallas. That is so terrible that the FRA would even say there are only 13 scenic disruptions along 247 miles. Please. The next thing that's very insulting to me is that in the EIS 9.14 it states, Between 3,145 acres and 4,394 acres, you know, it's going to impact the farmland, but it's only going to impact 0.2 percent of that farmland. I got news for you. This is rich farmland, it's rich agricultural property, and again, we raise a lot of cattle. Grimes County was once upon a time known for the land of milk and honey because of the dairies, because of the beehives. We are a food producer. And I already made the comment about railroad ties and ribeye's. I'm not being funny; I'm being very serious. As our population continues to grow, if we don't raise our own food we're going to be importing it and then we're going to have a hazardous situation. The last comment I want to make is that this is serious business for each and every one of us. I don't know where your home is. I don't know where you're going to go home to. But I'm sure that when you get home you're going to enjoy being there. Good people, we're home. We enjoy being here and we don't want to give it up to somebody else. This is bad business for everybody involved and it's extremely bad business for the people that are along this route.	Refer to AS-1.
Joe Fauth	2/14/2018	Letter	Please be advised, based on the information currently available, any construction, relocation or realignment of county roads within our county is not acceptable and will not be granted. Further, even if county roads were to be moved or altered, Grimes County will not accept responsibility for additional roads without a long-term maintenance reimbursement plan in place. In addition, the Commissioners Court will require that all county roads remain open for use by the travelling public both during and after construction. I am enclosing a Resolution, which clearly expresses the Grimes County Commissioners Court's views on these matters. This resolution was passed on February 14, 2018.	Refer to ED-3, TR-6, TR-7 and TR-8.
Amy Fehlau	2/6/2018	Oral	I found the open house portion of this meeting extremely disappointing. Each station could not answer my questions to any satisfaction whatsoever. They kept on directing me to another one and the answers I did get were extremely vague and I still have questions that are unanswered. I don't want the impact for my children and my grandchildren. I think it is going to be catastrophic in an economic manner for this state. The county I used to work in will be absolutely devastated and split in two and it's a poor county anyway. People don't deserve that. It's not for the better of people. It's for the better of a few. That's all.	Refer to PI-6 and SC-19.
Daniel Fein	2/16/2018	Website	I am VERY much in support of this project. The economic impact of this project would greatly benefit the city of Houston (where I am from) and Dallas, and would add jobs and further improve work/life balance for so many people. I CANNOT wait for this project to be operational!	Comment noted.
Daniel Fein	2/16/2018	Website	I am VERY much in support of this project. The economic impact of this project would greatly benefit the city of Houston (where I am from) and Dallas, and would add jobs and further improve work/life balance for so many people. I CANNOT wait for this project to be operational!	Comment noted.

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Guy Felder	2/16/2018	Website	I support this project. It is integral to the growing economies of the region.	Comment noted.
Jesus Felipe	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Jason Fell	1/28/2018	Website	I support the Dallas to Houston high speed rail project.	Comment noted.
Gary Ferguson	2/6/2018	Oral	Good afternoon, everybody. Thank you for putting this together. I know it's a requirement, but still, it works great, okay? Everybody here has something to say about it. My name is Gary Ferguson. I am a commissioner on the Waller Harris ESD 200. That is an Emergency Services District that takes care of all of Waller County and a portion of Harris County over to Roberts Road down to Katy. Our area runs from the Grimes County line on the north end, to Roberts Road on the east side, to below I-10 on the south side of the county line, and over to the river, the Brazos River. So we have quite a large area to take care of. In this area, there's ten fire departments and an EMS. So we are in working with the first responders, the fire and ambulance, the EMS people, they're the ones that are going to have to contend with all of this mess, okay? This railroad is going to cut through Waller County, and part of the district is on the other side. Now, if it's all elevated, I think we could probably get across there, but then we have construction problems and all these other problems to deal with. If we have to put more stations over there because we can't get across, that's more money; more money, more stations, more equipment. Shoot, a ladder truck is over a half a million and a half right now, and by the time they get this thing fixed and we put a ladder truck over there, it will be 2 and a half million. You got to have pumpers; you got to have tankers. You got to have more ambulances. So everything is more, more, more. We been working for 14 years to get your ISO ratings down so you have cheaper insurance, and it's a very, very long process. Up until this time, we have had no input or any communications with the railroad, the railroad people, the DOT, nobody. Nobody has come to the district and says, "We need to work on this." So it all boils down to tax dollars, okay? You're going to have devaluation where the track is, no doubt. Now, what happens there, I don't think there's any government entity that's going to cut their budget to offset the tax loss, so which means everybody else in the other part of the county, they're going to have to endure more taxes, higher taxes, to offset the property over here because I don't know any government guy that's going to take the train back because they don't have enough tax dollars to cover it. And they're going to have you know, they tax dollars. They don't have any money. Thank you.	Refer to PI-1, SS-18, SS-23, SS-26 and VA-1.
Alvaro Fernandez	1/26/2018	Website	I would like to voice my support for this bullet train project. Fast speed trains like this are a proven way to move large numbers of people over long distances in a safe manner. The competition to air travel will help lower the cost of plane tickets as well. I have often had to travel between Texas cities in various jobs, and this bullet train would make that sort of economic activity far more feasible, for example eliminating the need to come the night before and leave earlier the next day.	Comment noted.
Rhonda Ferrer	2/16/2018	Website	Totally opposed to this ridiculous project on so many levels.	Comment noted.
James Ferriss	3/3/2018	Website	I wish to give my strong support for the approval of this transportation project.	Comment noted.
Caryn Feuhs	3/2/2018	Website	We, Daniel and Caryn Feuhs, owners and operators of Feuhs Custom Farming in Madison County, Texas, are against the proposed high speed rail of Texas Central Railway. We are vehemently opposed to the possibility of the procurement of building material from our farm, which will lie within one mile of the train and its right-of-way. Whereas architects and investors in the project view the open Post Oak Savannah as nothing more than undeveloped fields of grass sitting idle, that very grass and the rich sandy loam soil below it determine our annual income because we bale hay and raise beef cattle. Both aspects of our farming operation require the soil Texas Central wants to use for the berms and overpass abutments that will elevate the high speed rail above our farms and roadways. With 60 cow/calf pairs, our operation depends upon the soil to produce enough grazing for the dams in the spring, summer, and autumn during their gestation period in order to produce a healthy calf. Once the calf arrives, the soil must provide nutritious Rye Grass and/or oats so that each cow can produce enough milk to raise the calf until it can graze later in the year. However, the soil not only provides grazing, we rotate cows from one end of the farm to the other in order to bale Coastal and Common	Refer to ED-2, LU-2, LU-11, LU-14 and WW-9.

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			<p>Bermuda grass. Should we even lose 10 acres of soil, we will lose the production of 2 round bales minimum per acre per cutting. Given adequate rainfall, we cut hay three times between May and November, providing a minimum of 60 round bales of hay. With 60 pairs, we need a minimum of 4 bales per cow throughout the winter. Losing even 10 acres removes 75% of the forage needed to supplement winter grazing. Because we bale hay for a living, we can produce a bale for \$25. Should we have to purchase hay to feed our cattle, we would have to pay \$50 or more per bale to acquire the same quality. The financial strain of having to buy hay, as well as the normal protein and mineral supplements required for proper nutrition, would be unsustainable.</p> <p>These numbers only reflect our forage needs. All excess round bales are sold to local customers (\$35 to \$50/bale) for their cattle and we deliver square bales to horse stables in the Houston area during the calendar year. Should those 10 acres be taken from our square bale fields, we would stand to lose 50 bales per acre (again, three cuttings per summer) for a total of 1,500 square bales at \$9/ea delivered -- the equivalent of one of our annual tractor payments, two of the baler payments, or a year of payments for the truck that delivers the hay to Houston.</p> <p>We are a small operation of 60 cow/calf pairs on 300 acres. However, Texas Central is requesting 8,000 acres of land for the construction from Houston to Dallas. If the train was to be built and the soil procured from pastureland and hay fields up to two miles on either side of the right-of-ways, by either purchase or eminent domain, the financial effect on the many small farmers along the route would be staggering. A selling point has been that Texas Central will aid landowners by digging large stock ponds when removing the soil. We already have a 15-acre lake and three small ponds for watering our cattle. We do not need to lose more land.</p>	
Caryn Feuhs	3/9/2018	Website	<p>We, Daniel and Caryn Feuhs, owners and operators of Feuhs Custom Farming, are against the proposed high speed rail of Texas Central Railway as a matter of personal and public safety. As a small business owners who bale hay for customers in Madison and Leon counties, we are concerned by the dangerous situation a series of berms across Texas farmland would create if they cut off many of the dirt roads we utilize while moving tractors and hay equipment. We are uncertain of the possible closures, as Texas Central representatives have contradicted each other with varying answers over the last few years. We, along with employees who work for us during hay season, drive our tractors with accompanying implements and equipment in tow from one field to the next. Due to the length of hay baling season, we spend up to 5 days a week traveling public roads from April to November. Many of our customers are 15 miles or more from our farm, which takes almost an hour to drive in a tractor. Traffic on FM 39, OSR, and Highway 21 has grown exponentially in the last few years and the number of fatalities has grown as a result. Since 2015, our passenger trucks have thrice been forced into the steep ditches by near head-on collisions with careless drivers on cell phones, our main tractor was nearly hit head-on by a young woman who could no longer stand to be at the back of the pack and passed five cars on the narrow, very bumpy two-lane FM39, and numerous times we have nearly been involved in collisions because of illegal passing on curves, hills, or with on-coming traffic close at hand. Because our tractors travel less than 20 mph and our trucks pulling equipment travel less than 40 mph, we present a hazardous situation to ourselves and to the public moving 70 mph or higher on FM39, OSR, and Highway 21. It is for this reason that we choose to travel dirt roads that run either parallel or between paved roads. There are four other such custom baling operations in this area using this method to safely travel between customers' fields. This number does not include the many landowners moving tractors between fields and cattle leases in this manner as they avoid traffic on the paved roads. Please consider all of the slow-moving equipment operators who take advantage of the quiet dirt roads along the 8,000 acres to be affected by the proposed high speed rail project.</p>	Refer to LU-11 and TR-8.
Chris Feuhs	3/9/2018	Website	<p>We, Daniel and Caryn Feuhs, as members of Union Baptist Church of Madison County, are against the proposed high speed rail of Texas Central Railway. Members of the church were assured by Texas Central representatives at the initial public meeting, and in subsequent telephone conversations, that the church and adjoining cemetery would not be affected by the proposed high speed rail. These conversations took place while Union Baptist was in the process of constructing a new, larger building to house both sanctuary and classrooms. However, the information was recently changed and now the members have learned that Texas Central will be constructing an overpass bordering the cemetery. The issues at hand are both structural and peace. The literature provided by Texas Central states that vibration from the passing trains will not be felt beyond 275 feet from the right-of-ways. If the right-of-way borders our cemetery and the new church building adjoins the cemetery, then it will surely experience adverse structural effects. As for peace, the church body meets Sunday morning and Wednesday evening for worship. The members also gather for fellowship, revivals, and celebrations of life such as bridal and baby showers and weddings. Having trains whizzing by, if not over the cemetery, will mar the peace and solace one seeks at church.</p>	Refer to CR-8, SC-9, NV-1 and NV-5.
Douglas Fields	2/7/2018	Website	As a passenger rail user, I support the Dallas to Houston rail project.	Comment noted.
Reginald B. Fields	2/6/2018	Oral	My name is Reginald Fields, and I live at [...]. It is my understanding that the rail train is going to come right down beside my house. I am concerned for obvious reasons. No. 1, the high-voltage 1 electricity; my foundation, as well as the safety of the train being that close to my house. I would like to know if there is any interest in the Railroad Commission purchasing the house from me. I'm also concerned about the	Refer to BA-8, ED-2, NV-5 and VA-1.

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			value of my home, property value going down. I do think there are some alternative routes that should be considered rather than coming straight down 290 for the railroad. I am in favor of it but just a different route.	
Jose Figarella	2/6/2018	Website	It would be a beautiful thing if the plans include an expansion to San Antonio and or Austin. A plan for the future infrastructure of connecting our cities in Texas will be great for tourism an economy.	Refer to BA-2.
Susan Filesi	2/11/2018	Website	I am looking forward to the train. My family travels to Houston often. The traffic on 45 is too heavy. On a 3 or 4 day trip too much time is wasted driving. In heavy rain it is not safe. During storms like Hurricane Rita and Harvey 45 cannot handle the numbers of cars trying to find safety. I am looking forward to the everything about this train.	Comment noted.
Karina Filipovich	2/21/2018	Website	I fully support Texas Central's Dallas to Houston High-Speed Rail.	Comment noted.
Ron Fillmore	2/8/2018	Website	I am opposed to this HSR roposal	Comment noted.
Doretta Finch	3/8/2018	Email	To Whom It May Concern: I am against the high-speed rail from Houston to Dallas. * Noise: I am concerned with the noise level of 100 dBA. After reading research, I discovered cattle develop discomfort at 90-100 dB. This would effect cattle reproduction, feed efficiency, and health problems. I realize some of the high noise producing construction activities would be temporary, but our income relies on cattle production year round. Is that noise level included in IO0dB? Wildlife has always had free range on our property. Research stated the consistent noise can cause wildlife to vacate their home territory. * Permanent changes to landscape: Will the train tracks form a barrier dividing our property and restricting farm equipment and cattle to pass from one side of the property to the other? * Taxpayers: Dallas and Houston do not fall in the category of "What Areas Make High-Speed Rail Lines Successful." According to the Reason Foundation, successful high-speed rails operate in areas with high residential and commercial densities, low rates of automobile ownership, subway systems, and without nearby airports with low-cost air service. Dallas and Houston have low population densities, some of the highest rates of car ownership, and limited transit systems. They are not short on airports. So, if the high-speed rail is allowed and the passenger base is not there to pay for the funding, will the taxpayers be forced to pay the debt, or does the land go to Japan? What happened to ... "Buy American, Hire American"?	Refer to BA-4, GN-3, GN-4, GN-6, LU-11, NE-1, NR-1, PN-3 and TR-8. A construction noise assessment, consistent with FRA guidance, has been conducted for the project and will be further refined during engineering and design as construction details are determined.
George Finch	1/29/2018	Email	The public comment period for the proposed high speed train between Dallas and Houston should be extended to 90 days. The public needs enough time to review the lengthy document. TCR delayed the publication of this document for years, to have enough time to create it. We, the public, the people whose homes and lands are threatened also need sufficient time to review the document.	Refer to PI-3.
George Finch	3/8/2018	Website	I am opposed to the high-speed rail. *Land Use: With the rail dividing our property, we will be forced to decrease the cow/calf numbers, which will have a significant negative impact on family income. The rail itself will form a barrier restricting movement of cattle and equipment from pasture to pasture. There is a possibility that access will be restricted to the back section of our property.	Refer to LU-11.
George Finch	3/8/2018	Website	I am opposed to the high-speed rail. *Property devaluation *Taxpayers loss: taxpayers inevitably will have to bail out the failure of this project.	Refer to VA-1.
David Finke	2/7/2018	Website	This project is vital and in the Public Interest in so many ways. It deserves to be supported.	Comment noted.
Nicole Fiori	3/9/2018	Website	Nicole Fiori Please see attached Comment. Thank you. As a Cypress, TX resident and homeowner for nearly 12 years, I respectfully submit this comment to the Federal Railroad Administration ("FRA") Draft Environmental Impact Statement ("DEIS") for the Dallas to Houston High-Speed Rail project ("project") as proposed by the private company known as the Texas Central Railway ("TCR"). Thank you for this opportunity to comment. The comments below are not intended to be complete due to the discussed time constraints and missing Project details; rather, my comments provide an overview of core areas of concern based on facts known to date. Request for Extension I request a 90 day extension of the period to provide this comment to the DEIS as it is not feasible to adequately review and analyze the lengthy document in a 10 week period for a Project with such far-sweeping potential risks to property values, quality of life, area economic growth, safety, the environment, flooding, taxpayer funds, and our daily commute locally. General Comments I feel that there should have been far greater effort across mediums to notify the public as to the details of this Project and across all stages of the DEIS process. Even though this may not fall squarely on the shoulders of the FRA, this is a serious deficiency by the TCR and others to the detriment of Texas residents. The DEIS appears to be missing key facts needed to identify, understand, and communicate fully the risks Of the project and risk mitigation recommendations. By Of example only, TCR data and calculation models as to ridership projections and ticket costs. The DEIS should have discussion, analysis, and risk mitigation recommendations as to the economic Viability Of the project, risk Of the project not being profitable or being abandoned, impact if the Project is abandoned (during construction or operation phases), and risk mitigation recommendations. The DEIS appears to base much of the analysis on information submitted by TCR as true and complete. There appears to be a need for more independent verification and/or collection of additional information as to the Project, its viability, and its impact so as to conduct a robust	Refer to BA-4, ED-1, FP-1, GN-2, GN-4, GN-6, NE-1, NE-9, PI-1, PI-3, PN-3, SC-3, TC-3, TR-2, TR-3, TR-4, TR-6, TR-8, VA-1, WW-1 and WW-2. Fry Road would be crossed by the Project and would not be reconstructed, rerouted, or closed. Operations along Fry Road would continue. Refer to Section 3.11.4, Transportation, Affected Environment information.

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			<p>cost/benefit analysis. I do recognize the FRAS resource challenges in doing so, yet feel it is important due to the enormous and expansive risks to Texans With this project. The DEIS appears to need additional documentation necessary for the Project to comply with local, state, and federal laws in areas such as pollution, hazardous waste, oil and gas pipelines, endangered species, and flood control/drainage. Based on the facts known to date, the FRA should recommend a No Action Alternative as the risks are too severe for a train that Will not be cheaper nor faster nor alleviate any traffic congestion. Specific Comments Subject to the above Request for Extension and General Comments, the following are more specific comments as to the DEIS, Private companies are not typically the vehicle for controlling public use projects of this type, especially when there is such a great risk to taxpayers, property owners, and local residents. Transportation solutions are historically within the control Of city, county, and/or state government so that there can be a "public benefit" analysis, full transparency as to details, full accountability of our elected officials, proper analysis of competitive bids for a project with proper due diligence and analysis of contractors based on qualifications, experience, costs, etc...with contracts defining metrics and performance obligations, and proper and timely notice to voters of a project with the opportunity for voter engagement. The DEIS should have addressed the risks of a private company solely controlling this Project (and by a company who has never built nor operated a railroad) as compared to a Government entity controlling the project. Flood control/drainage is a critical issue in our area that is not being adequately addressed by this Project. In the Cypress area, we are seeing increasing flood events with a pattern of more intense storms coupled with existing drainage already strained by the building of the Grand Parkway, construction in The Bridgeland, Towne Lake, Cypress Creek Lakes, and the new commercial and residential developments slated for West/Northwest of the Cypress/NW Houston area. The drainage issues have increased year-over-year resulting in an increase of flooding homes and roadways and blocking us inside our homes for hours to days When roads are impassable. The DEIS is deficient in documenting, analyzing, and identifying flood control risks from this Project, and making risk mitigation recommendations. The DEIS should discuss the fact that eminent domain is not permitted by TCR as private company, and the additional costs and risks to property owners associated with the TCR's eminent domain plan. under this Project, a taking will occur both directly (property needed for the project) and indirectly (property negatively impacted by the Project). Such taking of hard-earned property of Texas residents by the TCR is egregious, dangerous precedent, and contrary to the law. The economic viability of this Project is a serious concern; yet TCR fails to provide the information relied upon to calculate the total cost of the construction (including financing costs), the projected operating costs, the projected ridership numbers, and the ticket cost. TCR also fails to provide clear methods of calculating such items. Notwithstanding this deficiency, using the information that has been provided and filling in some of the gaps through independent sources, there are serious concerns as to the economic viability of this project based on projected ridership, costs of project, and ticket prices to "break even". And, if this project is abandoned at any phase Of construction or operation, it will fall on Texas taxpayers to deal with the fallout via an unused eyesore of a rail that further harms property values, paying for dismantling of the rail, or financing the operation of a train that provides no benefit. I believe the DEIS should delve into the economic viability and abandonment risk areas with independent collection of facts and analysis and a risk mitigation recommendation. Of course, in order for the FRA to perform a proper assessment the TCR must provide full transparency into their cost models, including the projected cost, amount/terms of any financing (whether private or publicly funded), and information as to the names and amount of contribution of their private investors. There is a risk of current traffic congestion worsening as a result of this Project. By TCR's own admission and based on the known facts to date, the Project will not alleviate the traffic congestion anywhere in the State Of Texas. The DEIS should discuss in detail the risks Of this Project as to our regional traffic issues based on the years of projected construction, the closure (in full or in part) of private roads and feeder roads during construction and thereafter, and the taking of actual roadways to be used for the Project. The DEIS should provide a detailed, granular analysis on the impact on traffic during the construction mode and thereafter in a several mile radius from the rail line with a risk mitigation recommendation. The DEIS should contain a risk analysis and a risk mitigation recommendation as to this Project preventing or impacting any future local railway or other transportation solutions along the Highway 290 corridor and feeder roads from the suburbs through downtown Houston. We need local, effective solutions to our serious regional traffic issue as it is negatively impacting businesses, economic growth, safety, property values, and quality of life. I should not have to commute 1-2 hours each way to work from the suburbs. It should not take me 20 minutes to drive 1 mile in rush house to get from the freeway to my subdivision on Fry Road. Yet, this is the current traffic situation. This Project presents challenges to local traffic solutions ata later date since the project Will take up critical, limited space. The DEIS should discuss, analyze, and communicate the risks to such potential, future projects with a risk mitigation recommendation. The DEIS should delve further into the facts surrounding speed of travel, the ticket cost, and ridership projections. Otherwise, it is unclear how this project provides a benefit and how the project is economically viable as asserted by the TCR. Based on TCR's projected ticket cost, the price will not induce people to forgo other modes of transportation and will not be at a price point that drives new travelers to take the train who otherwise may not travel at all. The DEIS also does not appear to include in the ridership projection discussion the ability and likelihood of other modes Of transportation being more competitive through price reductions,</p>	

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			which they can do more easily due to the high costs of this Project. The DEIS should also analyze further the speed of travel vs. other modes of transportation with a "total time" analysis using drive time to the station (which is also an additional cost), time for stops/loading/unloading/waiting for a train, actual travel time, and time to drive from station to destination. Factoring in these additional time components, the travel time does not appear to be any faster on the rail vs. other modes of transportation. The DEIS is not robust in identifying, analyzing, and addressing risks of the Project in areas such as air/water/soil pollution, noise control, vibration impact, security/safety measures for riders on the train, risks Of terrorism to communities near the rail, impact to wildlife and endangered species, impact to historical sites (such as Cypress Top in Cypress), safety, impact to oil and gas pipelines in the area, impact to Texans from reduced fuel tax IF people choose to ride the train, aesthetics (depiction in the Statement appears to be inaccurate), impact to property value, impact to local businesses near the construction areas, and impact to first responders, school bus routes, and other critical functions in light of projected road closures. If given more time to review and respond to the DEIS, I could provide more detail as to various risks in these areas that should be addressed by the TCR and the FRA.	
Carrenda Firby	2/18/2018	Email	Opening: I object to the proposed High Speed (HS) Rail Line between Houston and Dallas for the following reason; the Texas Central Partners (TCP) preferred route will adversely impact the ability for emergency services to get to us in a timely manner, as these vehicles must travel through Waller County to get to our property. A slower response time for EMS and law enforcement will put us and our property at risk. Closing: I propose that the only reasonable choice in the final Environmental Impact Statement would be the NO BUILD option.	Refer to SS-23.
Carrenda Firby	2/18/2018	Email	Opening: I object to the proposed High Speed (HS) Rail Line between Houston and Dallas for the following reason; our home is in Grimes County, and our community straddles Grimes and Waller Counties. Texas Central Partners (TCP) preferred route for the proposed HS Rail Line will destroy property and property values in our community. The proposed route will be approximately 0.5 miles from our home. The HS Rail will destroy the appraised value of our home and property. The reduction in property values would necessitate an increase in the tax rates, in order for the taxing entities to have sufficient revenues to sustain typical levels of service, thereby placing further financial burden on my husband and I. This is money that we cannot replace, as we near retirement. Closing: I propose that the only reasonable choice in the final Environmental Impact Statement would be the NO BUILD option.	Refer to VA-1.
Carrenda Firby	2/18/2018	Email	Opening: I object to the proposed High Speed (HS) Rail Line between Houston and Dallas for the following reason; our quality of life will be adversely impacted from the inconvenience of disruption from the construction. Also the noise and vibration will impact us and our property. There have been no objective studies conducted or released to the public that determine/document the adverse impact of the train's vibration on our water well, septic system, or the structural integrity of our home and shop. Closing: I propose that the only reasonable choice in the final Environmental Impact Statement would be the NO BUILD option.	Refer to NV-1. Train vibration levels will be well below the threshold for damage to structures, including underground utilities. For construction in close proximity to utilities, mitigation measures (e.g. encasing pipelines) will be implemented as needed to avoid damage.
Carrenda Firby	2/18/2018	Email	Have a blessed day,	Comment noted.
Carrenda Firby	2/18/2018	Email	Have a blessed day,	Comment noted.
Carrenda Firby	2/18/2018	Website	I object to the proposed High Speed (HS) Rail Line between Houston and Dallas for the following reason; cutting off roadways we use on a daily basis to travel to work and church. The proposed route will cut through Riley Road and will add an additional 40 miles each day for my husband and me (approximately 11,040 miles a year). Additional wear and tear on vehicles and fuel not budgeted for when we moved here 4 years ago. Closing: I propose that the only reasonable choice in the final Environmental Impact Statement would be the NO BUILD option.	Refer to TR-6 and TR-8. As discussed in 3.11, Transportation , Riley Road would be crossed by Segment 5 of the Project. The Project would be built over the road and the road would not be modified.
Clay Firby	2/14/2018	Email	Opening: I object to the proposed High Speed (HS) Rail Line between Houston and Dallas for the following reason; our quality of life will be adversely impacted from the inconvenience of disruption from the construction. Also the noise and vibration will impact us and our property. There have been no objective studies conducted or released to the public that determine/document the adverse impact of the train's vibration on our water well, septic system, or the structural integrity of our home and shop. Closing: I propose that the only reasonable choice in the final Environmental Impact Statement would be the NO BUILD option.	Refer to NV-1. Train vibration levels will be well below the threshold for damage to structures, including underground utilities. For construction in close proximity to utilities, mitigation measures (e.g. encasing pipelines) will be implemented as needed to avoid damage.
Clay Firby	2/14/2018	Email	Opening: I object to the proposed High Speed (HS) Rail Line between Houston and Dallas for the following reason; our home is in Grimes County, and our community straddles Grimes and Waller Counties. Texas Central Partners (TCP) preferred route for the proposed HS Rail Line will destroy property and property values in our community. The proposed route will be approximately 0.5 miles from our home. The HS Rail will destroy the appraised value of our home and property. The reduction in property values would necessitate an increase in the tax rates, in order for the taxing entities to have sufficient revenues to sustain typical levels of service, thereby placing further financial burden on my wife and I. This is money that we cannot replace, as we near retirement. Closing: I propose that the only reasonable choice in the final Environmental Impact Statement would be the NO BUILD option.	Refer to VA-1.
Clay Firby	2/14/2018	Email	Opening: I object to the proposed High Speed (HS) Rail Line between Houston and Dallas for the following reason; the Texas Central Partners (TCP) preferred route will adversely impact the ability for emergency services to get to us in a timely manner, as these vehicles must travel	Refer to SS-23.

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			through Waller County to get to our property. A slower response time for EMS and law enforcement will put us and our property at risk. Closing: I propose that the only reasonable choice in the final Environmental Impact Statement would be the NO BUILD option.	
Clay Firby	2/14/2018	Website	I object to the proposed High Speed (HS) Rail Line between Houston and Dallas for the following reason; cutting off roadways we use on a daily basis to travel to work and church. The proposed route will cut through Riley Road and will add an additional 40 miles each day for my husband and me (approximately 11,040 miles a year). Additional wear and tear on vehicles and fuel not budgeted for when we moved here 4 years ago. Closing: I propose that the only reasonable choice in the final Environmental Impact Statement would be the NO BUILD option.	Refer to TR-6 and TR-8. As discussed in 3.11, Transportation , Riley Road would be crossed by viaduct by Segment 5 of the Project. The Project would be built over the road and the road would not be modified. Refer to Table 3.11-29: Roadways in Waller County Study Area .
Travis Fischer	3/9/2018	Website	For too long, Houston has depended only on highways and cars. We need to expand our transportation options in the region to include other modes of transit. The TCR high-speed rail is the first step towards that better future and I see it as an important step to improving our city and our state.	Comment noted.
Leonard Flake	1/30/2018	Website	We have gas wells on property. We have eagles nesting here. We have red tail hawks nesting here. We have great horned owls nesting here. We have lots of oil and pipelines running through our property. We have fiber optic cables running through our property. Have cougars with little ones here We have a working cattle ranch. We understand that they might cap off oil and gas wells in area. We count on money from these wells for our income. Again, I strongly do want them to stay off my land. I will have anyone coming on my place to survey or construction of rail arrested.	Refer to EU-2, NE-8, NR-2 and NR-3. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Leonard Flake	2/5/2018	Oral	My name is Leonard Flake and I am a concerned veteran. I fought for this country but I don't want to give my land up and I am going to fight for it just like I did my country and then having it taken away. I worked for the railroad a long time messed them up a little bit. But the thing about it is, I mean we have cattle that cross that land back and forth but we have tunnels under the railroad where I live and we have cows that won't go through that. We have to load them up on trailers and take them on the other side of the properties well, they won't cross that. And I have a very few of them that will go through that tunnel. And we have fiber-optic cable that goes through there and they are talking about shutting in these wells. We depend on that for a living. Now how are we going to make a living if they take it away from us? This is something I am totally against and everyone else there should be too. And I'm just hoping that we can do things to stop this from happening. If there are other ways in getting this. The only ones that are actually benefiting from this is people from the big cities like Houston and Dallas. And they are talking about, well maybe we will pay you for your property Okay. What are you talking about, like, one cent on the dollar? We've had our property a long time and I don't want to move. It took me a long time to just get my place where I wanted it. I don't know why it should be taken away from me now. Thank you.	Refer to LU-11, ED-2, SC-19 and VA-1.
Sandra Flake	1/30/2018	Handwritten	I feel that the damage done to properties and [sic] people need to live on far outweigh any good that could come from the high speed rail. We live on 182 acres of an area rich with wildlife. We have bald eagles, red-tailed hawks, great horned owls, cougars, red fox, and [sic] bobcats that live on and travel through. We also have cattle on the property. There are gas wells (which provide part of our income), gas pipelines and fiber optic cables going through on our property. I highly object to the high speed rail going through Texas and destroying the property and the lives of people living in our great state. I do not feel that our lives should be ruined by a train that will only shorten the trip from Houston to Dallas by a few hours. That is why we have airplanes!	Refer to BA-4, BA-12, EU-2, NR-3, NR-5 and PN-3.
Bret Flemmons	3/9/2018	Website	As a resident living very close to the proposed track line I do have concerns about the impact to the area during the construction period. As long as the proposed high-speed rail does not force Hempstead hwy. to be converted to a toll road and severely alter our ability to travel in and out of the area then it will have significant support. If a toll road is planned with the rail-line then there will be significant negative impact on the local businesses and our ability to trade with them as well as traverse the multiple cross streets in the area, causing a increase to the already congested traffic we have here. As long as these concerns are addressed, and the rail-line will not include a toll road and cause the problems associated with this then you can expect significant support from the residents and business in the area near the station and along Hempstead hwy.	Refer to TR-5.
Tyler Flook	2/16/2018	Website	I am writing to express my strong support for the Texas Bullet Train project and urge the Federal Railroad Administration to move forward with the timely review and approval of the project. It is a transformational transportation project that will connect the two economic hubs of Texas, Houston and North Texas, with one stop in the Brazos Valley, while respecting Texas lands and providing a safe, convenient and clean alternative to flying and driving. The recent release of the Draft Environmental Impact Statement (DEIS) confirms this conclusion with detailed	Comment noted.

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			data and projections. The Texas Bullet Train will utilize the world's safest mass transportation technology, the Shinkansen system, which has had zero crashes or fatalities in 53 years of operation. The project is expected to create more than 10,000 direct jobs per year during construction and more than 1,500 jobs permanently when operational -- at least 25% of them in rural counties along the route. It will be an economic driver for the state as well as all counties along the route. As an electric train, this system will also be the best environmental alternative as 4 of the counties served are already air quality non-attainment status. This innovative new industry reduces road congestion, improves local economies and creates new jobs for Texans. I welcome a faster, safer and cleaner transportation alternative to reduce congestion because it's good for Texas!	
Tress Flores	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Dr. Charles Florio	1/30/2018	Website	I am for the project as it will benefit Texas' largest number of taxpayers, millions of people who live in the Houston and DFW areas. The rest of Texas benefits from the taxes these millions pay. So, Texas needs to help Houston and DFW. The first speaker at the hearing asked the audience to raise their hands and keep them up if "you are against the train." I was the only person to my knowledge who did not raise their hand. I felt intimidated. There were about 4 speakers. I was going to speak, but did not as the speakers were hostile towards the FRA employees and I was afraid as I am 80 years old.	Comment noted.
Janice Floyd	2/6/2018	Handwritten	Too disruptive with noise. Destroys lovely country.	Refer to NV-1.
Joyce Floyd	1/16/2018	Email	I spoke with you a few days ago about a form like this. Please let me know if this form is acceptable to use. Thanks Joyce Floyd	Comment noted.
Leanne Floyd	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Ronnie Floyd	2/6/2018	Oral	Ronnie Floyd. I'm not a politician or a public speaker. I'm a rancher, farmer; have been all my life. My family settled here in 1831. It's been -- a member of my family owned the same land ever since. We fought the Indians, we fought the Mexicans, we fought the Yankees. Like this man is talking, we've got to fight for our neighbors. I had ancestors that fought World War I, World War II, the Korean Conflict, and Vietnam. Not all of them survived. We fought for this land. We need to try to keep it. And there's been numerous studies, I think five, possibly six, that show this is not economically feasible. And I support the no build. Thank you.	Refer to GN-3 and NE-1.
William F. Floyd	2/6/2018	Handwritten	It seems clear that the monetary benefits of the project are greatly outweighed by the costs, financial and otherwise.	Refer to GN-4 and NE-1.
Dresdene Flynn-White	2/16/2018	Website	I feel this rail is essential to achieving to economic potential of Texas. Corporations considering Texas will be deterred if our transportation systems do not support our economic potential.	Comment noted.
Carmen Foley	1/30/2018	Oral	It's kinda hard to follow. But I appreciate you saying that. I want to talk a little bit about the emotional impact of my family that this has. My name is Carmen and this is my victim impact statement. I use the word victim because all of us our victims of this train. My home with be	Refer to NE-1 and NE-8.

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			impacted within the two mile high-speed rail. My grandparents, James and Mary Aimsforth will see this train go straight through their land that they put their blood, sweat and tears into. We live in Concord, Texas. This peaceful land is where we decided to retire. The land where we hunt, fish, raise cattle, chickens and ride horses on. It's my personal therapy when I get off of work. It's our little piece of heaven on earth. This train already has affected my grandmother's health. The first thing that she does when she wakes up is think about it and it's the last thing whenever she goes to bed. Worry is what she does all day. The look of my grandfather's face is almost unbearable to see as he drives his mule or the tractor wondering about the future of his land. The land where we know the name of all the cattle in the herd. A special place where there is a beautiful new lake stocked with catfish. Where the great grandkids swim in the tank during the summer like I did when we were little. This special place of land is where the train will stride directly through destroying it. This is the same place that my grandfather had to run off the high-speed rail crew that illegally tried to cross the other fence. We did not give you permission. You still are not allowed on our land. How can you trust a company after they sneak on to your land after being told no. You will no longer bully our elderly. There is no amount of money that will buy our cherished land. We will stand up and not be silent victims to the forceful intimidation by these people. We all know this train with fail, but if we stand together the possibility that our future generations being able to enjoy the same life in Leon County that we have will happen. Thank you to all of the Leon County Commissioners and the Leon County Judge that has fought so hard to fight against this train. Thank you.	
James Foley	3/1/2018	Website	I am writing to voice my concerns over the proposed route of the Dallas-Houston HSR project. I am an environmental scientist/engineer with over 30 years of experience in environmental investigations involving soil, groundwater, noise, and air issues. It appears that the proposed route will bisect the Morgan Creek Legacy Farm located near the intersection of Highways 709 and 3194 in Navarro County. I have been a guest at the Morgan Creek Legacy Farm on several occasions along with guests from across the USA and Canada, Australia, and Japan. The Morgan Farm lies in a pastoral setting, with beautiful vistas and abundant wildlife. The Morgan family makes the facilities on the farm available to a wide variety of visitors from all over the world. It is a wonderful place to relax and recreate. It appears that grading the planned right-of-way through the Morgan Farm to below the existing current elevation will be necessary to lay the tracks. This will change the direction of precipitation run-off and impact the existing bodies of water and wetlands on the farm. As such, the impact of running a high-speed railway through the farm would be a threat to the wildlife on the farm, an eyesore and would destroy the aesthetic beauty of the place. There is an electric power substation on the adjoining property northeast of the farm and a northwest to southeast power line right-of-way which runs from the Huntsville area up to the southern part of the Dallas-Ft. Worth metroplex. It would make much more sense to take advantage of this existing thoroughfare than to forcibly create new one by the taking of property by eminent domain and destroying the Morgan farm in the process. The use of this existing right-of-way should be given priority consideration in your deliberations.	Refer to LU-5.
Laurie Foley	NA	Website	There is a historical cemetery on my county rd 219 AND a coveted evate soldier cemetery that will be demolished. Not to mention many of my neighbors homes, ranches.	Refer to CR-4. The intent of the methodology is to avoid impacting cemeteries and burials to the greatest extent possible. The Programmatic Agreement addresses unanticipated effects to burials should they be encountered.
Lesa Fontenot	3/9/2018	Website	I think the high speed rail line is a great idea so long as it is completed within the projected time frame because it will boost travel, commerce and trade between the two cities and everywhere in between.	Comment noted.
Kevin Fonville St	3/9/2018	Website	I think the high-speed train is a good idea I hope they go through with it	Comment noted.
Kevin Fonville St	3/9/2018	Website	I think the high-speed train is a good idea I hope they go through with it	Comment noted.
Scott Forbes	2/8/2018	Website	I am submitting multiple comments on several issues regarding the proposed high-speed rail line between Houston and Dallas, in particular with regard to potential adverse impacts to the Katy Prairie Preserve that has been protected by the Katy Prairie Conservancy: The proposed route would pass close to the Katy Prairie Preserve, within half a mile of the northern boundary of the Katy Prairie Conservancy's protected preserve properties, including the area where Warren Lake and the Matt Cook Wildlife Viewing Platform are located. The Wildlife Viewing Platform at Warren Lake is open to the public seven days a week, and is valued by birders and other visitors enjoying the natural setting and serenity of the lake, prairie, and wildlife. The project would have the following adverse impacts: Comment #1: Disturbance to Public Visitors to the Katy Prairie Preserve. Visitors to the Katy Prairie Preserve's Warren Lake and the Katy Prairie Conservancy's Matt Cook Wildlife Viewing Platform would be disturbed by the noise, vibration and visibility of an elevated train. The disturbance of wildlife at Warren Lake not only affects the birds and other animals that frequent the area, but also is a loss to the visitors that come to observe them from the public viewing platform. Comment #2: Wildlife Disturbance on the Katy Prairie Preserve. Warren Lake teems with wildlife year-round, and many waterfowl gather at the north shore, which is the area closest to the proposed route. The Katy Prairie is in the Central Flyway, and the over 20,000 acres	Refer to NR-1, NR-2, NR-5, NR-6 and RF-4.

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			that the Katy Prairie Conservancy has protected have been designated a Global Important Bird Area by National Audubon. The proposed rail route is directly in the path of a birds' northern and northeastern flyway approach to the lake. Many birds of the prairie are sensitive to light, sound and vibration and may be driven away. In addition to the proposed rail location, there is a maintenance facility proposed to be located just northeast of the Katy Preserve property. This facility, which is planned to occupy a footprint of approximately 120 acres and will be operated at night, will likely produce light pollution which can affect bird migration routes. Comment #3: Soundscape on the Katy Prairie Preserve. A train thundering by every 30 minutes would be an intrusion on the natural setting, and would seriously diminish this community asset for both people and wildlife. It is a serene place where one can hear the calls of native birds and insects. The soundscape is a very important feature that Katy Prairie Conservancy is trying to preserve. Quiet places are few and far between these days, and keeping the Katy Prairie Preserve's soundscape quiet should have high importance when considering the project's impacts. Comment #4: Land fragmentation along route. Many of the properties through which the bullet train is planned are large acre tracts. Land fragmentation impacts not only the landowners, but also the many plants and animals that live on the prairie and other lands in rural areas. Smaller degraded fragments do not support the diverse wildlife communities that flourish on larger undeveloped and undivided areas. Connections between habitat patches are extremely important to maintaining healthy populations, and the high-speed train corridor will disrupt those connections. Comment #5: Destruction of habitat along route. Many of the lands through which the high-speed railway will be constructed, on the prairie and throughout the rural counties, provide extraordinary habitat, which will be both destroyed and greatly altered. Rural lands are often seen as the path of least resistance because there are fewer landowners to object and fewer structures, when in fact we as humans are charged with protecting nature. Nature once lost is lost forever.	
Gary Ford	2/6/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas for the following reason: There is strong evidence to suggest that Texas Central Partners (TCP) and/or the Federal Railroad Administration (FRA) did not coordinate the DEIS effort with the local Grimes and Waller County governments, which is a violation of federal/state law and/or statute. I propose that the only reasonable choice in the final Environmental Impact Statement would be the NO BUILD Option.	Refer to PI-1.
Gary Ford	2/6/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas for the following reason: The Need and Purpose for this HS Rail project has not been addressed or demonstrated. Objective financial reviews, such as by the Reason Foundation, conclude that the project is not economically viable; that ridership will not match the number of people who currently fly between Houston and Dallas; that the project would lose hundreds of millions of dollars PER YEAR; and that tax payer dollars would be required. Amtrac does not generate positive cash flow and there is no proof that this boondoggle would either. I propose that the only reasonable choice in the final Environmental Impact Statement would be the NO BUILD option.	Refer to GN-3, NE-1 and PN-3.
Gary Ford	2/6/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas for the following reason: There will be a Public Safety risk from the increased traffic and movement of construction materials; from interference with Natural Gas and other pipelines. These and other hazards have not been addressed. I propose that the only reasonable choice in the final Environmental Impact Statement would be the NO BUILD option.	Refer to EU-1, EU-2, SS-19, and TR-6.
Gary Ford	2/6/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas for the following reason: Grimes County transportation and traffic problems will be worsened, whether the track is at grade or is elevated. There are already dangerous traffic incidents and tax payer inconvenience from existing traffic issues and road conditions. The HS Rail project will only make these situations worse, would further increase response times for emergency services, and would adversely impact school bus routes and travel times for students: closure of FM 1774 between Plantersville and Anderson (Grimes County); FM 1488 (Waller); Riley Road (Waller and Grimes); and many more. I propose that the only reasonable choice in the final Environmental Impact Statement would be the NO BUILD option.	Refer to SC-6, SC-7 and TR-8. Refer to Table 3.11-51: Waller County Roadway Modifications for a list of roadway modifications that would occur in Waller County.
Gary Ford	2/6/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas for the following reason: This area experienced flooding in April 2016, May 2016 and August 2017 (Hurricane Harvey). A construction project of this magnitude will harm Grimes County's ability to adequately provide remediation and protection from floods and the resultant destruction to roads and property. I propose that the only reasonable choice in the final Environmental Impact Statement would be the NO BUILD option.	Refer to FP-1, FP-4, SS-17 and WW-2.
Gary Ford	2/6/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas for the following reason: Our quality of life will be adversely impacted from the inconvenience of disruption from the construction; from the noise and vibration impacts to our persons and our property. There have been no objective studies conducted or released to the public that determine/document the adverse impact of the train's vibration on our water well and septic systems or on the structural integrity of our home. I propose that the only reasonable choice in the final Environmental Impact Statement would be the NO BUILD option.	Refer to NV-1, NV-5 and TR-6. Vibration levels will be well below the threshold for damage to structures.

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Gary Ford	2/6/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas for the following reason: The Texas Central Partners (TCP) preferred route will adversely impact the ability for emergency services to get to us in a timely manner, as the route bisects Grimes County. A slower response time for EMS and law enforcement will put us and our property at risk. I propose that the only reasonable choice in the final Environmental Impact Statement would be the NO BUILD Option.	Refer to SS-23.
Gary Ford	2/6/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas for the following reason: I have concern that my taxes will have to be increased to help pay for the high speed train when it starts to lose money just like with Houston's METRORail. The following from Reason Foundation supports the fact that the high spend train will probably lose money: 1. In the document (https://reason.org/wp-content/uploads/files/texas-high-speed-rail.pdf), one of the points given is a study in 2013 showing only two high-speed train lines made any money -Tokyo to Osaka and Paris to Lyon. All other high speed train lines in the world lost money. It goes on and shows that the Texas High Speed will have even less population density and higher car ownership which will cause the Texas ridership to be much lower than other high speed trains. 2. Also on the Reason Foundation site, it concludes that the proposed high speed rail project could lose over \$500 Million a year. I propose that the only reasonable choice in the final Environmental Impact Statement would be the NO BUILD option.	Refer to GN-2, GN-3, GN-4 and NE-1.
Gary Ford	2/6/2018	Email	I object to the proposed High Speed (HS) rail line between Houston and Dallas for the following reason: Our, Gary G Ford & Kim Ford, home is in Grimes County, and our community straddles Grimes and Waller Counties. Texas Central Partners' (TCP) preferred route for the proposed HS Rail line will destroy property and property values in our community. The proposed route will be approximately 0.58 miles from our home. The HS Rail will destroy the appraised value of our home and property. The reduction in property values would necessitate an increase in the tax rates, in order for the taxing entities to have sufficient revenues to sustain typical levels of service, thereby placing a further financial burden on my wife and me. We have already seen an increase in number of properties for sale in "Saddle Creek Forest" neighborhood with declining property values. This neighborhood is along the proposed train line. I propose that the only reasonable choice in the final Environmental Impact Statement would be the NO BUILD option.	Refer to LU-3 and VA-1.
Gary Ford	2/6/2018	Email	The HS Rail will destroy the appraised value Of Our home and property. The reduction in property values would necessitate an increase in the tax rates, in order for the taxing entities to have sufficient revenues to sustain typical levels of service, thereby placing a further financial burden on my wife and me.	Refer to VA-1.
Isaac Ford	2/19/2018	Website	Time has come. Rail system is badly needed to offset I-45 traffic volume.	Comment noted.
Jason Ford	3/5/2018	Oral	Thank you. Good evening. My name is Jason Ford. I'm Vice President of Regional Economic Development for the Greater Houston Partnership. And I'm here tonight offering comments on behalf of our president and CEO, Bob Harvey, who was not able to be here tonight. We're grateful to the Federal Railroad Administration for the opportunity to offer our comments today. The Greater Houston Partnership is one of the state's largest and most effective economic development and world trade organizations. We represent more than a thousand member firms that employ more than a fifth of the regional workforce in the eleven-county area. Our organization is focused on ensuring that Houston and Texas continue to offer one of the most competitive business climates in the world, and we work every day to bolster the business community and help create an environment where businesses can thrive. As part of this, we believe that growing our transportation connections is critical to our long-term success. The properly-funded bullet train helps build those connections, linking the two largest economies in the world -- excuse me, in the state, with a short 90-minute commute. But when combined, the Houston-Dallas-Fort Worth super-region would be the second largest region in the United States in both GDP and population, right behind New York City. The economic prospects of this are incredible. American workers will benefit from construction work, such as building the system and maintenance facilities, along with supplying materials and providing long-term support for the new rail. But beyond the direct benefits of the jobs created through the construction and operation of the new rail line, this would place Texas, and more broadly, the United States, on par with countries who are already experiencing the benefits of high-speed rail. So as the partnership travels the world recruiting companies to Houston, we marvel at the high-speed transportation options available. If we marvel at this infrastructure, we know the companies we are trying to recruit must also be marveling at this as well. So for American cities to compete with the great global cities of the world, it's critical that we remain on the cutting edge of technology and offer robust transportation infrastructure that's attractive and advantageous to the worlds' leading companies and talent. So on behalf of the Houston business community and members of the Greater Houston Partnership, we proudly support the Texas Central Railway's privately funded bullet train, and I urge the FRA to complete this review in a timely manner. Thank you.	Comment noted.
Richard Fordan	2/5/2018	Website	Economic & Population Growth in the Houston & Dallas metro areas will strain existing infrastructure. Given the large space requirements for additional traffic lanes, cannot build enough roads to meet traffic demand between the two cities. It would be too expensive and impractical compared to high speed rail. We need to be bold and build for the Texas of tomorrow now	Comment noted.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

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Lisa Foree	2/3/2018	Website	I am a resident of Freestone County and strongly oppose this project. It is wrong to take land that belongs to people that they have worked hard for and for a project that is no benefit to anybody but the foreign people trying to benefit financially. The project will affect every county that it passes through and not in a good way. I just wonder who is going to support this project once it does not succeed financially? I would imagine taxpayers. Bad idea and horribly wrong.	Refer to GN-4, NE-1 and SC-19.
Bobby Forrest	1/31/2018	Oral	I'm Bobby Forrest, and I am the Precinct 4 Limestone County Commissioner, and I don't think I've ever talked less than three minutes. But having said that, I thought long and hard back there about what to say. You've pretty well heard all the negatives and so forth, and -- and those are all real important. I was fortunate enough to be elected to serve the people of Precinct 4 in Limestone County, and those people are opposed to this. They're some of the best Americans, best Texans, the residents of Limestone County, and especially Precinct 4. And I grew up going down to that part of the country. I've helped haul hay down there. I've been stuck numerous times, and tried to beg for a tractor to get out when the roads weren't any good. We've really got things going good in that part of the county, but we do not need -- we don't need to talk -- I'm not going to talk about the things it will do. You've heard that from everybody else. Everybody knows it's a negative impact. But these people, and those citizens of Precinct 4, they don't need that train to go through to hurt them. They have the biggest hearts, family traditions, and those things do not need to be destroyed so that somebody can ride from Houston to Dallas. And I don't need three minutes to tell you that the citizens that have put their life blood in that are the losers. And we don't -- we don't need that. And I don't need three minutes to tell you, so I'm going to relinquish a minute of my time back to you, sir.	Comment noted.
Patricia Fortson	1/19/2018	Email	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail Project from Dallas To Houston. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to BA-4, BA-6, CR-4, ED-1, ED-2, EU-4, LU-2, LU-11 and NV-1. Section 3.2 Air Quality and Section 3.21 Greenhouse Gas Emissions contain detailed analysis of potential air quality impacts associated with construction and operation of the Build Alternatives. Both sections determined there would not be significant, long term adverse impacts to air quality, and a net reduction in both major pollutants and greenhouse gases. Temporary adverse air quality impacts associated with construction were discussed, and mitigation measures outline at the end of Section 3.2, Air Quality .
Bill Foster	1/30/2018	Email	I seem to remember a picture in the "Ellis County Press from 30 years ago and the Super Collider. It involved eminent domain. The picture was of Sheriffs deputies marching an 80? year old woman down the front steps of a house on a farm where she had been born because she had been evicted by the government in order to make room for a project that never came to fruition. She had been given property without fences where she could move her cattle. I don't remember if there was even a house on it. I just remember that she received less that what was promised in the Constitution and in the paperwork from the county. She died in a home that was not hers. I see this railway project as doing the same to our rural citizens again. Lets don't go there. This people mover won't fly!	Refer to ED-2.
Jodi Foster	1/30/2018	Oral	I do not want to lose my rib-eyes. I don't know where ya'll are from but I moved here from DC to Texas. Let me tell you this. I don't know how TCR can call itself a train when they have no engine, no tracks, and no cars. I have been a realtor for 35 years in Montgomery County. My husband and I drove here to support you people and represent for you because this is going to run right through the middle of their land and cut that ranch in half. They are here to say something about the environmental impact but I want to talk about is the emotional impact and that is so important. We here in Texas we value our family. We value our land. We value our traditions. And what you're going to let Texas Central Railway do is come in -- these people and people all up and down the line and it is going to devalue their property. Some of it will be un-useful. These are Texas heritage ranches over 100 years old like the gentleman just before. He came up and talked about generations and generations and decades. I don't know if ya'll know what ranching is or even if you have a house on a lot. People put the most money that they ever spend on their land and their home. Everything they have. I seen that as a realtor and I know the impact. We seen in first hand. We fought tooth and nail in Montgomery County. We had 806 people in our meeting to say no. We don't want it in Montgomery County for these reasons. Think about the environment, but think about the emotional impact. Think about what you're doing. You're tearing families and homes and ranches apart. You're tearing friends apart. The people have been here for years. I have to tell you something. You haven't seen anything bad until you seen a mad Texan. You doubt what I'm saying go read the book about Santa Anna and the Alamo.	Refer to LU-11, NE-1, NE-9 and VA-1.
Mary Foster	1/31/2018	Website	I am a landowner in Limestone County in the rural area of Personville, TX. I am one of 6 children who grew up there on our family farm. My brother and I co-own the family farm. Should this project be allowed, our family farm which was settled by my grandfather in 1911 would be very negatively impacted by this. We own approximately 25 cattle, a horse, some chickens, a turkey, two dogs and a cat, plus we have our	Refer to ED-2, GN-2, GN-4, LU-14, NE-1, NR-2 and SC-3. The Federal Railroad Administration has prepared this Final EIS in compliance with all applicable federal and state historic preservation

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			"old" farmhouse just sold to our oldest daughter and her husband and their 3 young children. They are learning how to help out on the farm and how everyone has a job to do. My husband is a retired Air Force veteran since 2000. My dad and all 3 of his brothers left the family farm during WW2 to go to 4 different places with the Army/Air Corp. The value of honoring veterans and Texas landowners should not be allowed to be tread upon by foreign investors backed by a shell company in Garland. We have worked all our lives since 2000 to take care of this farm/ranch along with my brother, and most recently, we have undertaken the construction of a new home. The environmental impact would be not only noise pollution, but animals that are native to this region which are in short if not extinct supply would be most negatively impacted. We have roadrunners which are not very common anymore. I saw one of the largest ones I've ever seen in my cabin's driveway recently. Also, there are trees including a native pecan tree which was planted by my grandfather in 1911. We have a settler's historic cemetery at Personville which is maintained by my husband and several others of the Personville Community Church board. We still have our reunion and talk about old times in Personville in October of each year. I'm not against progress, but I do feel with the cost of ridership, and the amount of money that has been lost in CA by a bullet train, that this project is not only undesirable economically, physically, and financially, it will not succeed. I don't want my farm to be used for raw materials and not ever have a chance to buy it back. This sham of a railroad doesn't have enough money because it is priceless to me and my whole family.	regulations. The Personville Cemetery was designated as a Historic Texas Cemetery (see Table 3.19-4 of the Final EIS). Cemeteries in Texas are protected under provisions of the Texas Health and Safety Code in Chapters 711-715, Title 13, Part 2, Chapter 22 of the Texas Administrative Code; and in Section 28.03(f) of the Penal Code of Texas which prohibits the use of cemetery property for non-cemetery purposes. As stated in Section 3.19.4.2.5, Cultural Resources, Affected Environment , Cultural Resources by County, Limestone County of the Final EIS, the Personville Cemetery, which was identified during the literature search but not field-inventoried, is not located within the Limits of Disturbance of Segment 4 (Build Alternatives A, B, D and E); it is situated approximately 525 feet to the west of Segment 4. As such, this cemetery will not be physically impacted by the project. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
William Foster	2/16/2018	Website	This will be an egregious misuse of eminent domain for a project that Texas does not need in this form. Really a people mover in a state where people prefer to drive Pickup trucks everywhere. It should just suck enough taxes out of the economy to force people to use it at the inflated price just to move between Dallas and Houston. This is a return to the European economic model where people don't have the wherewithal to move more than five miles from their abode by walking!!	Refer to ED-1, GN-4 and PN-3.
Mary Franco	3/9/2018	Website	I think this is a great idea, however I have heard that the ticket price would be equal to an airline ticket, I think it should be less, giving people who could barely afford the price of an airline ticket to go visit their families more often. Maybe consider the ticket price the same as a regular Amtrak ticket? I think people would rather drive if the ticket is too expensive.	Refer to SC-3.
Gary Frank	3/2/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5 and NR-2.
Steve Franko	2/15/2018	Website	I am very excited and encouraged for the HSR between Dallas and Houston, however very disappointed that the alignment of the Dallas station. This train should be as close to if not at Union Station Dallas. It does not make sense to have the station at the river bottoms not even close to other modes of transportation. Right now Union Station Dallas serves Dart, Trinity Rail Express, Dart Bus and Amtrak. Dallas Union Station, in my opinion is the only option to the HSR Terminal. Thank you. Steve Franko	Refer to GN-7, GN-8 and TR-3.
Ms. Frayser	3/5/2018	Oral	I live very close to here My subdivision is just around the corner: but I did not know about this meeting I learned about this meeting by watching the news: the 10-00 O'clock news last night So I really don't understand why because we have a very civic club. All the other subdivisions around here: we're very active. So I'm really kind of shocked that we weren't notified earlier of the meeting and didn't get a chance to our voice. So I would like very much: since this is going to significantly impact us: to have another meeting where I can get the neighborhood and let people know that they can do this I learned a lot today here about the impacts and about the finances. I do believe that I am going to end up as a taxpayer bailing this out. We heard a lot about the numbers being incorrect: which I believe. I've heard about how the rail from Houston to San Antonio didn't make. Well: probably a good reason. This summer I was in Colorado and they had a rail line going from Denver out to the airport and goes through Golden: because I was actually in Golden: and someone told me: Oh: yeah, that's all funded.	Refer to ED-1, ED-2, GN-2, GN-4 and NE-1.

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			It was supposed to pay for itself. But you can be on that train. There's not near enough people to cover the cost. So we need to look around the nation and all the projects that have been bailed out: all right? If they say it's privately funded: then why are they having to ask for a loan? And, now, the other thing I want to make and I think this is a comment that I really hope is stressed - this is Texas. You're asking for a fatal flaw. Well: here's the fatal flaw. They lied. They don't do the numbers correct My hairdresser: who is a single mom: her house is off of Hempstead Highway. They went to her two years ago and told her we have eminent domain and we need to sign this. You'll get more money if you sign early, but just lied to her: left: right and center. If she had to sell her house today, she would not be able to. If she had a financial crisis: she couldn't sell it because she has an option on her house. So that is a fatal flaw in the whole process right there. Just don't lie to Texans.	
Victoria Frayser	3/5/2018	Handwritten	NORTH WEST MALL - NO!! I live in Brookwoods Estates. NOISE!! I lived Near High Speed in UK. PLEASE - Move to Industrial Site or Better - NO HIGH SPEED. Taxpayers WILL have to fund!!	Refer to GN-7, NE-1 and NV-1.
Donald Freed	2/1/2018	Email	I would use this service, especially as a person who cannot drive.	Comment noted.
David Freeman	3/9/2018	Website	It would be better if the train were a high speed magnetic rail train . The track for this type, would cost millions of dollars less to build. Even more money would be saved if the entire track was on the ground, this design works better for circuit boards... The magnetic train would go faster making it more difficult to damage the train in a collision... so the train nor the track is physically damaged then the only liability would be the person or vehicle or object that was physically on the track itself... with a yellow light warning system 30 minutes prior to the arrival of the train going to orange 10 minutes prior to going to read five minutes prior to a company with a loud horn signaling the train is passing ... The train itself would pass in the moment ... The danger would only be less then > four minutes... The train itself would be accompanied with a loud sound and a red light ... At about 700 mph. With a low-speed steam engine going from Louisiana casinos to Fort Worth Stockyards (stopping near Tyler and in Dallas) , and a high speed Magnetic rail system going from Dallas to Houston and then from Houston to Longview would create a prosperity magnified heart.	Refer to BA-4, NE-1 and PN-3.
Roger Frey	2/27/2018	Website	The railroad makes an unnecessary impact on a large area. It destroys large areas of private land that is home to many native species. The train will be a failure economically and disrupt people and animals with the noise. Even if elevated, the frequency of the trains will change the patterns of animals due to noise. Prevent this destruction of habitat just to make more money for the big spenders	Refer to NR-1 and NR-5.
Friends of NFA	2/9/2018	Website	Our organization is 100% i favor of this project as it promotes the use of passenger rail in the USA. We are a regional support group for the Heartland Flyer passenger train and the Texas Central project would greatly help with ridership and local support. It is difficult to understand why anyone would not support a great rail project that is privately funded. We Vote YES! Friends of NFA	Comment noted.
Tammie Fritz	3/9/2018	Website	Do I want a high speed rail that can get me from Dallas to Houston in the time it takes me to get from McKinney to Dallas during rush hour? Yes. Build the train- and while you're at it, can we expand DART to McKinney?	Comment noted.
Kylie Fruge	2/17/2018	Website	I support this high-speed railway because it will provide a safe mode of transportation for my generation	Comment noted.
Kylie Fruge	2/17/2018	Website	I support this train because of the efficiency it will produce and how little it will negatively effect the environment	Comment noted.
Kylie Fruge	2/20/2018	Website	Approximately 100ft-500ft will be used for the train system and facilities (DEIS Section ES 2)	Refer to LU-14.
Nathan Frumkin	1/7/2018	Website	We own the property South Of the Beltline Road in Dallas County, which you are going to cross with the HSR (" "). Per your typical sections the access roads, which you show on one side, are one-way 12' wide roads. This will not work for our property access, because the City of Lancaster require at least two means of ingress and egress from the public road not less than 24' wide for fire accessibility. The elevated Beltline Road will not provide an access to our property too. our property zoned PD-067, Lanport District (City Ordinance 2008-03-12, Exhibits A-6 and A-7), Subdistrict: Logistics Port A-LPA (Light Office/Industrial Zone). Without adequate Beltline service roads, the City will not let us to develop whatever will left from the property, and it will be practically landlocked. Attached is a copy of your drawing NO. RDY-DS-04002 to which I have added (in blue) the requested necessary public roads to provide the minimum required access. We are requesting to include in your design the necessary Beltline Service Public roads to both parts of our divided property to provide the minimum required access. Please include this comment as an official comment to DEIS. Please confirm by email or call me at " " that you have received this info. Thank you. on wed, Jan 24, 2018 at 11:55 AM, wrote: Message: We own the property South of the Beltline Road in Dallas County, which you are going to cross with the HSR (" "). Please take a look page 21 on the link below. Looks like you will elevate the Beltline Road and landlocked all our land, especially the East part of it. Are you going to provide the service roads to make the access to our property on both sides of HSR? Also, please give me a contact person name and the phone number, who I can discuss this issue with. I ask this question the Texas Central, bur never got the answer. I am waiting for these answers before I can give you permission to survey on my property.	Refer to TR-8 and TR-10. Beltline Road would no longer be reconstructed over the Project (as shown in the Draft EIS). Beltline Road would not be reconstructed and the Project would be constructed over the road on viaduct.
Nathan Frumkin	1/16/2018	Email	Please take a look the page 21 on the link below. Looks like you will elevate the Beltline Road and landlocked all our land, located South of the Beltline Road at [...]. It is not acceptable to us. I will not let the survey or any other work on my property until I will have statement from the Project owner that my land will not be landlocked and will be provided with the accessible road frontage, and connection between two parts of our property, which you split.	Beltline Road would no longer be reconstructed over the Project (as shown in the Draft EIS). Beltline Road would not be reconstructed and the Project would be constructed over the road on viaduct.

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Nathan Frumkin	1/24/2018	Email	We own the property South of the Beltline Road in Dallas County, which you are going to cross with the HSR ([...]). Please take a look page 21 on the link below. Looks like you will elevate the Beltline Road and landlocked all our land, especially the East part of it. Are you going to provide the service roads to make the access to our property on both sides of HSR? Also, please give me a contact person name and the phone number, who I can discuss this issue with. I ask this question the Texas Central, but never got the answer. I am waiting for these answers before can give you permission to survey on my property. Thanks.	Refer to TR-8 and TR-10. Beltline Road would no longer be reconstructed over the Project (as shown in the Draft EIS). Beltline Road would not be reconstructed and the Project would be constructed over the road on viaduct.
Nathan Frumkin	1/24/2018	Email	What is the agenda of the Dallas County, Monday, January 29, 2018 meeting? Please email it to me ASAP.	Refer to PI-6. Hearing materials (Public Hearing boards, PowerPoint presentation, and fact sheet) were made available on the project website (https://www.fra.dot.gov/Page/P0780).
Nathan Frumkin	1/27/2018	Email	In addition to email we sent you on January 24th: We Own the property South Of the Beltline Road in Dallas County, which you are going to cross with the HSR ([...]). Per your typical sections the access roads, which you show on one side, are one-way 12' wide roads. This will not work for Our property access, because the City Of Lancaster require at least two means Of ingress and egress from the public road not less than 24' wide for fire accessibility. The elevated Beltline Road will not provide an access to Our property too. Our property zoned PD-067, Lanport District (City Ordinance 2008-03-12, Exhibits A-6 and A-7), Subdistrict: Logistics Port A-LPA (Light Office/Industrial Zone). Without adequate Beltline service roads, the City will not let us to develop whatever will left from the property, and it will be practically landlocked. Attached is a copy Of your drawing NO. RDY-DS-04002 to which I have added (in blue) the requested necessary public roads to provide the minimum required access. We are requesting to include in your design the necessary Beltline Service Public roads to both parts Of Our divided property to provide the minimum required access. Please include this comment as an official comment to DEIS. Please confirm by email or call me at [...] that you have received this info.	Beltline Road would no longer be reconstructed over the Project (as shown in the Draft EIS). Beltline Road would not be reconstructed and the Project would be constructed over the road on viaduct.
Nathan Frumkin	1/27/2018	Website	We own the property South of the Beltline Road in Dallas County, which you are going to cross with the HSR ("_"). Per your typical sections the access roads, which you show on one side, are one way 12' wide roads. This will not work for our property access, because the City of Lancaster require at least two means of ingress and egress from the public road not less than 24' wide for fire accessibility. The elevated Beltline Road will not provide an access to our property too. Without adequate Beltline service roads, the City will not let us to develop whatever will left from the property, and it will be practically landlocked. We are requesting to include in your design the necessary Public roads to both parts of our divided property to provide the minimum required access. Please include this comment as an official comment to DEIS.	Refer to TR-8 and TR-10. Beltline Road would no longer be reconstructed over the Project (as shown in the Draft EIS). Beltline Road would not be reconstructed and the Project would be constructed over the road on viaduct.
Nathan Frumkin	1/29/2018	Handwritten	We Own the property South of the Beltline Road in Dallas County, which you are going to cross with the HSR (1000 Beltline Road, Lancaster, TX 75146). Per your typical sections the access roads, which you show on one side, are one-way 12' wide roads. This will not work for our property access, because the City of Lancaster require at least two means of ingress and egress from the public road not less than 24' wide for fire accessibility. The elevated Beltline Road will not provide an access to our property too. Our property zoned PD-067, Lanport District (City Ordinance 2008-03-12, Exhibits A-6 and A-7), Subdistrict: Logistics Port A-LPA (Light Office/Industrial Zone). Without adequate Beltline service roads, the City will not let us to develop whatever will left from the property, and it will be practically landlocked. Attached is a copy of your drawing No. RDY-DS-04002 to which I have added (in blue) the requested necessary public roads to provide the minimum required We are requesting to include in your design the necessary Beltline Service Public roads not less than 24 feet wide to both parts of our divided property to provide the minimum required access. Please include this comment as an official comment to DEIS.	Refer to TR-8 and TR-10. Beltline Road would no longer be reconstructed over the Project (as shown in the Draft EIS). Beltline Road would not be reconstructed and the Project would be constructed over the road on viaduct.
Jeremy Fuchs	3/9/2018		The Texas and Southwestern Cattle Raisers Association (TSCRA) appreciates the opportunity to comment on the Draft Environmental Impact Statement (Draft EIS), regarding the Dallas to Houston High-Speed Rail Project. T SCRA is a 141 -year-old trade association and is the largest and oldest livestock organization based in Texas. TSCRA has more than 17,500 beef cattle operations, ranching families and businesses as members. These members represent approximately 55,000 individuals directly involved in ranching and beef production who manage four million head of cattle on 76 million acres of range and pasture land primarily in Texas, Oklahoma and throughout the Southwest. With extensive experience in other transportation corridor matters, T SCRA believes the Dallas to Houston High-Speed Rail will have significant environmental impact, to include detrimental effects on cattle, other livestock, agricultural operations and farmers and ranchers on the path Of the proposed rail line A number Of significant issues are not adequately addressed in the Draft EIS, and TSCRA seeks to ensure these issues, questions and concerns are thoroughly addressed prior to FRA adoption of a final EIS. The Draft EIS, on page 28 within the Executive Summary, indicates that the project "would not result in a significant impact or loss to crop yields, livestock numbers or the state agricultural economy." T SCRA strongly disagrees with this conclusion provided for within the Draft EIS. In fact, agricultural operations, especially those related to the raising Of cattle, will be disproportionately impacted by the project. How, specifically, did FRA devise their conclusion? Further, can FRA provide the evidence on which their statement Of no significant impact is based?	Refer to LU-2, LU-11, NR-1, NR-6, NV-1 and TR-8. The Project's limits of disturbance represents a small fraction of the region's total agricultural productivity and is not expected to adversely impact agricultural sectors of the economy, as discussed in Section 3.13, Land Use .

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			<p>Section 3.13 of the Draft EIS indicates the total market value of agriculture as being more than \$25 billion dollars. While this may be an accurate reflection of cash receipts for agricultural commodities, such as livestock, it does not include the significant upstream and downstream components of the industry, which has an annual economic impact of more than \$100 billion dollars in Texas. TSCRA poses the question of the Draft EIS: What is the full economic impact of the project on the agriculture sector, not limited to cash receipts? Texas has also experienced a decline in agricultural lands as those lands are converted to non-agricultural use. The proposed rail line will continue to exacerbate the troubling trend. While the Draft EIS appears to account for the actual acreage that will be taken for the berm, tracks, stations and other physical components of the rail line, it does not seem to account for the loss of agricultural lands due to hardship placed on the current and future owners of traversed, adjacent and nearby property. Was any analysis conducted of agricultural land loss due to indirect factors such as landowner impact? If not, TSCRA requests that a full analysis of potential agricultural land loss be conducted prior to any further consideration. Additionally, has any analysis been conducted of land loss for specific tracts within the study area due to effective usability of those tracts of land? If not, TSCRA requests that the effect of the project on individual land tracts be included in the EIS. As described in Figure 2-26 of the Draft EIS, 10 counties have the potential to be traversed by the proposed project. These include Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller and Harris counties. All of these counties have significant agricultural operations, including cattle. As the Draft EIS states, livestock contribute significantly, often predominantly, to the viability of rural economies. While the study uses 2012 Agricultural Census data, more recent 2017 USDA County Estimates indicate that the 10-county study area is home to more than 582,000 head of cattle. While not a large percentage of the states' total, the more than half-a-million head of cattle in the study area represent the livelihoods of the men and women who raise those animals for a living. It is also an important economic driver for rural communities. The Draft EIS indicates that the project would not have a significant impact on agriculture, however it fails to consider the microeconomic level of impact on individual producers, animals and communities in the affected project area, TSCRA requests that FRA fully substantiate the assertion that the project "would not result in a significant impact or loss to crop yields, livestock numbers or the state agricultural economy," by conducting further microeconomic analysis on the impact to affected producers and rural communities. Related to land use, landowner hardship and agriculture productivity is also the issue of noise and vibration arising from the construction and operation of the Dallas to Houston High-Speed Rail Line. A memo published by the High-Speed Rail Authority in California indicated that a train going 106 MPH would create 71 decibels 150 feet from the track and a train going 220 MPH would create 83 decibels 150 feet from the track. According to Table 3.4-12, FRA's analysis of noise impact often occurred at distances in excess of 200 feet from the nearest rail, giving an incomplete analysis of the impacts on animals and their caretakers when closer to the track. It is reasonable to presume that both animals and their human caretakers would regularly be in closer proximity to the tracks. According to the National Institute of Health's National Institute on Deafness and Other Communication Disorders, noise-induced hearing loss can occur in humans from long or repeated exposure to sounds at or above 85 decibels. A rancher working or tending cattle near the tracks may regularly be exposed to such noise levels. Was any data collected by FRA that assesses the impact potential for humans in such proximity to the rail line as a course of their day-to-day employment? If not, TSCRA requests that FRA conduct a full assessment of potential human harm from noise exposure at distances closer to the rail line than previously evaluated. Like humans, cattle are also affected physiologically and psychologically by what they hear. According to a 2006 Beef magazine article by Dr. Jon Watts, PhD, "recent research suggests environmental sound has considerable influence on the behavior and physiological response of beef cattle. And that has important implications for handling and managing them." Cattle are, in fact, able to hear a much wider range of sound frequencies than humans, 16 to 40,000 Hz in cattle, compared to 12,000 to 15,000 Hz in humans. The Draft EIS in its current form does not provide adequate analysis of the noise frequency and level to which livestock will be regularly exposed. Table 34-4, and the document on which it is based, FRA, "High-Speed Ground Transportation Noise and Vibration Impact Assessment," Final Report DOT/FRA/ORD-12/15, September 2012, appears to arbitrarily set a noise exposure limit for livestock and wildlife despite the report's own assertion in Section A.5.1 that "for animals, the effects are not easily determined." In cattle, intermittent sounds can be particularly stressful, especially if they are sudden and at a loud volume. A train passing every 30 minutes could have a significant impact on cattle by way of added stress and changed routine. It may also inhibit, due to noise stress, the grazing of otherwise viable pasture land. This is likely to reduce productivity in weight gain and will thus have a detrimental effect on the overall economic productivity of ranchers in the area impacted by high-speed rail noise. In fact, in a court decision that reached the Minnesota Supreme Court, Harlan Poppler, et al. Respondents, vs. Wright Hennepin Cooperative Electric Association, it was decided that such an impact on lost productivity due to nuisance and change of routine in livestock was grounds for the award of significant damages. Although the case centered around an electrical line that interfered with a dairy operation, the basis of the jury award, which was upheld by the court, centered around the nuisance and trespass created by the project, which would also potentially apply to the construction and operations of a high-speed rail line. TSCRA strongly encourages further study on the impact of noise and vibration to health and productivity specific to livestock operations in the study impact. TSCRA also raises significant concerns in the way landowners will be able to access, maintain and utilize their property after it is bifurcated by the Dallas to Houston High-</p>	

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			<p>Speed Rail Line. This is especially important for agricultural uses, as these landowners depend on their land for their livelihoods and that of their families. In the Draft EIS, FRA appears to simply accept the Texas Central Rail (TCR) scheme for allowing landowners to access portions of their property separated by the rail line without further analysis. While TCR makes assertions, it has no requirement nor oversight to ensure that it will work with impacted landowners to provide whatever access to bifurcated property necessary. T SCRA urges FRA to conduct further analysis and implement strict oversight of TCR in these matters to ensure the present environment is maintained without detriment.</p> <p>As a portion of their plan to avoid separating landowners from parts of their property, T CR has proposed the implementation of "animal crossings" within the raised-berm portion of the project. Their engineering drawings, presented in Appendix G, page 4539 of the Draft EIS, demonstrate that these "crossing plans" are little more than box culverts. In addition, the proposed dimensions of these culverts are not sufficient to allow for continued agricultural operations on the separated portion of property. The animal crossing plans proposed by TCR, and blindly adopted within the Draft EIS, propose several types and sizes of culverts for different types of animals, separating large and small species. For small animals, the plans call for a six-and-a-half-foot square culvert with a ledge on which animals may cross. If a landowner does not have large animals, such as cattle, on the property at the time of construction, this effectively curtails the landowner's ability to ever raise such large animals on the separated portion of the property, as the dimensions are not sufficient to allow for their easy passage. The size also does not allow for even a pickup truck, a vehicle that is essential to caring for all manner of livestock, to pass. The Ford F-250 is a prime example of a common vehicle used on cattle ranches. From the factory, it measures 80 inches wide by 82 inches tall. This is two inches wider and four inches taller than the proposed culvert. The culvert design for large animals is larger at 23 feet wide by 11 _5 feet tall. However, it too faces similar limitations. Ranchers frequently supplement cattle grazing with hay, and pastures are also regularly used to grow hay that is baled and stored for use during drought or winter. Both of these activities require the use of farm tractors. Large tractors often used in these jobs come dangerously close to the culvert height. A 2016 John Deere 8400 is almost 11 feet tall, while others easily eclipse its height, especially with implements attached. Even a simple hay cutter, Figure 1 an implement necessary in the hay baling process poses a significant concern in relation to the proposed crossing dimensions, as the cutter far exceeds cab height when folded for transport, as shown in Figure 1. This size of culvert could also prevent the landowner or future landowners from repurposing their property from a livestock operation to a row-crop operation, which often requires even larger equipment. Finally, the Draft EIS does not adequately account for how these types of crossings will be maintained to avoid regular flooding and waterlogged soil within the crossing. These considerations are essential as a rain event may strand livestock on one side of the tracks without sufficient access to food, care or clean drinking water. Further, deep mud within a crossing may imperil the lives of cattle and other animals should they become stuck.</p> <p>Regardless of the type of animal crossing employed, the Draft EIS is unclear as to how and when these types of crossings will be implemented and by what standards their use will be overseen to prevent irreparable damage to current and future land uses. T SCRA urges FRA to conduct a more thorough review of these animal crossing plans and provide specific recommendations to mitigate the impact on animal and human access to land separated by the rail line on a tract specific basis. T SCRA greatly appreciates this opportunity to raise concerns and pose questions in regard to the Draft EIS for the Dallas to Houston High-Speed Rail Project. TSCRA maintains serious concerns about analysis within the Draft EIS in relation to the impact on livestock and agricultural economies, the potential for conversion of land to non- agricultural use, the physical and psychological hardships to be borne by individuals and livestock animals, including adverse health effects on both humans and animals as well as the impact on the livelihoods of these individuals, and excessive limitations that will be placed on current and future land use. We ask that FRA thoroughly review our comments so the concerns of Texas ranchers and landowners who will be affected by the project may be fully addressed prior to any further considerations or findings. We look forward to a continued dialog to achieve additional clarity on our areas of concern. If you have any questions regarding these comments, please contact Jeremy Fuchs at 512469-0171 or ifuchs@tscra.org.</p>	
Daniel Fuentes	2/23/2018	Website	I support this and believe it will help expand the Texas economy.	Comment noted.
Sergio Fuentes	1/25/2018	Email	Excited for the possibility of taking this train to the Dallas area instead of having to fly or drive. Does the pricing expect to be lower than flight prices? Also, will there be locations to park and/or rent vehicles (like National) near the stations? Hope this actually happens and you can connect all of Texas in the future!	Refer to GN-6, SC-3 and TC-5.
Takanobu Fujita	3/8/2018	Website	During the 2011 Tōhoku earthquake and tsunami of Japan, thousands of lives were lost. For those that survived, many came back to nothing; their homes and communities destroyed, memories of their loved ones gone. Millions were ultimately displaced, nowhere to go, no one to rely on. One man by the name of Robert E. Morgan, without hesitation, opened his Morgan Legacy Farm located near FM 709 and 3194 to those affected by the earthquake and tsunami, so that they could once again experience normalcy and peace. How did one man in the heart of Texas affect so many people in a country several thousand miles away? One year after the Tohoku earthquake and tsunami, the 2012 Japan-America Grassroots Summit was hosted by the communities of Dallas-Fort Worth. The participants from Japan included many students and adults from the ravaged communities of the Tohoku region. Their lives barely rebuilt, it was an opportunity for them to visit a country and	Refer to LU-5.

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			a state who shares the same values as they do: honor, compassion, humility. It was also an opportunity for the citizens of Texas to help their brothers and sisters in a time of healing. I asked my friend, Robert E. Morgan, how we could help my fellow countrymen. Immediately, Robert wanted to open his Morgan Leagacy Farm to everyone that was coming to the Grassroots Summit. He provided lodging, food, staff to help provide tours and entertainment, all at his personal expense. I can still vividly remember the kids running wild to the lake, excited that they could fish again, something they were not allowed to do in the radioactive areas of the Tohoku region. The adults horseback riding, all with smiles on their faces, something that was missing since the days of the disaster. I could see relief on the faces of the elders as they rode a carriage across the fields of Morgan Legacy Farm. For a moment in time, a man from Texas was able to lift the spirits of a nation, a nation that needed help, a nation that needed someone to say, "You're going to be okay." That someone that day, was my friend Robert E. Morgan. I ask you today to show the same compassion that Robert E. Morgan showed the citizens of Japan that day and preserve the land that his Morgan Legacy Farm humbly sits on. If one man can help a noble nation, I believe a nation can help a noble man. Robert E. Morgan has and will continue to serve and help countless others; please allow him to use Morgan Legacy Farm the way that would make you proud. Morgan Leagacy Farm - located near FM 709 and 3194 in Navarro County	
Eileen Funk	2/28/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
Eileen Funk	3/5/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
Eileen Funk	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
Darren Furtick	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.

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			6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	

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Fabrizio Gabbiani	12/19/2017	Email	The Draft EIS looks like a solid document. We look forward to being able to benefit from modern and rapid transportation between two major economic areas in Texas.	Comment noted.
Fabrizio Gabbiani	1/17/2018	Email	To whom it may concern: I have taken the high speed trains in Japan on which the Houston Dallas project is based. They are spectacular and serve their customers and the broader public exceedingly well. Texas will largely benefit from implementing them, both economically and environmentally.	Comment noted.
Bob Gage	2/1/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason. Inadequate/Insufficient Documentation; "No Build Alternative" - (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8). The Public is NOT going to accept from the FRA general statements that support the HSR without the FACTS to back it up. The appropriate level of detail to support the FRA's claims about the No Build Alternative simply does not exist in the DEIS. Rationale is included in another comment on this subject due to space limitations. The FRA also mentions there would be no improvement of safety on I-45 with the No Build Alternative. The FRA must quantify that claim BEFORE it can be used to support the FRA's conclusion that the No Build Alternative is not an option. Therefore, the FRA does NOT provide adequate documentation for elimination of the No Build Alternative. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to BA-6.
Bob Gage	2/1/2018	Email	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason. Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public Safety (Ref: DEIS Appendix F TCRR FDCE v7 REPORT: Sect. 3.12, Pg. 49 of 199; Sect 4.1, Pg. 62 of 199; Sect. 4.2, Pg. 63 of 199; Sect. 4.4, Pg. 64 of 199). Question 1: Were any risk management systems applied to Emergency Response for the HSR if there is a shut down or emergency situation in an isolated area; i.e., if there is a problem out in the middle of nowhere? Question 2: What Risk Management System has been applied or what Emergency Response Planning been has done to handle high elevation rescue of the Public in case of a shut-down or incident in the middle of nowhere during operation? Question 3: The same question would apply to the Construction Phase, also. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. William R. ("Bob") Gage, Jr. [...]	Refer to SS-3, SS-18 and SS-19.
Bob Gage	2/1/2018	Email	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason. Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR and Emergency Response Planning for Public Safety Ref: DEIS Appendix F TCRR FDCE v7 REPORT: Sect. 3.12, Pg. 49 of 199; Sect 4.1, Pg. 62 of 199; Sect. 4.2, Pg. 63 of 199; Sect. 4.4, Pg. 64 of 199). Comment: If the FRA is responsible for "RR Safety", it is inconceivable that the FRA is considering giving a private company's application to construct and operate an HSR a green light WITHOUT the application of a Comprehensive Risk Management System, particularly since the lives of the public hinge on its safe and secure construction and operation. That sort of lack of credible oversight by the FRA, a Federal government agency responsible for "RR Safety" could easily be considered "Negligent," to say the least. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. William R. ("Bob") Gage, Jr. [...]	Refer to SS-19 and TR-6.
Bob Gage	2/1/2018	Email	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason. Inadequate/Insufficient Documentation to eliminate "No Build Alternative" - (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8). The FRA does NOT provide adequate documentation for elimination of the No Build Alternative. First, any claim regarding this Project being a traffic solution or congestion relief has been contradicted by TCRR many times...and we in the opposition have that documented. TCRR has stated...or, perhaps, admitted...that this Project will NOT solve any perceived traffic issues, particularly near the big cities. Second, the FRA must show more data regarding future estimates of traffic volume. After researching past predictions, it is found that today's traffic volumes on I-45 have in no way even come close reaching those predictions. In fact, it has only reached roughly one half of those predictions. Third, the FRA simply makes the statement that No Build would provide no Alternative Transportation Needs. Where is the FRA's statistical proof of such "NEEDS"? No data is shown by the FRA. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. William R. ("Bob") Gage, Jr. [...]	Refer to BA-6, NE-1 and PN-3.
Bob Gage	2/1/2018	Email	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason. "No Build Option" Must be Reconsidered - (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8). Here are reasons the "No Build Alternative" MUST be reconsidered by the FRA. First, the claims by the FRA on I-45 transportation predictions, traffic congestion, safety on I-45, and transportation alternatives are not adequately supported with detailed facts. In fact, the opposite cases have been made with much more facts. Second, the "Public Need" has never been established in the DEIS by the FRA. Third, "Public Need" must clearly be established due to the huge negative impact on landowners' property, homes, cemeteries, livelihood, existing public roads, and county maintenance revenues. That has not been adequately covered by the FRA DEIS. Further, it has not been quantified by the FRA like the other things that support the HSR have been quantified for comparison purposes. In other words, the FRA's DEIS is simply a "thumb on the scale for TCRR's benefit" without the facts to back it up. I	Refer to BA-6, GN-2, NE-9 and PN-3.

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			propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. William R. ("Bob") Gage, Jr. [...]	
Bob Gage	2/1/2018	Email	<p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason.</p> <p>Failure to consider Increased Acreage and Adverse Public Safety Impacts - "No Build Alternative". (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8). The No Build analysis totally skipped the huge increase in Impacted Acreage from 3000 acres as communicated in writing by TCRR to 8000 acres. That 167% increase has not been addressed by the FRA at all; neither was it a part of the No Build Alternative Analysis.</p> <p>TCRR's current plan has caused the closure, rerouting, modification, and rebuilding over the HSR of many Private and Public Roads and increased the Road ROW land required without any ACCOUNTABILITY FOR TCRR's Earlier Claims. The FRA simply glosses over those huge changes. Why is that?</p> <p>What about the many Public Safety considerations that the FRA has Glossed Over, such as:</p> <ul style="list-style-type: none"> a) increased ER (Emergency Response) times, b) safety of traffic congestion around construction sites, c) lane closures, d) rerouting roads, e) road closures and f) more Public Road Travel required just to get around from point A to point B due to the HSR)? <p>The FRA does NOT provide adequate documentation for elimination of the No Build Alternative. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	Refer to BA-6, LU-14, SS-1, SS-23, TR-6, TR-7 and TR-8.
Cynthia Gage	3/9/2018	Email	<p>I own property through which the Dallas/Houston HSR proposes to intersect. This land has been in my family for 5 generations, and is not for sale, nor is it for "intersecting"! The land is leased for cattle ranching, and your plans would destroy the possibility of grazing and cattle, in addition to affecting the water flow and tanks that supply the cattle. I have never given my permission for anyone to enter my property for the purpose of surveys, etc. I would like to know how it has been done without permission... Trespassing is illegal I cannot imagine that the great state of Texas would allow a few private individuals to have access to and be able to destroy our property for personal gain. I believe that I have rights and responsibilities as a citizen, and so does everyone else. The negative environmental impact that this proposed railway will have is detrimental to all wildlife, in addition to all humans within several miles on either side. The entire concept of this "railroad" is totally ludicrous. It is unbelievable to me that you, as civil service employees (which I used to be), would even give credence to this impossible, destructive project which will destroy the state of Texas, and its rural areas, as we know it. I beg of you, please do not allow this to happen.</p>	Refer to GN-1, LU-11, NE-1, NE-8 and NE-9.
William Gage	2/1/2018	Email	<p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason. Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public safety (Ref: DEIS Appendix FTCRR FDCE v7 REPORT: sect. 3.12, pg. 49 of 199; sect 4.1, pg. 62 of 199; sect. 4.2, pg. 63 of 199; sect. 4.4, pg. 64 of 199). Question 1: Has a Risk Management System been applied to the security Of the HSR during construction and operation? Question 2: Since the FRA is responsible for RR Safety, including that of the public, and would be the Federal Agency to allow TCRR to operate a RR in the future with the FRA's oversight, why is there no mention in the DEIS of risk management systems being applied to public safety or security? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	Refer to SS-19 and TR-6.
William Gage	2/1/2018	Email	<p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason. Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public safety (Ref: DEIS Appendix FTCRR FDCE v7 REPORT: sect. 3.12, pg. 49 of 199; sect 4.1, pg. 62 of 199; sect. 4.2, pg. 63 of 199; sect. 4.4, pg. 64 of 199). Comment: The HSR remote route With its crossings being routed very close to and utility facilities is, figuratively speaking, "screaming" for application of a comprehensive and competent Risk Management System, including of risk disaster scenarios along with qualitative and/or quantitative risk assessments being performed by qualified risk engineers on those scenarios followed by mitigation actions/planning. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	Refer to EU-2, SS-18 and SS-19.
William Gage	2/1/2018	Email	<p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason.</p> <p>Inadequate Documentation for elimination of "No Build" Alternative" (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8). The FRA does NOT provide adequate documentation for elimination of the No Build Alternative. No Build is actually the Correct Answer.</p> <p>First, the FRA DEIS understates the damage to the public and property but overstates/assumes the HSR need.</p> <p>Second, TCRR underestimates the project cost and overestimates the ridership. The FRA never considered the Reason Foundation's analysis (which clearly proved this project WILL FAIL); that analysis has not been mentioned in the FRA DEIS at all. That is NOT AN OBJECTIVE,</p>	Refer to BA-6, GN-2 and GN-3.

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			UNBIASED ANALYSIS OF THE FRA DEIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Roberto Gamez	2/20/2018	Website	I think it will be a great option to travel on train and good for the economy!	Comment noted.
Robert Ganson	1/31/2018	Email	It's a shame how passenger rail in this country has diminished over the last 50 years. A shining light is the effort Texas Central Partners is putting forward to lead by example in making passenger rail viable in the U.S. have ridden many rail systems in Europe and find it is a wonderful and dependable way to travel city to city and country to country.	Comment noted.
Garland Ganter	2/27/2018	Website	I support the Dallas-Houston high speed rail project. It will provide convenient reliable transportation between two major cities. I also like that the project is privately funded.	Comment noted.
Jeffrey & Britni Ganze	1/30/2018	Email	Please stop the HSR! Besides the noise, the eyesore, the STEALING of land, the destruction of prop. values, the impairment of natural watersheds, the destruction &/or division of generations of family-owned property and businesses, the interference with emergency & local transportation routes, etc... there is no economic benefit to the communities through which this train will run. It will actually reroute visitors and their monetary contributions. It will devalue properties within miles of the track. No one wants a house with a 200 mph hour train in the yard. Would you? What do homeowners do when that is their reality? They are stuck with properties that the HSR doesn't "need" and that no one else will want. Once picturesque Views are now marred With a bullet train and its window-rattling speeds. And the train WILL financially fail. The private funds Will dry up & it Will be an additional burden on taxpayers that never wanted to begin with. please STOP the HSR. We don't want it!	Refer to AS-1, ED-2, NE-1, NE-9, NV-1, SC-19, SS-23, VA-1 and WW-1.
Jeffrey & Britni Ganze	1/31/2018	Email	Please stop the HSR! Besides the noise, the eyesore, the STEALING of land, the destruction of prop. values, the impairment of natural watersheds, the destruction &/or division of generations of family-owned property and businesses, the interference with emergency & local transportation routes, etc... there is no economic benefit to the communities through which this train will run. It will actually reroute visitors and their monetary contributions. It will devalue properties within miles of the track. No one wants a house with a 200 mph hour train in the yard. Would you? What do homeowners do when that is their reality? They are stuck with properties that the HSR doesn't "need" and that no one else will want. Once picturesque Views are now marred With a bullet train and its window-rattling speeds. And the train WILL financially fail. The private funds Will dry up & it Will be an additional burden on taxpayers that never wanted to begin with. please STOP the HSR. We don't want it!	Refer to AS-1, ED-1, ED-2, GN-4, NE-1, SC-19, SS-23, VA-1 and WW-1.
Jon Gapa	2/19/2018	Email	Texas Central , DSE wants to support you I am impressed with how this will improve air quality and want to introduce our little Environmental Engineering firm DSE. Whom should I contact to help provide some of the specific field investigation or review to help the project progress. We do a fair amount of public health work as well.	Comment noted.
Christopher Garcia	3/5/2018	Oral	All right. First of all, I just want to thank the FRA and the TCRR for having this second public hearing here in Houston. I'm really grateful, actually, to get to hear viewpoints from both sides, both in support of and against this project. I think that's very important in a public hearing and in a public setting like this to hear from both sides and that is necessary, especially in order to be politically active and in order to be socially active with one another in society. I do -- I must say, I do support this project, nevertheless, despite the negative comments. I have traveled to Germany, the Netherlands, Austria, the United Kingdom. Some would consider them socialist paradises. I have experienced the Intercity-Express Deutsche Bahn and have been -- and I've been exposed to this high-speed rail system that's operated in Germany. And I understand the -- I mean, in a way, I guess I can say, I cannot quite empathize with those who own property. I've never owned property. I've never lived in Texas countryside. So I -- I can't speak on that end, but I'm pretty 100 percent certain that if I were in your shoes, I would more than likely say the same thing. I would very much speak out against this project in that case. And, you know, hearing both sides, I feel I developed a more neutral stance on the project, but I must ask to those who -- who chant no build or who speak out against this project, what other plans or solutions or alternatives do you have, if not this high-speed rail? Widen the roads? When you get home, I would encourage you to look up the term "induce demand." I haven't been here the entire time. I stepped out for a minute. So I don't know if that was ever mentioned. But to my understanding, it wasn't. Progress is needed. The times have changed, as was mentioned earlier. We have evolved from riding horses to street cars and then to automobiles for a reason. This is the end of my notes. So now I say this from the heart. And I have two -- and I'm going to end on two notes. I -- I'm asking the Texas Central Railroad to please listen to these people and take their emotions and their needs into consideration. We, as people, have a very communal feeling for one another, even if we may have opposing viewpoints. Hurricane Harvey has certainly demonstrated that. And to those who -- and to those who may not oppose this project or are kind of neutral, I would ask you to please have an open mind and at least be open to potentially -- open to potentially allowing yourself to improve the lives of not just the people around you but potentially your future generations down the line. Thank you.	Comment noted.
David Garcia	1/30/2018	Oral	I just want to say that I think that this is not a good idea for our families. They have worked hard to live out in the country and live a peaceful life and not have to see or hear this type of noise. All the farmers that have land out here and all the people that had cattle and ranches on	Refer to ED-2 and LU-11.

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			land that has been in their family for a long time. It is not right that they get their land taken away from them just to do something like this. Especially when we already have means of transportation that I really don't feel is going to make a big impact. I just can't understand how this is actually going to make things better.	
Ricardo Garcia	2/12/2018	Website	Please help with traffic congestion and support the High speed rail. It will cut down the emissions of vehicle traffic, help the environment, and help move people efficiently. Please help the future of our state and country by supporting high speed rail. Thank you, Ricardo Garcia	Comment noted.
Sylvia Garcia	3/8/2018	Website	<p>I am writing to express my strong support for the Texas Bullet Train project and believe the Federal Railroad Administration should continue to move forward with this project. We are honored to be considered for one of the first high-speed rails in the country and know that there is a large need for this technology in Texas. It is a safe, convenient, and clean alternative to flying and driving that the large constituency of this region would love to utilize. I have read through the Draft Environmental Impact Statement and am so glad this project is on track. Some highlights that I believe will be particularly beneficial to Texans, especially those living in or near the four counties specified in the route:</p> <p>It will bring more jobs to the area during construction and operation logistics of the rail.</p> <p>It promises to rely entirely on private funding, so the public is able to benefit without carrying the burden Of heavy taxes.</p> <p>It will interconnect the economies of Texas's two largest cities.</p> <p>It will increase efficient travel, thereby decreasing traffic congestion and road fatalities.</p> <p>It will decrease overall vehicle miles traveled and, thus, overall emissions</p> <p>As both a resident and State Senator from Houston and East Harris County, I am very pleased with the thought that went into choosing a terminal in Houston. Northwest Mall is at the intersection of two of our largest highways, so it will be easily accessible to passengers and is even close to our METRO Northwest Transit Center for travel throughout the greater Houston area. More importantly, adding a railway there will have minimal negative environmental and community effects. Anyone who feels concerned about a potential "government bailout" for this privately funded project should rest assured that the legislature passed two bills this session that would prevent that scenario, should any funding complications arise in the future.</p> <p>SB 977 prohibits any appropriation related to planning, construction, maintenance, or operation of a high-speed rail project operated by a private entity. To enforce this, this bill requires impacted agencies to submit any expense reports related to high-speed rail expenses.</p> <p>SB 975 requires high speed rail operated by a private entity to absorb all financial responsibility for law enforcement officers needed to make the ridership safe. The company would consult with DPS, the legislature, and the appropriate agencies to plan, organize, and implement necessary precautions for safe entry, exit, and passage of all passengers. There are still some issues left to resolve, particularly those of sensitive environmental features and the acquisition of land. It is important to me and the people of Texas that sensitive features, such as waterways, aquifers, wetlands, etc., are not damaged in the process of the railway's construction. Some proposed solutions are to use soil erosion prevention mechanisms, consistent runoff rates, and not allow contamination to reach ground water in any case. After reading the Draft Environmental Impact Statement, I feel confident that we can bring this innovative technology to Texas while respecting Texas lands and boosting the economy.</p>	Refer to HZ-5, WW-1 and WW-2.
Vicki Garcia	3/5/2018	Oral	<p>Yeah, I am Vicki Garcia from Inwood Forest, which is about 5 miles from this terminus, and a lot of good comments tonight, but, you know, one -- one thing that stuck in my mind from the parade of professionals that started this, you know, the bigwigs, yeah, that was real intimidating, you know, but anyway, one term that stuck in my head is "the last mile" and that was going to be a problem for me and for people in Houston, these neighborhoods that are really totally ignorant about what's happening. Okay. So you go from Dallas, let's just say it really works out great, just making an assumption here. You go from Dallas, you get to this terminus in the Northwest Mall and then what? You know? They're talking about connecting it to a five-story garage, Metro and all. How many people do you know in Houston and Texas, in general, that go and ride buses, you know? That's just not going -- oh, a few people do maybe but -- but my point is this: I don't see how you're going to get people from that terminus to all of these areas, the medical center, downtown, Meyerland. You're already looking at the Hempstead Highway/North Post Oak corridor there, which I do drive, and let me tell you, it's already pretty tight already with all of the apartments and -- and homes and what everybody has already said, the Awty school, Houston Baptist and its schools, the business parks, Tex-Tube, it's going to be a really tight squeeze there already and I don't know. You can't really widen North Post Oak. And what are they going to do? They just wave this magic wand. Oh, well, there's Metro over there, like, that solves everything. You know, it just seems like a really nebulous bunch of assumptions, you know, unless you have a teleporting Star Trek-type facility that can say, beam me to downtown, Scotty, or something, I mean, I don't see how that works. I mean, I'm not hearing -- I think the best thing we could do at this point is what some people have already said. We need some really high-class urban planners to come in here. I know it doesn't solve that problem of you poor people. But I can only speak to what I know, but I'm totally sorry for your situation but -- but we need some urban planners. We need to get the local communities involved so they can see what kind of impact this is really going to have and are we going to be able to solve these</p>	Refer to GN-6, GN-9, TR-4, TR-5 and TR-12.

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			problems or are we just going to take traffic off of I-45 and put it in our neighborhoods? So, you know, I'm saying, hey, we're not even anywhere near a plan here. So I guess that's all I have -- oh, my gosh.	
Steve Garland	2/23/2018	Website	Tired of driving to the Big D I use rail when in EU and high speed rail Seoul to Ulsan Korea Only way to go We are so far behind the rest of the world Build it and we will use	Comment noted.
Curtis Garrison	1/8/2018	Website	We are huge enthusiasts of high speed rail! We are very active and have been very successful with helping Texas Central with our Texas Bullet Train Advocates Facebook group. We want high speed trains connecting all of our major US cities. Please feel free to let us know how we can help. If there are events or updates we can pass on and help you get the message out, however we can help, just let us know.	Comment noted.
Curtis Garrison	1/29/2018	Oral	Hi, my name's Curtis Garrison. I've been waiting a long time for a bullet train to come to the whole United States where we have zero high-speed trains that go up to speeds of 205 miles per hour. I have in my hand a magazine that I've read since I was a much younger guy from 1993. Where in this magazine they talk about bullet trains coming already existing, 25 years, in this magazine. This is from 1993. 25 years since -- that I've been trying to go around doing business all over the country going to Houston the car shows, I'm a car guy. I love being able to be on the road punctually on time, knowing when I'm gonna leave a train station and arrive at your destination like you will on this. In Japan I've been many times and I can't tell you how many times I've been in Tokyo for business, contract has to be, you know, meet me at time for lunch and I only have like that afternoon to fly out of country but I find anytime that I need to get from Tokyo to Kyoto, and I know I'll be able to see them, eat lunch for a couple of hours, come back, get to the airport, and go back home. You cannot do that with any kind of transportation we have here in the United States. The highway's full, they're congested. Sure, you know, I rode the trains but I hate the congested traffic worse and it drives me crazy going down to Houston and back, and avoiding meetings altogether because I can't justify a whole weekend. So you're losing business. I have events that people can't come here and meet me, it's a big loss, I missed a great opportunity. Once we have this train -- and I'm just a little bit wired 'cause I'm telling you I'm not gonna live 25 years till I'm old and tired and just wondering what's going on in our country not having high-speed bullet trains. I don't know if you guys just like sitting in your cars. I don't know if you like sitting in the airport, just waiting on just, in fact, the last two flights I took last year, six of them were over an hour late for good weather, no other reason just ran into problems. These bullet trains are by the minute, on time, they're comfortable. I'm six-foot, you've got leg room to lay back, you can watch videos on high-speed internet. You can be on the -- you can flip the chair around and visit with neighbors or coworkers face-to-face. I've just 30 seconds I'm gonna keep on going. You can get up and use the restroom, you've got a big restroom. No airplane has a restroom that I will use because it's small. I'm like what is going on. Domestically we've got to upgrade because other countries are doing it and we're at a time where we are stagnated and we can't get around easily and it's costing us much more than people realize it and they see it and they want more.	Comment noted.
Curtis Garrison	2/5/2018	Oral	Okay. I wish everybody was staying a little longer. Everybody's got a lot of important things to say tonight. My name is Curtis Garrison. I'm from Dallas. I have friends and family here; just had lunch with them today; been here all weekend; and they just wouldn't come to the meeting. And I'm here to represent them, but also I have car shows at the Energy, Dallas Convention Center downtown, Autorama, those things, that I participate in. So not only do I live in Dallas and plan to come often, but I do business here. So I want to show you this. I have a magazine from 1993. It's November 1993 it's Boys' Life magazine. Awesome publication. This is going to date me, but what happened is in this magazine 25 years ago they are boasting and bragging about the future of travel, especially in America, after Japan had had bullet trains for 25 years already. We struggled and struggled waiting as I'm aging, getting closer and closer to retirement, trying to be able to get around the country where it's safe, where it's fast, where it's by-the-minute punctual, that a bullet train would provide. An airplane, we can't do that. There's no form of traffic or transportation in America that allows us to do like an elevator--you just walk on, sit down, the whole trip you're able to eat, recline, high-speed WiFi, everything, the whole trip. You can't do that on a plane ride. So there is a difference between an experience on an airplane where you go up, have about 15 minutes, then you go down, of what you can do besides buckle your seat belt, which there isn't even a seat belt on a bullet train. And I want to mention about the prices. I'll tell you. I got money. We are going to figure that out as far as the money goes with the market. And I'm not with TCR. I'm just saying, we as a community will say, Hey, I want to buy a ticket ahead of time, or I want to go regularly a few times a month. You can be productive. You can sit with your family. You can flip the row in front of you and sit face-to-face and enjoy the ride and be able to enjoy it instead of being stuck in congested traffic. So I just want to say this is the problem, ma'am. I'm sorry. Our transit systems in America are broken compared to more advanced transit systems in many other countries. There's -- Did you ride here, sir, on the road here, how bad it was. If the train system was developed, we could come down from Dallas and we could go to the convention center from the bullet train and then on a local rail and not have to worry about congested traffic. You have metro. I rode on it. It's great. I love it. So I want to say one last thing about the passengers. You guys, please, help defend the property and everything that you have real concerns about, but don't, you know, cause a lot of problems defeating -- you're causing problems -- I've got to say this. I got to say this because I'm trying to help everybody. America needs to get together and lead. I'm trying to say this last deal. Ma'am, please. Okay. Listen if you want to know how there's 1 million passengers just 1 million -- ma'am, I'm trying to finish this last	Comment noted.

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			<p>sentence. If you just want to find the quiz of 1 million passengers, that's 200,000 people going five times a year. That happens. That's where this number is realistic. And things like that, I hear that, and I'm like, really? I want to help you guys and support certain things. Hey, it's just not me. Okay. Well, there's 7 million people in Dallas and 6 million people in Houston, and this is all that's in this room. There's a lot of people that want to see this train.</p>	
Jeanie Garro	2/6/2018	Oral	<p>Thank you. My name is Jeanie Garro. I'm a behavioral analyst homeowner in Waller in Harris County, Texas. I came last night to the hearing as well, and heard a lot of the same things from a lot of people. And I -- one of the things I want to start with you-all, Mr. Johnsen, is to ask for more public hearings in Harris County. It's one of the largest counties, and there's that one, like someone said, in Cypress. There needs to be more input just from a human perspective. So I want to start -- because before I go into what I prepared, I told a friend of mine, Bob, I would do this. So I just want to see a raise of hands who's ever ridden on a Japanese train? Oh, a couple of you have, including Bob. Awesome. Well, we're talking about the technology of this, and we'll be using old technology. Bob told me while he was in the Navy 48 years ago, he rode on Japanese rail and it just is appalling to him that we'd be using the same type of rail system 48 years later. I mean, that's pretty crazy. So I just had to talk about that for Bob. And now, I'm going to -- I'm a former teacher, so I like hand raising. Who here is -- demands truth and transparency. Raise your hands. Alright. Lots of people. Everyone's pretty much raising their hand, awesome. Who here loves lies and deception? Raise your hand. Nobody is raising their hand. Alright. We're on the same page. Even you guys, we're on the same page. So as a behavior analyst, I titled my talk Truth, Lies, and Bullying. And I've consulted with the organizations a lot about (inaudible). So I really want to talk to you guys. Let me remind you from the FRA website, your mission: The Federal Railroad Administration mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America now and in the future." And this project, just by listening to all these smart people in this room, weakens the American spirit. I don't see how it makes it strong at all. And I don't see how it helps at all in the future. Your guiding principles: "We value integrity; therefore, the highest standards of ethical conduct guide our stewardship of the public trust and resources. We value transparency and accountability, and we value safety. You are public servants accountable to us citizens. Your job is to serve the public, not foreign interests. Based on many experts heard tonight and last night, as I understand the components of this, it appears that the EIS written by you ignores so many safety aspects, and I would hope that you look at that. Omission is the same as hiding facts to keep the truth suppressed, so hiding is the same as lying for a few people that are gaining from this project. The truth must be brought to light. The needs of the many outweigh the greed of the few. Look around. And a lot of people left, but there was a lot of people here tonight and a lot of people last night. We're the people that you represent. You don't represent the foreign entities; you represent us. And a few of you that are making decisions for us, I really, really want you to -- I pray for you to make the right decision. Do not be bullied by people that have more money than you or more power than you. And sometimes when I'm working with companies, I give them scripts you may not have a script to say this. I mean, it's intuitive when you're having to make a huge decision for us, so what I did -- well, first of all, I want to say -- I want you to practice saying, "I vote for a no-build." And I seek the truth in this. And I want you to practice saying that in case it's intimidating. I even wrote a script for all of you.</p>	Refer to GN-1, NE-1, NE-2, PI-10, SS-1, SS-4 and TC-2.
Lydia Garvey	2/7/2018	Website	<p>Why should you support Texas Central HSR? 100% privately funded infrastructure unlocks more local investment Creates 10,000 construction jobs each year and 1,000 permanent jobs Texas Central will be a tax-payer, not a tax-taker, paying \$2.5 Billion in taxes in 25 years Estimates injecting \$36 Billion over next 25 years into the Texas economy Re-enforces importance of investment in a balanced transportation system Creates vital piece of a 21st century transportation system N700 Bullet Train emits 1/12th the CO2 as a jet would between Houston and Dallas The current 4-hour, 240 mile trek up I-45 is expected to increase to 6.5 hours by 2035 I-45 is the nation's 2nd deadliest interstate in the U.S.; rail keeps more cars off roads and saves lives With a 90-minute travel time, be at your destination before you could board a flight after arriving at an airport With the Texas population set to nearly double by 2050, now is the time to be proactive and put in place infrastructure that can support the ballooning population along the Houston to Dallas corridor. Building more or wider highways is not the answer; sustainable, frequent, on-time mass transportation is, and will be, embraced as the preferred mode of transportation in the future.</p>	Comment noted.
Donna Gasen	3/4/2018	Website	<p>I find this an abomination to the citizens of the counties impacted by this purported rail system. There were definitely alternatives other than to bisect the countryside destroying properties that have been held for years through generations of families. I have my life savings invested in my property. I am a horse breeder. The fact that there will be 68 of these trains passing within a mile and a half from my home is very disturbing to me. The noise alone will be upsetting to humans and animals alike. There is no proof that this project will have the funding to build a HS train system let alone that the operation will be self sustaining. When I asked for a proforma financial projection of cost to build and proposed net revenues, I was told that that information was not available due to the fact that this is a private company. I do not feel it is appropriate for the citizens of my county or any other county to help to support this boondoggle that has all the appearances of a land grab. I believe that the environmental impact will be a negative one and strongly suggest the project be tabled until all of the information is available to those most adversely affected. Donna Gasen, Madison County Texas</p>	Refer to NE-1, NE-9, NR-1 and NV-1.

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Casey Gaston	1/29/2018	Handwritten	Please Do Not allow this project to go forward. this is a bad plan. It will cost, I understand its a private venture now, the tax Payers in the long run and will have to be Bailed out by our Government. Thank you	Refer to GN-4 and NE-1.
Vesta Rea Gaubert	2/16/2018	Website	This is to voice strong support for one of the safest mass transportation technology in the world. This has been given excellent thought to the route and ridership it will attract Environmentally it is clean and safe. Allow this project to move forward and stop putting up obstacles to slow it down.	Comment noted.
Landon Gaus	2/21/2018	Website	I believe the idea for a high speed train is an excellent one. I have taken several trips to Tokyo and Hong Kong, in addition to a substantial amount of time in Seoul/Korea, and have gotten first-hand experience at how beneficial to the population a long distance train can be, in many ways such as efficiency, timeliness, and environmental factors. I believe this project would also serve an important role of de-stressing drivers commuting, lessening the load on the highways (especially during holiday travels), and putting less wear and tear on motorists vehicles. To me, traveling by airplane for this journey is burdensome because of airport security, parking, and the highly volatile ticket prices. I do not wish to see any of the neighborhoods and communities adversely affected by noise, but I am sure the route plan can be engineered such that this does not happen. There is, in my opinion, not much other reason one should really be opposed to this project. Some argue about cost, but it will eventually pay for itself with rider fares, and the investment of transportation infrastructure is one of the most important types of investment we can make as a society. I urge the Federal Railroad Association to approve this project.	Comment noted.
Tor Gavem	1/25/2018	Email	I'm currently on vacation and will return Jan 30th	Comment noted.
Tor Gavem	1/25/2018	Email	Rail road projects are always case studies in college because during front end engineering, cost estimate is half of final and actual cost and ridership numbers are inflated vs actual.	Refer to GN-2 and GN-4.
Julie Gavin	3/1/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Charles Gay	3/9/2018	Website	I'm for this project so long as options to travel around in these cities are also improved upon. Being in Houston or Dallas without a car to get around in can be very difficult.	Comment noted.
William Gay	1/25/2018	Website	I am highly supportive of the Texas Bullet Train. I believe this is the type of infrastructure project that will provide strategic advantage to the state of Texas, the connected cities, and to the economy in general in all areas where the train passes through, since local businesses will benefit during construction. While I understand some landowners will be impacted in ways they may not like, I believe the plans for the high speed rail attempt to mitigate the impact and that the railroad benefits far outweigh any drawbacks.	Comment noted.
William Gay	2/16/2018	Website	As someone who lives very near the terminus of the High Speed Rail in Houston, I am very excited to see this project come to fruition. I think the benefits far outweigh any cons and frankly the only cons I can think of are for the landowners over which whose lands the train will travel. But even there, the design seems to take that into consideration and I also believe these landowners will be recompensed for the train right of way. Also, in comparison to the vast number of people who will either use the train or will work on the construction and maintenance, I think the landowners will be a much smaller group (although possibly quite vocal. For that reason, I want to raise my voice, because I fear that many people who are in favor of this project, but not directly impacted, may not raise their voices and so all that the FRA will hear are the negative comments of landowners. As someone who lives close, and may be impacted by additional traffic in my area since the station will be close, I still think the advantage far outweighs the negative. Please keep in mind the silent majority who may not speak up.	Comment noted.
Nathaniel Geiger	2/9/2018	Website	It is crucial that we reduce our carbon emissions over the next generation. This high-speed train would cut out many car and airplane trips and save vast amounts of carbon dioxide and other heat-trapping gases from entering the atmosphere. The N700 Bullet Train emits 1/12th the CO2 as a jet would between Houston and Dallas, and a similar reduction relative to car emissions is also present.	Comment noted.
Jennifer Gellar	2/22/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement I believe this train will be great! It will create more jobs, cut down on moving (we could live in Houston while working in Dallas without moving), this would benefit both Dallas and Houston! We really need a train like this; Japan already has one and has had one for years! We really need to build this train and get Texas moving again!	Comment noted.
Jennifer Gellar	2/22/2018	Website	I believe this train will be great! It will create more jobs, cut down on moving (we could live in Houston while working in Dallas without moving), this would benefit both Dallas and Houston! We really need a train like this; Japan already has one and has had one for years! We really need to build this train and get Texas moving again!	Comment noted.
Keith Gendel	2/7/2018	Website	I fully support this project. Two comments -- 1) The Houston station should be closer to downtown with access to the existing light rail infrastructure. 2) Another station somewhere along 290 for commuters would also be great. Thanks. Hope this gets built soon.	Refer to GN-6, GN-7 and TC-4.
Christopher George	2/16/2018	Website	The Amazon HQ2 decision was a wake-up call that we must continue to improve our mass transit infrastructure. Let's make this "big bet" and transform our region with excellent, efficient connectivity between the massive, growing Houston-Dallas corridor.	Comment noted.
Janine George	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.

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			<p>2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas.</p> <p>3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas.</p> <p>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</p> <p>5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.</p> <p>6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.</p>	
Michael George	2/16/2018	Website	This is much needed. Being able to travel fast between Dallas and Houston would be huge. The highways are congested and adding lanes is not the answer. Much more efficient way to travel vs flying. Please make this happen.	Comment noted.
Michael George	3/7/2018	Website	Dear Sir or Madam - While I see the value of having a high speed rail connecting Dallas and Houston, I am opposed to the effective destruction of important property in the proposed right of way for the system such as the Morgan Creek Ranch located near FM 709 and 3194. In addition to the significant negative environmental impact of the plan (likely watershed issues), the current routing through Morgan Creek Ranch would significantly and permanently damage or destroy their ability to utilize the property to benefit others. Not only has the Ranch been of tremendous assistance in raising badly-needed funds for various important charities over the years, Morgan Creek Ranch has also provided a critical respite for a host of individuals who serve others on a daily basis - medical care providers, military and first responders. These valuable community partners depend on places like Morgan Creek Ranch to unwind and recharge. They deserve the best we can offer, and Morgan Creek Ranch performs a tremendous public service in this regard. I strongly urge you to consider moving the proposed path north of the powerlines and running parallel to them. It would seem this path creates a "win-win" situation where ALL public need is taken into consideration. Such a plan is in the best interest of your project and protects nearby properties like Morgan Creek Ranch that exist largely for the benefit of others. Thank you for the opportunity to voice my concern, and I truly hope that you will reconsider the proposed routing of the high-speed rail so that the project benefits the most number of people possible and avoids the needless destruction of an important Texas treasure like Morgan Creek Ranch. Respectfully submitted, R. Michael George	Refer to LU-5.
Richard Gibbins	2/27/2018	Website	I am excited about the prospects of high speed rail travel between Houston and Dallas. I am a Houston resident and do not often go to Dallas, but I can see that changing. I think that this may also increase business between the two cities. Not only with daily working necessities for businesses to meet with each other, but leisure activities can increase as a result of this additional option for the communities of each city. I can also see how this may increase transportation alternatives within each of the two cities. When there is an inner city transportation demand created by rail travelers, others in the city can benefit from the innovation and infrastructure created to solve the demand.	Comment noted.
Dolores Gibson	3/9/2018	Website	Ranchers say NO!!	Comment noted.
Marial Gidney	3/5/2018	Website	I believe we should go with the original plan with the Japanese rail system. They are much safer than anything we can come up with and have been doing it for many years longer. We have had many derailments on our lines and a lot of it is due to neglect. I trust in the original plan.	Comment noted.
Ryan Gilbert-Wilson	2/7/2018	Website	I advocate for the FRA to recommend that the project proceed and under no circumstances recommend that the line not be built. I would ask the FRA to weigh in its environmental impact statement the savings in the prevented road accidents which would take place from having a transportation option between Dallas and Houston like this. In 2016 Texas had 1.44 deaths per hundred million vehicle miles traveled with 67 serious injuries per hundred million vehicle miles traveled. With each train journey saving 250 miles of driving and an approximate ridership of 10000 a day, this would save 13 people's lives and 611 serious injuries per year. The railway technology used has never had a passenger fatality due to collision or derailment in over 50 years, and carrying over 10 billion passengers. Why should 13 extra Texans die each year so that some property owners can maintain their rural ambiance, please save lives and injuries and ensure the Dallas to Houston high speed rail gets built. Thank you for your consideration.	Comment noted.
Jim Giles	3/9/2018	Website	Most of Europe is now connected via high speed trains, a lot of the Far East is connected with high Speed trains and more are planned. Older, slower trains might be good for most of our freight needs, to haul people at high speeds, long distances won't cut it. We need to have a fast high speed rail. We can't put airports everywhere, but using existing rail routes would be a good start.	Comment noted.
Tiffany Gilfillan	1/29/2018	Oral	My name is Tiffany Gilfillan. I am a 42-year resident of Navarro County. My husband and I have owned 38 acres along FM 3194 since July of 2013. We have lived on that property for the past year. We enjoy the abundant and wide variety of wildlife that populates the area. Over the past years on multiple occasions I've had the pleasure of viewing the bald eagles that live, nest, and hunt in the FM 3194 area, an area which the preferred high speed rail route runs along. After my first sighting of one of these bald eagles, I did an internet search and quickly	Refer to NR-3.

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			discovered that a nesting pair of bald eagles had indeed been confirmed as living in our part of the county. The Texas A&M AgriLife Extension website confirms this, so it's difficult to understand why the DEIS states there were no known protected species in the area. And it calls into question every piece of information gathered for the DEIS. If you got this wrong, why should we think you got anything right? Our neighbors Mr. Robert Geggenheimer and Mr. Billy Steele have also seen the eagles, and they have viewed large bald eagle nests on their own properties. Mr. Billy Steele has seen eaglets in the nest on his property. All of my own sightings have been within the same stretch of FM 3194, the same area that the high speed rail runs. Bald eagles are protected under the law. The Bald and Golden Eagle Protection Act is the United States federal statute that protects these eagles. The purpose of this act is three-fold. It protects these two species of eagles against one, abuse; two, interference with their substantial lifestyle, including shelter, breeding, and feeding; and three, nest abandonment. Every one living in close proximity to the high speed rail currently enjoys a lifestyle that will no doubt be interfered with substantially. Although the lifestyle of individual property owners may not be valued by some, it's encouraging to know that federal law protects the lifestyle of these bald eagles. Construction and alteration of this railway will no doubt interfere with these eagles' lifestyle, their shelter, their breeding, and their feeding. Thank you for the opportunity to voice my concerns.	
Tiffany Gilfillan	3/9/2018	Website	As a homeowner who will be directly impacted by this ill-conceived project, I have many concerns. We have bald eagles, a protected species that live, hunt, and breed along the FM 3194 road- right where the HSR route is planned to travel. Our most recent sighting was Sunday morning, March 4, 2018. The eagles' lifestyle will be "substantially interfered with" if this project proceeds. The "substantial interference" of the lifestyle of the bald eagle is a direct violation of the Gold and Bald Eagle Protection Act.	Refer to NR-3 and NR-5.
Tiffany Gilfillan	3/9/2018	Website	As a homeowner whose life will be directly impacted by this ill- conceived project, I have many concerns. My family resides at. There are high wire power lines on either side of our property. I am concerned about the impact to my family's health from living within the range of these power lines combined with the exposure to the electro magnetic field produced from the HSR. What are the results from any testing done on LONGTERM effects of living within exposure to the COMBINATION of electromagnetic fields from power lines AND the exposure to the electromagnetic field from the HSR? My family plans on living in our home until we die, and I do not want the time frame of our natural death to be accelerated or our health/quality of life to be compromised because of this project. Should we come down with some type of disease that may have resulted from the increase and accumulation of the electromagnetic field from the HSR, I will hold TCR financially responsible for all healthcare costs associated with treatment and for the financial welfare of my family.	The Project complies with the International Commission on Non-ionizing Radiation Protection (ICNIRP) guidelines for human electromagnetic field (EMF) exposure, which are lower than the US regulatory requirements. As stated in Section 3.15.4.1.1, Electromagnetic Fields, Methodology, EMF Guidance Documents Review, National/International , "The ICNIRP recommendations are based on the epidemiological data available from verifiable research studies. ... While the guidelines are voluntary, the levels are designed to prevent potential health risks associated with EMF exposure." Section 3.15.4.1, Electromagnetic Fields, Methodology, EMF Guidance Documents Review , also points out that the ICNIRP EMF exposure levels have built-in safety factors and are designed to protect the general population from ill effects of long-term exposure: "The safety levels are set at 10 to 50 times below the levels at which scientific research shows harmful health effects may occur, thus incorporating a large safety factor." Please also note that, while your property may have both the Project and power lines, the EMF strength of each decreases markedly with distance. Please see Section 3.15.4, Electromagnetic Fields, Methodology : "The inverse square law applies to EMF. The inverse-square law means that EMF levels would substantially decrease with increased distance from the source. Therefore, for the purposes of this analysis, the EMF Study Area is defined as 500 feet from the centerline of the HSR track. Beyond this distance, the EMF would be below background levels." Based on the address that you provided, the alignment is over 1,000 feet from your house. Therefore, EMF levels within your residence should not be impacted by the HSR. While a vehicle maintenance facility (VMF) is identified as close to your property, the VMF is not expected to generate significant levels of EMF. Please also note that both the Project and the power lines comply with the US regulations for public EMF exposure. Thus, the power lines and the Project are not expected to interfere with each other nor have adverse health effects for human beings living along the length of the Project.

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Tiffany Gilfillan	3/9/2018	Website	As a homeowner that will be directly impacted by this ill-conceived project, I have many concerns. My husband and I purchased our property at [...] TX 76681 almost 5 years ago after a 10 year search for land. This property is uniquely beautiful. It is in one of the most beautiful areas in Navarro County- the Pigsaw Ridge area. It has abundant wildlife, and we purchased this particular piece of property because of the serenity and isolation that it offered us. After the building of our home (much of the work with our own hands), we thought we were finally going to be able to enjoy the lifestyle we had always longed for- country life with the peace and quiet and retreat like setting that our home offers! However, this HSR project threatens all that we have dreamed of and invested into! At 50 and 48, my husband and I have put everything we have worked for into this piece of property. Under usual circumstances, this property would be a sound investment and would eventually produce a wonderful profit for our children upon our deaths. With only the threat of this HSR, the idea of any profit simply evaporates. Our investment becomes worthless. We could not sell this property right now- even if we wanted to. The HSR does not need our property for its construction or operation. However, our property is impacted greatly. We are within a very short distance to the HSR route and a 13 acre maintenance facility that is currently planned. No one moves to the country to be close to a 13 acre maintenance facility and train that passes by on average every 15 minutes. How will the HSR compensate us for our loss, because we will incur very GREAT losses- not only the financial loss on our investment of money and any future profit on the sale of our home and property, the loss on our investment of personal time put into this property, but also the loss to our quality of life. We will be forced to give up so much! We will lose financially. We will lose the serenity of living in the country even though our nearest neighbor right now is at least 1 mile away. We will lose the quiet environment county living offers. How will we be compensated for our many losses?	Refer to ED-2 and VA-1. The referenced property is located approximately 1,000 feet east of the proposed centerline of the Preferred Alignment. The maintenance facility is no longer proposed at this location.
Kevin Gilhooly	2/16/2018	Website	Dallas and Houston need an alternative to I-45 and a painful drive! I believe the proposed right of way is a good solution to an ongoing transportation issue in the State.	Comment noted.
Matthew Gilmore	2/24/2018	Website	I support this project. Texans need multiple modern transportation options between our two biggest cities.	Comment noted.
David Gilyot	3/9/2018	Website	I don't want to live close to tracks with train going 200 miles per hour. The noise alone will be too much & don't want to go through many years of construction after suffering through hwy 290 construction. It should be along highways in triangle Dallas, Houston & San Antonio makes more sense	Refer to BA-2, NV-1 and TR-6.
Judith E Glasgow	1/26/2018	Letter	Navarro County is a rural and agricultural county. The land I purchased is in Navarro County. Routing the Dallas to Houston High-Speed Rail Project through Navarro County would be detrimental to my ranching operation. It would cut my property into 2 pieces and access to those 2 pieces would be difficult and costly for me. In addition the proposed route would go through existing structures such as my HOME and my out buildings that are necessary for the ranch operation. Therefore I OPPOSE this project. Please consider this opinion in your data regarding this project.	Refer to LU-6 and LU-7.
Kathleen Glass	12/20/2017	Email	The idea of a high-speed train for Texas is just silly and unnecessary. Passengers will have the same problems they have using airlines, such as parking on one end, getting a rental car on the other, the traffic problems. The cost will be much more than using airlines and the travel time is actually longer. Air time is only about half an hour as opposed to 90 minutes on the train. Then there is the "robbing" of people of their land and causing problems with the rural lifestyle in this state. The movers and shakers for this idiocy need to look past the potential profits from this project. There won't be any and the taxpayers of Texas will be punished for this selfishness..	Refer to ED-2, GN-4, PN-3, SC-3 and SC-19.
Kathleen Glass	2/18/2018	Email	I vote "NO BUILD" for the High Speed Train for a number of reasons 1. My husband and I would be forced off the land we bought 35 years ago and planned on living on until we die and then passing on to our children. 2. Ridership will not be as expected. It wasn't when Amtrak went down the 290 corridor several years ago. Many times, the train was empty. 3. Too much disruption to the everyday ranching and farming industry of this state. 4. Problems with first responders getting where they need to plus more expense in having to buy additional equipment. 5. More time on school buses for children in Waller ISD. Many are on the buses close to 2 hours every morning and afternoon as it is. Again, additional expense for more buses.	Refer to BA-6, ED-2, GN-2, GN-4, LU-2, LU-11, SC-5, SS-18, SS-23 and SS-26.
Marilyn Glasscock	2/17/2018	Website	I am very interested in High Speed Rail project.	Comment noted.
Thomas Gleason	1/11/2018	Website	The DEIS states that 50% of the rail will be on viaduct. How much of that 50% will be in the urban areas of Dallas and Harris county? With that in mind, how much will be elevated through farmland so that farm equipment and animals can move beneath the viaducts? Will they be high enough for the farm equipment to safely pass underneath?	Refer to LU-11, NR-6 and TR-8.
Thomas Gleason	1/11/2018	Website	What time period does the DEIS project fuel consumption savings estimates into? For instance, are they projecting out 10 years, 20 years, or 30 years? In doing so, are they doing so by comparing the future of cars and aviation as well? According to Levinson, 2012 in an article in the Journal of Transport Geography, "cars are getting better from both an environmental perspective and from the perspective of automation	Refer to AQ-5 and AQ-14. Fuel savings were done assuming the passenger vehicle average of the most current CAF\0201 standard at the time (31.3 miles per

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			technologies. The DARPA Urban Challenge vehicles, subsequent development by those engineers working at Google, need to be bested to justify HSR. Aviation is improving as well, both in terms of environmental impacts and its efficiency. Socially-constructed problems like aviation security or congestion can be solved for far less money than is required for any one hsr line given sufficient will." Have those types of things been taken into consideration when evaluating energy savings estimates in the DEIS?	gallon [MPG]), which sets the goal that manufacturers must meet in new, future cars manufactured. The then-most current model year of 2014 was assumed because it was the readily realizable fuel economy in place. Fuel savings estimates are specific to vehicle travel and do not factor in fuel consumption from aviation.
Thomas Gleason	2/6/2018	Email	This train was not voted on by taxpayers and will end up costing us billions of dollars that could be better spent improving our roads and highways. Not to mention the illegal land grab that is involved. The number of people that would actually ride the train on a regular basis is minimal. Also the excessive sound and danger to farm animals and residents is unacceptable. Sci Fi should stay that way. There is a reason that we do not all have flying cars. It would not make any sense to implement this destructive plan.	Refer to ED-1, GN-2, GN-4 and NR-1.
Tom Gleason	2/6/2018	Oral	Hello. My name's Tom Gleason. Our family has property that would be directly affected by this And a lot of people have addressed a lot of issues, and I hate to be redundant, but I'll probably the same as well. First and foremost is eminent domain. These folks don't have eminent domain authority. If you take their position and theory on it: all you have to do is file a Certificate of Incorporation: call yourself a railroad: and say: 'Tm going to run a passenger rail. " So for any of you aspiring railroad engineers, here's your chance. You can be a railroad and go out and condemn property in Texas if you follow their theory. In addition to what Mr. Webb said: this process has been flawed from the very beginning. A lot of the people to the west of Hegar Road had no idea it was coming anywhere close to them: so they had no ability to participate initially in what was going on and what was being discussed. And again: there's this concept of due process in this country that absolutely was voided by the way they went about this thing. I'd like to thank: again, Representative Bell for the legislation that he proposed to require them to post bond to put the property back in its original state to the extent that they couldn't complete it And I think part of that has to do with where they're probably going to start this train. The reason for a midpoint is that's where they can start it. And when they get close to the cities: that's where they're going to fail. And at that point: the option will be, "What do we do? Do we finish it the last 20 miles or do we just let it sit there and rot?" We all know what ifs going to be. State and federal government is going to come in and bail this thing out in a hurry. The other thing that needs to be looked at in that context, I think Representative Bell was onto this as well: Look at how many subsidiary companies this thing has. Who's going to own the real estate? s going to the own the rail? Who's going to own the fiber-optics they're planning to put in under this rail as well? None of these questions have been answered. And watch out: because that's where they're ultimately going to go with this stuff. They're going to get into your pockets in multiple People in the City of Houston and Dallas, watch out They're going to be looking for tax increment financing on this thing. They probably won't have a lot of money in the building of this thing. Ifs interesting that the location of the — that the facility in Dallas happens to be owned by one of the principals in TCR_ Isn't that amazing? And he's owned that property for about 11 or 12 years. Now he's contributed it to the partnership. We're not quite sure which one and how that partnership owns it and how that falls into line with the rest of the companies: but rll guarantee you if this rail fails: he's not going to lose that real estate: is he? And then if the operation of the rail fails: are they going to cut those contracts for those terminals? Not going to happen. This thing is going to be set up m a manner that those entities and those positions are going to be bankrupt-remote. The guys Mith the deep pockets are going to get more and more money placed in them and you and I are going to ball out the stuff that's going to fail on that. I'm for the no-build: and I would ask that there be extension in terms of the response These guys laid this gift on us on December 22nd? Wasn't that nice to go home for Christmas week and having this laying in front of us and find out we had until February 20th to respond to this? And it's not the first time from the timing perspective that they've done that If you go back and look at the initial scoping meetings: they started in October. The whole month: there was a gap: the whole month of November, a gap: until Judge Duhon went to a meeting and said — in Huntsville: I believe, if I'm not mistaken and said, "Hey, you guys coming to Waller County? What's going on?" Well, they finally scheduled something in December, and then we had about three weeks to respond - again: over the Christmas holidays. So if you look at the character of these folks and what they're doing, watch out, because they're coming after us. Thank you.	Refer to ED-1, ED-2, GN-4, GN-7, NE-1, PI-1 and PI-3.
Courtney Glover	3/9/2018	Website	PLEASE DO NOT BUILD THIS TRAIN along 290. This will severely impact my community, White Oak Falls, ele2minating homes, causing noise disturbances and depreciating home values. There is major concern for the safety for the children in the community and Cy-Falls High School. We have already been dealing with the multi-year 290 expansion project causing major traffic issues every weekend. It would be unbearable to add another multi-year rail project. This will certain cause mass departure for this community and lower the overall standard of living.	Refer to LU-3, NV-1, SC-8 and VA-1.
Diane Glueck	1/30/2018	Email	This is a horrible deal for all Texans and Texas land owners The land confiscations is shady, the ridership is way overstated, the ticket price is ridiculous and the price tag is way understated. Leaving Texas taxpayers on the hook for this project.	Refer to GN-2, GN-4, NE-1 and SC-3.
Carol Glynn	3/8/2018	Email	We have a peaceful acreage that borders a small private lake. Now, we have learned the chosen route for this "bullet train" will run directly east of our home in less than a mile's distance. Instead of spectacular sunrises, we will see and hear trains running across the ridge every 30 minutes from 5:30 am until 11:30 pm. Our property values will plummet, our peace and quiet will be destroyed, and this project will not benefit anyone residing in Navarro County.	Refer to AS-1, NV-1 and VA-1.

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Carol Glynn	3/8/2018	Website	As a Native Texan, I have lived and worked in the Dallas area my entire life. My husband and I bought our BloomingGrove property in 2016 as our retirement home. We have a peaceful acreage that borders a small private lake. Now, we have learned the chosen route for the "bullet train" will run directly east of our home in less than a mile's distance. Instead of spectacular sunrises, we will see and hear trains running across the ridge every 30 minutes from 5:30 am until 11:30 pm. Our property values will plummet, our peace and quiet will be destroyed and this project will not benefit anyone residing in Navarro county! Please stop this project now! Thank you, Carol Glynn	Refer to NV-1 and VA-1.
Arlette Goddard	2/26/2018	Website	The Morgan ranch is an invaluable asset to the community. It has given my family vacation time together that they would not normally receive, due to the gracious gift of Dr. Morgan and his family. This needs to be kept for future generations and families to enjoy I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5.
Arlette Goddard	2/28/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
Arlette Goddard	3/9/2018	Website	Do not run the rail thru the Morgan Family Ranch!	Refer to LU-5.
Justin Goertz	3/8/2018	Website	This project has our full support. We live in DFW and have family split between Houston and San Antonio, traveling to each regularly. 45 and 35 simply cannot keep up with the in-migration to our great state. Faster, cleaner and safer - it's a better option for us all. Thank you!	Comment noted.
Justin Goertz	3/8/2018	Website	This project has our full support. We live in DFW and have family split between Houston and San Antonio, traveling to each regularly. 45 and 35 simply cannot keep up with the in-migration to our great state. Faster, cleaner and safer - it's a better option for us all. Thank you!	Comment noted.
Doug Goheen	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Chloe Gohr	1/31/2018	Email	Just say no to the HRS Project. Why? The train will pass 1,500ft from my property. I am near retirement. I was planning to sell my house in the next few years (down size). I will be required to disclose the HSR Project. The value of my home will most likely drop precipitously due to the fear the unknown (noise levels, appearance, invasion of privacy). I am faced with being held hostage by this project since I will not be able to sell my house in the next few year so I can downsize and retire on the profits from the sale of my house.	Refer to VA-1
Lorraine Gohr	1/31/2018	Email	Just say no to the HRS Project. Why? The train will pass 1,500ft from my property. I am near retirement. I was planning to sell my house in the next few years (down size). I will be required to disclose the HSR Project. The value of my home will most likely drop precipitously due to the	Refer to VA-1

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			fear the unknown (noise levels, appearance, invasion of privacy). I am faced with being held hostage by this project since I will not be able to sell my house in the next few year so I can downsize and retire on the profits from the sale of my house.	
Lorraine Gohr	1/31/2018	Email	Just say no to the HRS Project. Why? The train will pass 1,500ft from my property. I am near retirement. I was planning to sell my house in the next few years (downsize). I will be required to disclose the HSR Project. The value of my home will most likely drop precipitously due to the fear the unknown (noise levels, appearance, invasion of privacy). I am faced with being held hostage by this project since I will not be able to sell my house in the next few year so I can downsize and retire on the profits from the sale of my house.	Refer to VA-1
Martin Gohr	1/10/2018	Email	This project is another \$18B Federal Money Grab by big business and corrupt politicians. planned route will disrupt the lives of thousands of people with: loss of Land value,	Comment noted.
Martin Gohr	1/10/2018	Email	This project is another \$18B Federal Money Grab by big business and corrupt politicians. planned route will disrupt the lives of thousands of people with: gridlock traffic patterns,	Refer to GN-4, SC-6 and SC-8.
Martin Gohr	1/10/2018	Email	This project is another \$18B Federal Money Grab by big business and corrupt politicians. planned route will disrupt the lives of thousands of people with: home displacement,	Refer to ED-2 and PN-3.
Marty Gohr	1/10/2018	Email	This project is another \$18B Federal Money Grab by big business and corrupt politicians. planned route will disrupt the lives of thousands of people with: schools disruption.	Refer to GN-4, SC-6 and SC-8.
Marty Gohr	1/31/2018	Email	Just say no to the HRS Project. Why? The train will pass 1,500ft from my property. I am near retirement. I was planning to sell my house in the next few years (downsize). I will be required to disclose the HSR Project. The value of my home will most likely drop precipitously due to the fear the unknown (noise levels, appearance, invasion of privacy). I am faced with being held hostage by this project since I will not be able to sell my house in the next few year so I can downsize and retire on the profits from the sale of my house.	Refer to VA-1
Tony Gohr	1/31/2018	Email	Just say no to the HRS Project. Why? The train will pass 1,500ft from my property. I am near retirement. I was planning to sell my house in the next few years (downsize). I will be required to disclose the HSR Project. The value of my home will most likely drop precipitously due to the fear the unknown (noise levels, appearance, invasion of privacy). I am faced with being held hostage by this project since I will not be able to sell my house in the next few year so I can downsize and retire on the profits from the sale of my house.	Refer to VA-1.
Joseph Goins	2/16/2018	Website	<p>Mr. Kevin Wright Environmental Protection Specialist Federal Rail Administration RE: DEIS Comment Dallas to Houston High-Speed Rail Project Wetland Impact Reduction Navarro County Segment Re-examination Benefits of Feasible Alternative Segment 3Z, blended from vetted routes 3B and 3C Dear Mr. Wright: In addition to prior oral comments of 29 January 2018 at the Dallas County DEIS open comment meeting at Wilmer Hutchins High School, LCA Environmental, Inc. (LCA) respectfully presents this written comment presenting a project review in support of value-added wetlands impact reduction and environmental benefits through a feasible re-routing of the proposed high speed rail segment in Navarro County along alternative alignments already vetted and considered for the project (as presented on attached supporting exhibits). COMMENTER BACKGROUND Mark K. Boyd, PhD, PE, is a Texas Licensed Professional Engineer and Principal Engineer of LCA Environmental, Inc., a renowned Texas registered environmental engineering and geoscience firm in continuous service to the community for over 25 years. LCA's one page statement of capabilities is attached for reference. Dr. Boyd is an environmental engineer with over 25 years of environmental engineering experience, including academic expertise, training and project background in hydrology, water resources, and evaluation of projects for waters of the US impacts in accordance with industry practices and applicable U.S. Army Corps of Engineers jurisdictional determination procedures. Dr. Boyd has also served for over 15 years as an Adjunct Professor of Environmental and Civil Engineering at Southern Methodist University Lyle School of Engineering providing environmental engineering instruction to Master and Doctoral candidates. Dr. Boyd's abbreviated one page résumé is attached to this comment letter. ALIGNMENT ROUTE SECTION 3Z (FEASIBLY BLENDED FROM VETTED ALIGNMENTS 3B AND 3C) The DEIS refers to alternative route segments 3A, 3B, and 3C located in Navarro County. Dr. Boyd collaborated with others in the development of a rail-feasible alternative route in Navarro County, which is named Route 3Z and shown on the attached location map and schematic exhibits. Route 3Z would diverge from Route 3A from a northern limit at the State Highway 31 crossing and converge to 3A at the southern limit of the section near County Road SW 2190. Route 3Z runs nearly parallel to the previously studied route 3C from its northern divergence from 3A and blends with vetted route 3B to the south to converge back to 3A. See attached exhibits showing general location and route schematics. This differential wetland impact evaluation was developed from review and analysis of the DEIS documents and other publically available information about the project area. DIFFERENTIAL WETLAND IMPACT COMPARISON The following table presents the differential wetland impact comparison between Navarro County Segments along Route 3A and parallel Blended Route 3Z. The following environmental impact benefits would be achieved from selection of Navarro County blended segment alternative 3Z compared to the parallel segment along route 3A:</p> <ul style="list-style-type: none"> • 476 linear feet, 100% reduction, of the perennial streams affected by 3A would be saved by routing along 3Z • More than 6 acres, 93% reduction, in Freshwater Emergent Wetlands would be saved by routing along 3Z • In excess of 8 acres, 94% reduction, of Freshwater Ponds along the 3A alignment would also be saved. 	Comment noted.

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			A marginal increase in intermittent wetland impact of 180 linear feet may be experienced by selection of 3Z, which is negligible when compared to the reported total project alignment 3A impact of 8,743 linear feet for the same wetland category. This apparent increase in wetland impact may be mitigated during future project design refinements. An increase in Forested Shrub Wetland is a possibility, as tabulated. However, DEIS reporting of this wetland type is based on current national wetland inventory maps, not on actual field determinations of wetlands. The commenter strongly urges project planners make an effort to field verify the mapped areas for confirmation, to thereby produce more effective project planning and improved reliability of environmental impact estimates. Finally, the commenter also reviewed catchment and drainage features along route 3A in this area. Several large and small ponds near route 3A may be affected by a change in drainage and runoff patterns and reduced catchment areas. The unintended tangential adverse environmental impacts from a reduction in available runoff water quantity and potential deterioration of water quality to these pond waters should be studied and considered by project planners before a final decision is made about rail routing along 3A in this segment of Navarro County. As noted by commenter Mr. Johnathan Zimmerer, PE, ponds in the vicinity of route 3A would experience reduced runoff catchment areas ranging from 16% to upwards of 62%. Even though not considered in the DEIS as wetland impact, the substantial drainage changes which would be caused by rail installation at or below existing grade could virtually dry up some ponds entirely, and would certainly affect the viability and environmental quality of others. The adverse impact to localized flood control caused by reduced pond catchment areas should also be considered. Similar unintended impacts to pond environments would not be associated with segment 3Z selection. CONCLUSION The following are the broad conclusions of this commenter's analysis: • 3Z saves about 500 linear feet of the most valuable streams/rivers (perennial year-round flow and healthy aquatic ecosystems) • 3Z saves over 6 acres of high value natural Freshwater Emergent Wetland preserving flood control benefits, emerging wetlands areas, species habitats, and beneficial ecosystems	
M M Golden	2/6/2018	Website	No to train.	Comment noted.
Bill Goloby	2/6/2018	Handwritten	Please add me to the project mailing list	Refer to PI-1.
Bill Goloby	2/6/2018	Handwritten	Please add me to the project mailing list	Refer to PI-1.
Monica Gomez	2/27/2018	Website	To have to be fighting for this bullet train's existence in this day and age with our exploding population, and where traveling from city to city can be all in a day's work is really mind boggling. You'd think a state as big as ours would have done this already, and that this country, that's supposedly one of the riches and technologically advanced, would not be behind the Europeans on effective transportation. It's time that we get on board and stop holding up progress once and for all. Allow Texas to lead us into the future.	Comment noted.
Stephan Gomez	3/9/2018	Website	Adding this railway system in what is already a highly congested area for traffic (290 Highway) is not only going to be terrible for the people already living in the area but for the people arriving from Dallas. This station should be in a more remote area on the outskirts of the beltway 8 loop, similar to how IAH airport is. Yes it would be a drive to downtown but at least it would not affect what is already a terrible traffic situation here in North West Houston.	Refer to GN-7 and TR-4.
Michael Gonzales	2/24/2018	Website	Texas needs this rail system as removing more than 14k cars from the road will make a vast difference in carbon emissions. It will also add jobs, so it's a win-win all around.	Comment noted.
Darryl Gonzalez	2/5/2018	Website	I write today to voice my opposition to the planned High Speed Rail proposed by Texas Central Railway. This is a project likely doomed to financial failure that will likely within 10 years result in a huge ugly 240 mile track scarring the beautiful countryside between Dallas and Houston. Studies by the Reason Foundation and others show that the proposed Bullet Train will lose an estimated \$500 million per year. As noted in the draft analysis, Texas Central forecasts it will get about 7.2 million riders per year, and they have informed me that they think they can make a profit from fare revenues alone. This is unrealistic in the extreme: as an example, the Taiwan High Speed Rail gets approximately 7 times that amount of passengers, and they were recently declared a financial flop by the Nikkei Review. See https://asia.nikkei.com/Politics-Economy/Policy-Politics/Shinkansen-operation-a-flop-in-Taiwan . This may result in a temporary jobs boost for Texas, but the effect will likely only be temporary as the project will likely go bankrupt in only a few years without significant foreign investment or governmental takeover. Also has the potential impact on towns between the two metro areas been considered? If this has any impact at all on automotive traffic between the two cities, as Texas Central Railway has almost boasted that it will, the roadside shops, restaurants, gas stations and hotels that are along IH-45 will lose business and therefore be forced to lay off employees or close their doors. Also of note is their claim that this will affect automotive traffic. How? In the one Shinkansen line in the world that is financially feasible (Tokyo to Osaka), they get 150 million passengers per year. Despite those staggering numbers, according to the Reason Foundation and the American Dream Coalition, automotive traffic in Japan has risen an amazing 900 percent over the 50 years of operation of the Shinkansen line. See http://americandreamcoalition.org/2013PAD/Baruch_Feigenbaum/high_speed_rail_lessons.pdf . Also note that the population of Japan has roughly doubled in that time, so the increase cannot totally be attributed to population growth. See https://www.washingtonpost.com/news/worldviews/wp/2016/02/26/its-official-japans-population-is-dramatically-shrinking/?utm_term=.d90012469415 . This is a bad idea for Texas. Please do not approve this project.	Refer to GN-3, NE-1 and SC-15.

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Elijah Gonzalez	2/16/2018	Website	Dear FRA, As y'hall know (sorry for texas accent) im a Texas high schooler that i support this project for many reasons 1. Since i was 3 i wanted to drive a train when i grow up so now that project has been announced i want to work thier when i graduate as eaither a Cival Enginner or Driveing a bullet train 2 driveing to Dalles is a pain in ass its 4 HOURS DRIVING AND 3 HOURS FLYING! i dont drive but my parents hate it. 3 i just want a bullet train in this countryto improve our transpotation just like other countrysso to FRA please let build this train i raelly want to ride it. Sincerly, Elijah Gonzalez	Comment noted.
Manny Gonzalez	2/21/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique irreplaceable property. The proposed route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US.	Refer to LU-5 and WW-2.
Manny Gonzalez	2/22/2018	Website	I'm concerned about loss of wetlands and watershed as compared to running north of existing power lines. I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194.	Refer to LU-5.
Manny Gonzalez	2/23/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Manny Gonzalez	2/25/2018	Website	I am concerned about the arrow head finds on lookout point. I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property	Refer to LU-5.
Manny Gonzalez	2/25/2018	Website	I am concerned about the I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Manny Gonzalez	2/25/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Manny Gonzalez	2/25/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Manny Gonzalez	2/26/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Manny Gonzalez	3/2/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about historic impact.	Refer to LU-5.
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Manny Gonzalez	3/2/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about the bald eagle habitat.	Refer to LU-5.
Manny Gonzalez	3/2/2018	Email	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement	Refer to LU-5.
Manny Gonzalez	3/3/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about historic impact.	Refer to LU-5.
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Manny Gonzalez	3/3/2018	Email	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement	Refer to LU-5.
Manny Gonzalez	3/3/2018	Email	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement	Refer to LU-5.
Manny Gonzalez	3/3/2018	Email	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement	Refer to LU-5.
Manny Gonzalez	3/3/2018	Email	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious water shed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement. I have grave concerns about the high speed rail in Navarro County traveling through the Morgan Legacy Farm located near FM 709 and 3194. The proposed route will devalue and disassemble its ability to be a charitable ranch. The route will require the removal of all the main structures and infrastructure. Vacations at the ranch have been auctioned off to raise money for schools. It has served as a retreat for many businesses and organizations. The Daughters of the Republic and Medical Residents from Children's Medical Center to name a few. A move to north of the already existing high power lines would have less impact on benefits of the ranch and prove less damaging to the county in the long term.	Refer to LU-5.

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Manny Gonzalez	3/3/2018	Email	I would like to make comments regarding the proposed route for the High Speed Rail as proposed by the FRA. Although I'm sure there has been much research that went into this southernmost proposed route, the chosen route seems to defy logic. The route crosses several local roads and divides several properties. The work on the roads that would be needed to follow this route would obviously add considerable cost to the construction of the rail line. Dividing properties that have been in families for many years (or even generations) also seems to not make much sense. One such property is the Morgan Legacy Farm. The proposed route would require the destruction of the majority of the structures on this property, both residential and ranch related. Over the years, the Morgan Legacy Farm has hosted literally hundreds of groups of children and adults as an opportunity to experience Texas farm and ranch life. Not one of these groups has been asked to pay for anything! Running the train right through the middle of this property would literally make these events no longer possible. Alternatively, there is a nearby high-tension power line that seems to be a logical route for the rail to follow. It seems much more appropriate to run the train next to a high voltage power grid already existing. The environmental impact issues seem to make this a more logical route.	Refer to LU-5.
Manny Gonzalez	3/5/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about historic impact.	Refer to LU-5.
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Manny Gonzalez	3/5/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about the bald eagle habitat.	Refer to LU-5.
Manny Gonzalez	3/5/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about the bald eagle habitat.	Refer to LU-5.
Manny Gonzalez	3/5/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement	Refer to LU-5 and TR-10.
Manny Gonzalez	3/5/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement	Refer to LU-5 and TR-10.
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Manny Gonzalez	3/5/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious water shed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement. I have grave concerns about the high speed rail in Navarro County traveling through the Morgan Legacy Farm located near FM 709 and 3194. The proposed route will devalue and disassemble its ability to be a charitable ranch. The route will require the removal of all the main structures and infrastructure. Vacations at the ranch have been auctioned off to raise money for schools. It has served as a retreat for many businesses and organizations. The Daughters of the Republic and Medical Residents from Children's Medical Center to name a few. A move to north of the already existing high power lines would have less impact on benefits of the ranch and prove less damaging to the county in the long term.	Refer to LU-5.
Manny Gonzalez	3/5/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious water shed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement. I have grave concerns about the high speed rail in Navarro County traveling through the Morgan Legacy Farm located near FM 709 and 3194. The proposed route will devalue and disassemble its ability to be a charitable ranch. The route will require the removal of all the main structures and infrastructure. Vacations at the ranch have been auctioned off to raise money for schools. It has served as a retreat for many businesses and organizations. The Daughters of the Republic and Medical Residents from Children's Medical Center to name a few. A move to north of the already existing high power lines would have less impact on benefits of the ranch and prove less damaging to the county in the long term.	Refer to LU-5.
Manny Gonzalez	3/5/2018	Website	I would like to make comments regarding the proposed route for the High Speed Rail as proposed by the FRA. Although I'm sure there has been much research that went into this southernmost proposed route, the chosen route seems to defy logic. The route crosses several local roads and divides several properties. The work on the roads that would be needed to follow this route would obviously add considerable cost to the construction of the rail line. Dividing properties that have been in families for many years (or even generations) also seems to not make much sense. One such property is the Morgan Legacy Farm. The proposed route would require the destruction of the majority of the structures on this property, both residential and ranch related. Over the years, the Morgan Legacy Farm has hosted literally hundreds of	Refer to LU-5.

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			groups of children and adults as an opportunity to experience Texas farm and ranch life. Not one of these groups has been asked to pay for anything! Running the train right through the middle of this property would literally make these events no longer possible. Alternatively, there is a nearby high-tension power line that seems to be a logical route for the rail to follow. It seems much more appropriate to run the train next to a high voltage power grid already existing. The environmental impact issues seem to make this a more logical route.	
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Patrick Gonzalez	3/9/2018	Website	I am approximately 1 mile away from the existing railroad tracks running along Hempstead. My house is not too far from the proposed northwest transit station. Will sound barrier walls be put around the neighborhoods in the immediate vicinity? Although the train technology is set to be quieter than a traditional train, high speed rail will be an everyday, 18 hrs. a day operation. That's a lot of traffic both in and around the transit station, as well as the noise from the train constantly passing by the neighborhoods. Also, will the said noise be consistent with city ordinances around noise.	Refer to NV-1. Because railroad noise is federally regulated, HSR projects such as this one are exempt from local noise ordinances for operations.
Eric Goode	3/5/2018	Oral	Good evening. I'm Eric Goode, speaking on behalf of Judson Robinson, President and CEO of the Houston Area Urban League. First, I would like to thank the Federal Railroad Administration for convening an event of this magnitude, allowing for the thoughtful comment on both sides. Whether you agree or disagree, I think this is very productive. As has been stated, the Texas Bullet Train will be an economic driver for the City of Houston region, the state, and our county. We believe that it plants the seed of industry in Texas and the United States that will continue to benefit Texans and Texas businesses for generations to come. According to the current projections, of course, the bullet train was for economic investment. We refer to statistics generating about \$36 billion in direct economic activity, creating 10,000 jobs, and ultimately over 1,000 jobs that will maintain here in the state of Texas. The recent release of the Draft Environmental Impact Statement backs these projections with detailed data and analytics. For the Houston Area Urban League, we had the privilege of serving as one of the organizations that worked with Metro and Houston Rapid Transit for the light rail expansion projects. The opportunity, for us, allowed us to facilitate outreach and intake along those rail corridors, training people with a nationally recognized certification and direct job placement that built the light rail. So we have seen from a practical aspect what this can look like, and hopefully will have an opportunity to participate in the future. For the Houston station, we are supportive of the proposal, Northwest Mall location, which will be a catalyst for growth in a high-growth area near the intersections of two major highways. Certainly we can see all the construction now existing on 290. We feel that this rail station will be an enhancement to the community. Finally, we support the bullet train because of its incredible safety record and environmental friendly design. In the 53 years of service in Japan, the system has moved billions of people to and fro. We are highly optimistic of what this project will bear. We're also highly optimistic that we can come up with a win-win situation that will address everyone's concerns. On behalf of the Houston Area Urban League and Judson Robinson, thank you.	Comment noted.
Gary Goodfriend	2/27/2018	Website	This is a progressive move for the State of Texas. I see no downside to completing the project and seriously considering and initiating impact studies at a later time to expand the existing route or establish new routes radiating from both the Dallas hub and Houston hub. Countless folks from both cities do NOT want to continue to pay egregious fares even on SW to fly the 30 minutes between the two cities. These fares have risen over the years and now force many people to drive the 4 hours between the cities. This is bothersome, exhausting and EXPENSIVE. The option is a very viable one.	Comment noted.
Lea Goodman	2/22/2018	Website	This train will be a huge improvement in Texas transportation. I rode on the bullet train from Kyoto, Japan, to Tokyo and it was an amazing experience. The idea of being able to travel to Dallas for a meeting and be back home that night is extremely exciting and progressive.	Comment noted.
Kathy Goodwin	1/12/2018	Email	I am sending this as a concerned citizen in the route of the HSR. I have grave concern concerning the economic impact on my community. The concern that I have has to do with the cost of adding and moving utilities in Ellis county. I have seen nowhere in the EIS study where this issue addressed. Question 1 where do the funds come from? Question 2 Who pays for new county school buses when new routes are needed because of road re-routing? My husband and I are retired on limited income. We are staunchly opposed to the HSR our voting will reflect that going forward. We are going to all meetings opposing the HSR.	Refer to SC-19, SC-6 and EU-2.
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David Gornet	2/21/2018	Website	the proposed high speed rail will be benefit to the state of texas and the nation. we can take cars off the road and planes out of the sky to reduce pollution and the risks of incidents. yes, there will be some impacts. much of that voiced is simple not in my backyard comments. folks	Comment noted.

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			are hypocritical and forget that roads are required for them to go to work, school or family or for the clothes they wear, food they eat, gas for their vehicles. those roads went through or near someones house or farm. the rail will do the same, it goes near or through someone but it will provide benefits to all. let's keep this moving forward. thank you!	
Joan Gorney	3/8/2018	Website	This is not only a good idea but a necessary idea. I have lived at my location 45 years. I love riding trains. I am watching our land be covered by concrete just adding more to the global warming. I worked 35 years outside for Southwestern Bell/AT&T. I did not have an air conditioned van and I can tell you where the wide concrete highways are the temperature was much warmer than where the smaller roads still remained. The small foot print on this railroad, and others I hope will follow, will help in many ways. It will help with the global warming from concrete, take cars off the road from business people, travelers making the connection to Amtrak in Dallas, and people like me who ride Amtrak or just to ride. I have ridden this train in Japan. I found it smooth, quiet, and a very pleasant experience. For the ones opposing this train, I would gladly give them another toll road. I live on the last street of a neighborhood. There are houses across the street from me then probably 1,000 acres of woods. It has been great then toll 249 was planned. I can see the trees falling and hear the machinery all day crunching them up and leveling ground. When this is done, I will not get peace. I will get car horns, racing vehicles, 18 wheelers with their jake brakes, squealing tires, and emergency sirens. The same noises that caused the relocation of a very old scout camp on I-45 just south of Conroe, Camp Strake. I would gladly give this to the those folks and take the train. When your construction is over, there will be peace and quiet except for the occasional quiet which of a train as it passes for a few seconds. I hope this is the first of many new train routes. It's a shame big freight train companies are so influential and Amtrak isn't important enough to help. I rode it to see relatives in Chicago as a child and am now teaching my grandchildren to be train lovers.	Comment noted.
Teresa Gossett	3/7/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
Josh W. Goswell	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Jennifer Gourlay	3/9/2018	Email	I am opposed to this and there is ABSOLUTELY no need for a bullet train from Houston to Dallas. Not too sure what the motive is behind its construction, but it is a waste of time and money. Thank you,	Refer to PN-3.
Carrie Gourley	2/6/2018	Handwritten	The money spent on this would be a sad waste. Just think of the great commuter rails that could be added to our metro areas. Shame on your souls.	Comment noted.
Brandy Gradberg	2/13/2018	Website	Property values will be reduced around the HSAR which will ripple throughout the county affecting all property values.	Refer to VA-1.
Brandy Gradberg	2/13/2018	Website	The Eminent Domain will create multiple security corridors that will split the county into multiple sections. Social and cultural factors associated with living in between a walled community could create a confinement mentality resulting in a divided society where the populous is segregated and labeled by numerous social, economic, cultural and racial classifications. This would result in degrading the quality of life for all citizens living and working within the affected areas, including other counties.	Refer to SS-23. Impacts to community cohesion as a result of the Project are discussed in Section 3.14.5.2.2, Socioeconomics and Community Facilities, Environmental Consequences, Build Alternatives, Impacts to Community Character and Cohesion.

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Jordan Gradberg	2/13/2018	Website	There are only two High Speed Rails in the world that operate in the black that are not government subsidized. These two are in highly dense populated areas. Dallas to Houston is not very dense. The area cannot financially support this project.	Refer to GN-4 and NE-1.
Jordan Gradberg	2/13/2018	Website	DESTINED TO FAIL WITHOUT GOVERNMENT SUBSIDY. The Reason Foundation Policy Brief 139 dated February 2017 reports in detail why TCR cannot be financially stable in the long term without a government subsidy.	Refer to GN-3 and GN-4.
Jordan Gradberg	2/13/2018	Website	Why the HSR will have a serious devastating impact on our economy and quality of life in " Ellis County and other counties located in between: 1. Eminent Domain Rights by a FOREIGN Company (80%) wnership with a small Texas Rail Company (20% onership) as the front man. 2. No Train Station or stops which would be a hub of economic activity for our county. 3. No railroad crossing allowed. All future crossings will require an expensive overpass or underpasses. The few crossings will impact emergency vehucles, property values, school district boundaries etc.	Refer to ED-1, SC-6, SC-19, SS-23, TC-7, TR-7 and VA-1.
Jordan Gradberg	2/13/2018	Website	The few underpasses that may be built will use the TxDOT standard of 14 ft high. Much farm equipment is taller than 14 ft. How will they reach their property on the other side of the train? Farms, ranches, and agricultural lands will become inoperable removing them from production affecting the tax base and property values through the county.	Refer to TR-8.
Jordan Gradberg	2/13/2018	Website	The Trans Central Railroad claims that no public monies will be involved. No modern HSR has ever been built with just private investment capital. FRA (Fed RR Admin) TxDot and NCT-COG (North Central Texas-Council of Gov't) have already contributed funds and assistance. The HSR is supported by TxDot and North Central Texas- Council of Governments (NCT-COG) who recently supported two Toll Roads planned for Ellis County. So who is looking out or Ellis County's best interest?	Refer to GN-4.
Jordan Gradberg	2/13/2018	Website	High Speed worldwide have killed 220 people and injured 457.	Refer to SS-4, SS-12 and SS-13.
Jordan Gradberry	1/29/2018	Oral	My name is Jordan Gradberry. I have been brought up on land in Ellis County and I remember being five or six years old and my grandpa coming to me and telling me that he bought a whole bunch of land and that we were all gonna be able to build houses on it one day. I grew up on that land. My mom and dad built a house there in 2000, when I was seven. My uncle lives right down the road from us. He built a house there, my cousins grew up there. One day I would love to raise my son that I have now and the other one that's due in March. I would love to build a house on my family land, our family land, and raise my boys out there. We grew up, did a bunch of crazy stuff on four-wheelers out there. We got this thing, I don't know what it's called, but we called it duck. Where you can go on land and drive straight into a pond and just keep on going and come out the other side and I can't wait to take my son, Noah, to all those ponds and lakes we have out there. So many years we've spent fishing on our family land and, you know, I can't wait to take my two boys and whatever other kiddos God blesses me with, I can't wait to take them out there four-wheeling, do some paint balling, fishing, duck hunting all sorts of – all sorts of stuff. And I think that's the type of stuff that's missing from the poster boards out there with all the information that y'all collected for it. I think the pictures of young kids riding on four-wheelers through pastures and jumping hills and being stupid, I think that's the stuff that is being missed in all of this and if this does go through it's gonna affect a lot of people. I know it's great for Dallas and Houston, but Texas is not just two big ol' cities, it's a lot of counties in between. And it's gonna affect a lot of people. So I am 100 percent against this and I can't wait till I can build my own house out there and raise my boys out there. Thank you. I know it's great for Dallas and Houston, but Texas is not just two big ol' cities, it's a lot of counties in between. And it's gonna affect a lot of people. So I am 100 percent against this and I can't wait till I can build my own house out there and raise my boys out there.	Comment noted.
Brandy Graham	1/25/2018	Letter	A recent study entitled, "Texas High Speed Rail: Caution Ahead" by Baruch Feigenbaum, the Assistant Director of Transportation Policy at the Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 million a year, and that TCR has severely underestimated the costs to build the project and the Overestimated the projected ridership. Given the irreversible impacts this project could have on our community, we should not building a project that does not meet feasibility requirements under NEPA and other federal laws. In effect, this project will either become a burden on taxpayers in terms of subsidies, or a bridge to nowhere.	Refer to GN-3.
Brandy J Graham	1/25/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. The proposed alignment goes through the city of Waller's Extra-Territorial Jurisdiction and was chosen with no opportunity for public input or comment from city officials. The City of Waller has a population Of approximately 2,400 people and is located in both Waller and Harris counties. The City is a general law city under the 5,000 threshold and is limited in growth strategies compared to home rule cities. This means it is important to maximize the development of the geographical area available to the city. The HCA Route passes through the City's extraterritorial jurisdiction and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990-acre tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility, a heating and air conditioning, \$410 million facility that will be 4.2 million square feet in size, the largest industrial facility under one roof in the State of Texas, and employ 6,000 by 2018. The City is part of a Greater Houston Partnership task force to support Daikin/Goodman in their effort to bring their key suppliers to the Waller area. It is	Refer to LU-3, LU-4, PI-1 and SC-19.

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			<p>estimated that the suppliers will add another 2- 4,000 employees. There is concern that the HSR will create a barrier between Waller and the Goodman facility and cause the city to lose much needed tax base from these suppliers. The barrier will cause suppliers to locate to the east of the HSR in the unincorporated area, causing a proliferation of onsite water and wastewater facilities rather than using city utilities, resulting in a much less efficient usage of land and resources. Goodman Manufacturing has stated their position on the HSR route HC-4 this way: , we would be concerned with any route that disrupts Waller plans to provide Goodman employees (residents and non-residents) with support services such as housing and retail options." Waller Town Center (WTC) is a joint venture being marketed by Cullinan Properties, a national developer operating in Illinois, Missouri, Georgia, and Texas. The WTC is an integral part of the City's development strategies to reach retailers. The Texas Legislature created a municipal management district (MMD) specifically for this development. The 462-acre project is a \$280 million investment that will include a power center, lifestyle walkable retail, entertainment, hotel/conference centers, medical facilities, and housing. The city of Waller has a retail "leakage" of \$352 million in their primary trade area and \$584 million in our secondary trade area. The WTC is critical to the City's closing this leakage. This build out investment would double the City's property valuation and could potentially double the City's sales tax revenue. This would allow the City to decrease its tax rate while improving City services. HC-4 slices through this entire planned WTC project impacting 500 housing tracts delaying our residential growth and retail development creating extremely significant negative impacts on the economic development plans for the City of Waller. Waller City Council has opposed the HSR project in Resolution 2016-6, passed on January 25, 2016. The Resolution addresses the fact that HC-4 was selected without public comment as the single route through Waller County, splitting the WTC creating significant detrimental impacts on the City's retail strategy and destroying the economic value of the City, and negatively impacting both property values and development opportunities. All of the above impacts on the city of Waller was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS</p>	
Brandy J Graham	1/25/2018	Letter	<p>Despite two written requests dated November 14, 2014 and July 6, 2015 from the Waller County Sub-Regional Planning Commission ("WCSRPC"), the FRA failed to coordinate with any local government in Waller County "prior to identifying the alternative alignments to be evaluated in the draft EIS" as the FRA stated it would do on Page 24 of the Scoping Report that was released by the FRA in April of 2015. The WCSRPC is a sub-regional planning commission formed for the purposes of planning future development of our community and is comprised of elected officials from several municipalities in Waller County, in addition to Waller County itself and two of its school districts. Without this coordination, there is no way to ensure that impacts to the local community are properly analyzed and conflicts with local plans are resolved. The FRA has also erred in identify the WCSRPC as a "public stakeholder" and not a political subdivision of the state of Texas. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.</p>	Refer to PI-1.
Brandy J Graham	1/25/2018	Letter	<p>The proposed alignment of the HSR will run through a portion of Waller County that is currently experienced a high rate of commercial and residential development. As a result, the areas that could be impacted are areas that have and should continue to see high increases in property valuations due to positive development taking place in these areas, including high-end residential development. This project will create an obsolescence that will negatively impact the property values in Waller County. Bankers and appraisers heavily discount property values in situations like this, which destroys the market value of all properties. Because of this loss in value, ad valorem taxation will decrease causing WISD to lose \$3.6 million in annual revenue, \$1.8 million will be lost to the Municipal Management District discussed in No. 2 above, the City of Waller will lose \$.3 million and property tax collected by the county appraiser will be reduced by between \$279,000 to \$1.6 million annually from developments that will be ruined by the train passing through or near them. The HSR will prevent the highest and best use of hundreds of properties throughout Waller and Harris Counties where the area is experiencing some of the fastest growth in the state. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. This results in a disparate impact on Waller County, which has a majority minority population. These issues were brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.</p>	Refer to EJ-1, LU-4, SC-19, VA-1 and VA-3.
Brandy J Graham	1/25/2018	Letter	<p>The Federal Rail Administration (FRA) has improperly selected one build alternative (Utility Corridor) and one alignment (HC-4) through Waller County without conducting the necessary comparative analysis of alternatives pursuant to NEPA. Specifically, I am requesting that your agency call upon the FRA to step back and conduct a programmatic EIS for the four build corridors (BNSF, UPRR, 145, Utility) that met the "Purpose and Need" of the project identified in the Corridor Alternatives Analysis Technical Report (August 2015). Doing so is the only way that the FRA can fulfill its responsibility to advance an alternative that resolves the conflicts the project creates in Waller County. (40 C.F.R. 1501.2(c)). This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.</p>	Refer to BA-3, BA-5, BA-8, BA-9, BA-10 and NE-1.

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Brandy J Graham	1/25/2018	Letter	Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest, Six Pines and Kickapoo Preserve - all developments for nearly 1,000 homes, some of which have already been built. Four or five that were in the works are now cancelled because of the route. The HC-4 route travels right through the developments and destroys the economic viability of them and the value of everyone's property. Also, within these developments are four horse riding trails that the train will cross. This will destroy any viability of the equestrian facility and create dangerous situations for anyone riding in the area, especially children. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to LU-3, RF-1 and VA-1.
Brandy J Graham	1/25/2018	Letter	The proposed alignment will impact all future road and thoroughfares through the northern portion of the County. Dozens of roads are planned, but none will be able to be completed if the train cuts through stifling all future economic development in that area. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to TR-8.
Brandy J Graham	1/25/2018	Letter	At the coordination meeting with TXDOT on or about February 9, 2016, Mr. Rick Welch and Tom Gleason discussed historical significant locations and objects and cultural resources within Waller County and the location where the rail is selected to traverse. Mr. Welch told of Benaiah "Yankee" Jones, III, born in Massachusetts in 1795 and moved to Texas in the 1830's to early 1840's. He ended up in the area that is now northeast Waller County where he bought 1,100 acres. On this land, he built a stage coach Inn that became a famous stage coach route that is still visible today in the Kickapoo Preserve. Jones and his family are also buried on the family cemetery located in the Kickapoo Preserve. HC-4 runs right over this land and very close, if not directly over this old Inn and Stage Coach site and cemetery. When Kickapoo Preserve was established, they were required to perform an archeological survey, which produced the "Kickapoo Archeological Survey Report of April, 2010." For this report, the developer was required to obtain an Army Corps of Engineers Section 4 Permit. This report revealed four archeological sites and two pre-historic/historic sites considered for inclusion in the National Register of Historical Places. Mr. Welch has historical maps indicating historical boundaries, roads, stage coach routes, written historic interviews of "old timers," and all the historical sites on the Kickapoo Preserve. These documents show where the sites were for historical Stage Coach Road that was created between the 1830's and 1840's that came from in the original town of Harrisburg (now Houston) and went northwest through Mr. Jones' land. These are all historical sites that should not be destroyed by the HSR. All of this information was provided. All of this information was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to CR-2 and CR-9.
Brandy J Graham	1/25/2018	Letter	One more major impact will be on the Hewlett Packard Data Center facility, which houses 1,500 servers that will be within 1,000 feet of the HC-4 route. When notified of the route, HP's management team and legal department stated: "Hewlett Packard Enterprise is currently not in a position to approve or disapprove the proposed route... However...the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property. If we determine that is the case, then we would have no choice, but to vigorously oppose this proposed route." This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SC-11.
Brandy J Graham	1/25/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. Recreational and Sport duck hunting will be directly affected by any noise, vibration and possible 96 trains running through the area. The route cuts through the north end of one of the major wetlands in the region where duck hunting is vital to the economy and where water fowl and their hunting will be diminished, if not destroyed by a high speed train. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to NR-1, NR-2, RF-2 and WW-9.
Brandy J Graham	1/25/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. Quality of Life issues include people living within noise and vibration distance, as well as, sight, particularly if the train track is elevated. Depending on location and height of track, there will be loss of disposable income for the increase in travel time because people will not want to live within five to ten miles of the train track causing them to spend more time driving longer distances. Mr. T. J. Johnson, President of the Waller County Advocacy Group, estimates quality of life spent driving behind the wheel of their vehicles will be reduced by 5,000 man-hours per year for residents in Waller County and cost an additional loss of disposable income up to \$3 million. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to AS-1, NV-1, NV-5 and TR-8.
Brandy J Graham	1/25/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. The Waller Harris Emergency Services District No. 200 ("ESD") provides emergency services throughout the impacted area of the proposed alignment of the High Speed Rail. These services could be negatively impacted by the HSR line, due to its potential impact on county and private roads, many of which are used for emergency vehicles that now service the District and provide an 8-minute response time. The HSR will disrupt this service and increase the response time to dangerous and unacceptable levels. The District is funded with ad valorem taxation and any diminution of value due to the HSR will cause a tax increase to cover expenses and budgets. Each fire department costs \$4.5 million for the building, equipment and staffing.	Refer to SS-12, SS-18, SS-23 and SS-26.

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			An ambulance costs \$300,000 and staff is needed 24/7 for 365 days. New fire stations and emergency services will be needed should the HSR divide the District. However, currently the District cannot prepare for this and other needs because of the FRA's actions. Right now, the District has 10 fire departments and will need more if the HSR is built. The District is also very concerned with catastrophic accidents that may occur from an HSR accident. Hundreds of ambulances, life flights, and emergency services will be needed and the District will not be able to handle this type of emergency. This will place an undue burden on the District. To date there has been no discussion with the FRA as to how they will resolve these conflicts. This issue was brought to the attention of the FRA by Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	
Brandy J Graham	1/25/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. The proposed alignment will run through a large portion of Waller ISD's district, which would negatively impact bus routes, which may cause Waller ISD to purchase additional school buses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to PI-1, SC-5, SC-10, SC-19, TR-6 and TR-7.
Brandy J Graham	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. Local Environmental Impact include the Spring Creek Watershed where five creeks will cross the track of the HSR. This watershed will be directly impacted by the train and the track depending on how it's built. Tropical Storm Allison, the Tax Day Floods, the flooding event in May of 2016, and Hurricane Harvey have shown that if any impediments to water flow occur through the watershed, the area will experience major flooding and damage to property if the track is not properly studied and engineered. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SS-17, WW-1, WW-2 and WW-8.
Brandy J Graham	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. At the coordination meeting between WCSRPC and TXDOT on February 9, 2016, Mr. Tom Gleason discussed the Atmos Energy Turbine Powered Natural Gas Compression Station, which uses a jet engine to pressure up to a 30 inch natural gas pipeline between Waxahachie and Katy Texas. The pipeline is pressured up to 930 psi and was installed in 2006. There have been at least three known accidental releases of natural gas: May 24, 2007 - 18,000 lbs released, May 30, 2007 - 20,000 lbs released, and June 11, 2007 - unknown quantity. On August 9, 2011, there was a planned Emergency Shutdown Simulation that released thousands of pounds of gas that Mr. Gleason and other neighbors experienced over a mile away. It turns out that Atmos has to perform emergency simulations twice a year creating potential hazardous situations, especially with an electric train traveling nearby. What would happen during one of these accidental or planned events should a train traveling 200 mph ignite the natural gas and cause a catastrophic accident? This will cause an unprecedented catastrophe with tremendous loss of life, damage to private property and environmental destruction to Waller County or any other county should this occur. The train adds the ignition source to an already volatile and potentially dangerous scenario that creates an unacceptable risk to the health, safety and welfare of our community and local residents, as well as, the passengers on the train should an explosion occur. All of this information was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to EU-6, SS-18 and SS-19.
Brandy J Graham	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. Katy Prairie Conservancy owns the Warren Ranch, a 6400 acre preserve that provides essential habitat for migratory birds and is designated as a Global Important Bird Area. Warren Ranch is a critical part of the Katy Prairie Preserve, a vast collection of protected properties owned or managed by the nonprofit land trust Katy Prairie Conservancy (KPC). The prairie is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one mile of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands exist that will be directly or indirectly affected by a HSR corridor. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to RF-4, NR-2 and NR-3. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.
Brandy J Graham	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. G & W Water is the supplier of potable water for northern Waller county and southern Grimes County. They recently built a new water tower and the proposed train route falls directly on top of it. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to EU-2.
Jason Graham	2/27/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property. This property should not be damaged by this rail way.	Refer to LU-5.
Jason Graham	3/2/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a	Refer to LU-5 and NR-2.

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			unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. I personally have used this property free of charge to unwind from my stressful healthcare job. Please do not disrupt this property so others can enjoy it as well.	
Jason Graham	3/2/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. I personally have used this property free of charge to unwind from my stressful healthcare job. Please do not disrupt this property so others can enjoy it as well.	Refer to LU-5.
Jason Graham	3/3/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. I personally have used this property free of charge to unwind from my stressful fire department job. Please do not disrupt this property so others can enjoy it as well.	Refer to LU-5 and NR-2.
Jason Graham	3/3/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. I personally have used this property free of charge to unwind from my stressful healthcare job. Please do not disrupt this property so others can enjoy it as well.	Refer to LU-5.
Kelsei Graham	2/27/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This property should not be damaged by this rail way. Thanks, Kelsei	Refer to LU-5.
Kelsei Graham	2/27/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional	Refer to LU-5.

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			release for health care providers, first responders and military. Myself being a nurse and my husband being a fireman have used this property free of charge many times to relax and unwind after hard times on the job. A huge disservice would be done if this property was damaged by this railway. Please move the route of this railway to another more appropriate location that does not damage this property. By doing so you will allow others like myself to continue using this property. Thankyou, Kelsei	
Kelsei Graham	2/27/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. I personally have used this property free of charge to unwind from my stressful healthcare job. Please do not disrupt this property so others can enjoy it as well.	Refer to LU-5.
Kelsei Graham	3/2/2018	Website	m opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. I personally have used this property free of charge to unwind from my stressful healthcare job. Please do not disrupt this property so others can enjoy it as well.	Refer to LU-5, NR-2, NR-5 and WW-1.
Kelsei Graham	3/3/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. I personally have used this property free of charge to unwind from my stressful nursing job. Please do not disrupt this property so others can enjoy it as well.	Refer to LU-5 and NR-2.
Kelsei Graham	3/3/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. I personally have used this property free of charge to unwind from my stressful healthcare job. Please do not disrupt this property so others can enjoy it as well.	Refer to LU-5.
Matthew Graham	1/29/2018	Oral	My name is Matthew Graham. So to start with, the biggest concerns that I have are for emergencies on the train, and are there going to be access roads for emergency personnel to -- If the train has to stop due to somebody having a heart attack, how are emergency crews going to respond to that spot on the rail? That hasn't been addressed. If there's a grass fire on one side of the rail, it's going to jump to the other side of the rail during the drought scenario with high winds. It just going to. If the track's on the ground, how are the emergency people going to move from one side of the rail to the other quickly to respond to that grass fire They're not going to. If smoke -- Parker County burned up a	Refer to SS-2, SS-3, SS-18 and SS-27.

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			thousand acres the other day. Smoke was seen down here from that. Will smoke shut the train down? Another issue is that -- looking through the road closures, there was at least I think five to ten roads that were going to have to be -- will have bridges built over it. Well, what's going to happen if that train goes underneath that bridge while I'm changing a tire on the bridge. Can't get that answer. What if there's an emergency on the bridge? Are the emergency personnel in Navarro County going to have the rights to contact and shut that train down like they do with other railroads? Are helicopters being brought in for emergency personnel use? Are they going to have access to shut these trains down so that when they're passing, the train wind doesn't affect the landing or take-off of the helicopter. Also questions that have not been answered. That's all really I've got.	
Michael A Graham	1/25/2018	Letter	Specifically, I am requesting that your agency call upon the FRA to step back and conduct a programmatic EIS for the four build corridors (BNSF, UPRR, 1-45, Utility) that met the "Purpose and Need" of the project identified in the Corridor Alternatives Analysis Technical Report (August 2015). Doing so is the only way that the FRA can fulfill its responsibility to advance an alternative that resolves the conflicts the project in Waller County. (40 C.F.R. 1501.2(c)). This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Michael A Graham	1/25/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. A recent study entitled, "Texas High Speed Rail: Caution Ahead" by Baruch Feigenbaum, the Assistant Director of Transportation Policy at the Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 million a year, and that TCR has severely underestimated the costs to build the project and the overestimated the projected ridership. The Report stated: "We truly hope that high-speed rail becomes a reality in the United States, and we would prefer that it be developed and implemented by the private sector," writes Feigenbaum. "However, based on our experience and analysis we are concerned that Texas Central's project will fail so spectacularly that privately financed U. S. high-speed rail lines may never be given a second chance." Given the irreversible impacts this project could have on our community, we should not building a project that does not meet feasibility requirements under NEPA and other federal laws. In effect, this project will either become a burden on taxpayers in terms of subsidies, or a bridge to nowhere.	Refer to GN-2, GN-3, GN-4 and NE-1.
Michael A Graham	1/25/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. The proposed alignment of the HSR will run through a portion of Waller County that is currently experienced a high rate of commercial and residential development. As a result, the areas that could be impacted are areas that have and should continue to see high increases in valuations due to positive development taking place in these areas, including high-end residential development. This project will create an obsolescence that will negatively impact the property values in Waller County. Bankers and appraisers heavily discount property values in situations like this, which destroys the market value of all properties. Because of this loss in value, ad valorem taxation will decrease causing WISD to lose \$3.6 million in annual revenue, \$1.8 million will be lost to the Municipal Management District discussed in No. 2 above, the City of Waller will lose \$1.3 million and property tax collected by the county appraiser will be reduced by between \$279,000 to \$1.6 million annually from developments that will be ruined by the train passing through or near them. The HSR will prevent the highest and best use of hundreds of properties throughout Waller and Harris Counties where the area is experiencing some of the fastest growth in the state. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. This results in a disparate impact on Waller County, which has a majority minority population. These issues were brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to EJ-1 and VA-1. A discussion of potential impacts to Environmental Justice communities in Waller County has been added to Section 3.18, Environmental Justice.
Michael A Graham	1/25/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. The proposed alignment goes through the city of Waller's Extra-Territorial Jurisdiction and was chosen with no opportunity for public input or comment from city officials. The City of Waller has a population of approximately 2,400 people and is located in both Waller and Harris counties. The City is a general law city under the 5,000 threshold and is limited in growth strategies compared to home rule cities. This means it is important to maximize the development of the geographical area available to the city. The HC-4 Route passes through the City's extraterritorial jurisdiction and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990-acre tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility, a heating and air conditioning, \$410 million facility that will be 4.2 million square feet in size, the largest industrial facility under one roof in the State of Texas, and employ 6,000 by 2018. The City is part of a Greater Houston Partnership task force to support Daikin/Goodman in their effort to bring their key suppliers to the Waller area. It is estimated that the suppliers will add another 2- 4,000 employees. There is concern that the HSR will create a barrier between Waller and the Goodman facility and cause the city to lose much needed tax base from these suppliers. The barrier will cause suppliers to locate to the east of the HSR in the unincorporated area, causing a proliferation of onsite water and wastewater facilities rather than using city utilities,	Refer to ED-2 and LU-4.

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			resulting in a much less efficient usage of land and resources. Goodman Manufacturing has stated their position on the HSR route HC-4 this way: " ... , we would be concerned with any route that disrupts Waller plans to provide Goodman employees (residents and non-residents) with support services such as housing and retail options." Waller Town Center (WTC) is a joint venture being marketed by Cullinan Properties, a national developer operating in Illinois, Missouri, Georgia, and Texas. The WTC is an integral part of the City's development strategies to reach retailers. The Texas Legislature created a municipal management district (MMD) specifically for this development. The 462-acre project is a \$280 million investment that will include a power center, lifestyle walkable retail, entertainment, hotel/conference centers, medical facilities, and housing. The City Of Waller has a retail "leakage" of \$352 million in their primary trade area and \$584 million in our secondary trade area. The WTC is critical to the City's closing this leakage. This build out investment would	
Michael A Graham	1/25/2018	Letter	Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest, Six Pines and Kickapoo Preserve -- all developments for nearly 1,000 homes, some of which have already been built. Four or five that were in the works are now cancelled because of the route. The HC-4 route travels right through the developments and destroys the economic viability of them and the value of everyone's property.	Refer to LU-3, RF-1 and VA-1.
Michael A Graham	1/25/2018	Letter	One more major impact will be on the Hewlett Packard Data Center facility, which houses 1,500 servers that will be within 1,000 feet of the HC-4 route. When notified of the route, HP's management team and legal department stated: "Hewlett Packard Enterprise is currently not in a position to approve or disapprove the proposed route... However... the proposed route would appear to have very serious negative impacts on Our property and Our critical data center operations at the property. If we determine that is the case, then we would have no choice, but to vigorously oppose this proposed route."	Refer to SC-11.
Michael A Graham	1/25/2018	Letter	Dozens of roads are planned, but none will be able to be completed if the train cuts through stifling all future economic development in that area. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SC-13, TR-1 and TR-8.
Michael A Graham	1/25/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. The proposed alignment will run through a large portion of Waller ISD's district, which would negatively impact bus routes, which may cause Waller ISD to purchase additional school buses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SC-5.
Michael A Graham	1/25/2018	Letter	Recreational and Sport duck hunting will be directly affected by any noise, vibration and possible 96 trains running through the area. The route cuts through the north end of one of the major wetlands in the region where duck hunting is vital to the economy and where water fowl and their hunting will be diminished, if not destroyed by a high speed train.	Refer to NR-1, NR-2, RF-2 and WW-9.
Michael A Graham	2/6/2018	Letter	Waller City Council has opposed the HSR project in Resolution 2016-6, passed on January 25, 2016. The Resolution addresses the fact that HC-4 was selected without public comment as the single route through Waller County, splitting the WTC creating significant detrimental impacts on the City's retail strategy and destroying the economic value of the City, and negatively impacting both property values and development opportunities. All of the above impacts on the city of Waller was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to LU-4.
Michael A Graham	2/6/2018	Letter	I am writing to Object to the proposed high-speed rail line between Houston and Dallas, Texas. I live in Grimes County, Texas approximately 1.5 miles from the recommended high-speed rail route sited in the FRA DEIS published in December 2017. My home and subdivision are in a rural area that will be split in two by the rail route. It will adversely impact wildlife and quality Of life for rural Texans. Many Of the reasons for a NO BUILD have not been addressed in this DEIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Adverse Impact of the Added Construction Personnel on the area traffic, schools, and housing Infrastructure (Ref: DEIS Omission; Nothing I could Find In the DEIS on This Infrastructure Topic during Construction). Question: There exists nothing in the DEIS to address this issue. Has the FRA been working with Counties to provide them with the extraordinary needs that will be thrust upon them as a result of the huge influx of construction personnel and to understand the County's view Of the increased resources and infrastructure that will be required of them including Education, particular in very small ISDs?	Refer to LU-3, NR-5, SC-4 and SC-6.
Michael A Graham	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. Katy Prairie Conservancy owns the Warren Ranch, a 6400 acre preserve that provides essential habitat for migratory birds and is designated as a Global Important Bird Area. Warren Ranch is a critical part of the Katy Prairie Preserve, a vast collection Of protected properties owned or managed by the nonprofit land trust Katy Prairie Conservancy (KPC). The prairie is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one mile of this migratory birds sanctuary is going to cause bird collisions and accidents. This is also where important wetlands exist that	Refer to RF-4, NR-2 and NR-3. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species,

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			will be directly or indirectly affected by a HSR corridor. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.
Michael A Graham	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. Local Environmental Impact include the Spring Creek Watershed where five creeks will cross the track of the HSR. This watershed will be directly impacted by the train and the track depending on how it's built. Tropical Storm Allison, the Tax Day Floods, the flooding event in May of 2016, and Hurricane Harvey have shown that if any impediments to water flow occur through the watershed, the area will experience major flooding and damage to property if the track is not properly studied and engineered. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to FP-1, SS-17, WW-1 and WW-8.
Michael A Graham	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. G & W Water is the supplier of potable water for northern Waller county and southern Grimes County. They recently built a new water tower and the proposed train route falls directly on top of it. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to EU-2.
Michael F Graham	1/25/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. The Federal Rail Administration (FRA) has improperly selected one build alternative (Utility Corridor) and one alignment (HC-4) through Waller County without conducting the necessary comparative analysis of alternatives pursuant to NEPA. Specifically, I am requesting that your agency call upon the FRA to step back and conduct a programmatic EIS for the four build corridors (BNSF, UPRR, 1-45, Utility) that met the "Purpose and Need" of the project identified in the Corridor Alternatives Analysis Technical Report (August 2015). Doing so is the only way that the FRA can fulfill its responsibility to advance an alternative that resolves the conflicts the project creates in Waller County. (40 C.F.R. 1501.2(c)). This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Michael F Graham	1/25/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. A recent study entitled, "Texas High Speed Rail: Caution Ahead" by Baruch Feigenbaum, the Assistant Director of Transportation Policy at the Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 million a year, and that TCR has severely underestimated the costs to build the project and the overestimated the projected ridership. The Report stated: "We truly hope that high-speed rail becomes a reality in the United States, and we would prefer that it be developed and implemented by the private sector," writes Feigenbaum. "However, based on Our experience and analysis we are concerned that Texas Central 's project will fail so spectacularly that privately financed U.S. high-speed rail lines may never be given a second chance." Given the irreversible impacts this project could have on our community, we should not building a project that does not meet feasibility requirements under NEPA and other federal laws. In effect, this project will either become a burden on taxpayers in terms of subsidies, or a bridge to nowhere.	Refer to GN-3, GN-4 and NE-1.
Michael F Graham	1/25/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. The proposed alignment of the HSR will run through a portion of Waller County that is currently experienced a high rate of commercial and residential development. As a result, the areas that could be impacted are areas that have and should continue to see high increases in property valuations due to positive development taking place in these areas, including high-end residential development. This project will create an obsolescence that will negatively impact the property values in Waller County. Bankers and appraisers heavily discount property values in situations like this, which destroys the market value of all properties. Because of this loss in value, ad valorem taxation will causing WISD to lose \$3.6 million in annual revenue, \$1.8 million will be lost to the Municipal Management District discussed in No. 2 above, the City of Waller will lose \$1.3 million and property tax collected by the county appraiser will be reduced by between \$279,000 to \$1.6 million annually from developments that will be ruined by the train passing through or near them. The HSR will prevent the highest and best use of hundreds of properties throughout Waller and Harris Counties where the area is experiencing some of the fastest growth in the state. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. This results in a disparate impact on Waller County, which has a majority minority population. These issues were brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to EJ-1, LU-4, SC-19 and VA-1.
Michael F Graham	1/25/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. The proposed alignment goes through the city of Waller's Extra-Territorial Jurisdiction and was chosen with no opportunity for public input or comment from city officials. The City of Waller has a population of approximately 2,400 people and is located in both Waller and Harris counties. The City is a general law city under the 5,000 threshold and is limited in growth strategies compared to home rule cities. This means it is important to maximize the development of the geographical area available to the city. The HC4 Route passes through the City's extraterritorial jurisdiction and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990-acre tract being held for housing and commercial	Refer to ED-2 and LU-4.

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			development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility, a heating and air conditioning, \$410 million facility that will be 4.2 million square feet in size, the largest industrial facility under one roof in the State of Texas, and employ 6,000 by 2018. The City is part of a Greater Houston Partnership task force to support Daikin/Goodman in their effort to bring their key suppliers to the Waller area. It is estimated that the suppliers will add another 2- 4,000 employees. There is concern that the HSR will create a barrier between Waller and the Goodman facility and cause the city to lose much needed tax base from these suppliers. The barrier will cause suppliers to locate to the east of the HSR in the unincorporated area, causing a proliferation of onsite water and wastewater facilities rather than using city utilities, resulting in a much less efficient usage of land and resources. Goodman Manufacturing has stated their position on the HSR route HC-4 this way: , we would be concerned with any route that disrupts Waller plans to provide Goodman employees (residents and non-residents) with support services such as housing and retail Options." Waller Town Center (WTC) is a joint venture being marketed by Cullinan Properties, a national developer operating in Illinois, Missouri, Georgia, and Texas. The WTC is an integral part of the City's development strategies to reach retailers. The Texas Legislature created a municipal management district (MMD) specifically for this development. The 462-acre project is a \$280 million investment that will include a power center, lifestyle walkable retail, entertainment, hotel/conference centers, medical facilities, and housing. The city of Waller has a retail "leakage" of \$352 million in their primary trade area and \$584 million in our secondary trade area. The WTC is critical to the City's closing this leakage. This build out investment would	
Michael F Graham	1/25/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest, Six Pines and Kickapoo Preserve - all developments for nearly 1,000 homes, some of which have already been built. Four or five that were in the works are now cancelled because of the route. The HC-4 route travels right through the developments and destroys the economic viability of them and the value of everyone's property. Also, within these developments are four horse riding trails that the train will cross. This will destroy any viability of the equestrian facility and create dangerous situations for anyone riding in the area, especially children. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to LU-3, RF-1, SC-12 and VA-1.
Michael F Graham	1/25/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. At the coordination meeting with TXDOT on or about February 9, 2016, Mr. Rick Welch and Tom Gleason discussed historical significant locations and objects and cultural resources within Waller County and the location where the rail is selected to traverse. Mr. Welch told of Benaiah "Yankee" Jones, III, born in Massachusetts in 1795 and moved to Texas in the 1830's to early 1840's. He ended up in the area that is now northeast Waller County where he bought 1,100 acres. On this land, he built a stage coach Inn that became a famous stage coach route that is still visible today in the Kickapoo Preserve. Jones and his family are also buried on the family cemetery located in the Kickapoo Preserve. HC-4 runs right over this land and very close, if not directly over this old Inn and Stage Coach site and cemetery. When Kickapoo Preserve was established, they were required to perform an archeological survey, which produced the "Kickapoo Archeological Survey Report of April, 2010." For this report, the developer was required to obtain an Army Corps of Engineers Section 4 Permit. This report revealed four archeological sites and two pre-historic/historic sites considered for inclusion in the National Register of Historical Places. Mr. Welch has historical maps indicating historical boundaries, roads, stage coach routes, written historic interviews of "old timers," and all the historical sites on the Kickapoo Preserve. These documents show where the sites were for historical Stage Coach Road that was created between the 1830's and 1840's that came from in the original town of Harrisburg (now Houston) and went northwest through Mr. Jones' land. are all historical sites that should not be destroyed by the HSR. All of this information was provided. All of this information was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to CR-2 and CR-9.
Michael F Graham	1/25/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. One more major impact will be on the Hewlett Packard Data Center facility, which houses 1,500 servers that will be within 1,000 feet of the HC-4 route. When notified of the route, HP's management team and legal department stated: "Hewlett Packard Enterprise is currently not in a position to approve or disapprove the proposed route... However... the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property. If we determine that is the case, then we would have no choice, but to vigorously oppose this proposed route." This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SC-11.
Michael F Graham	1/25/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. Quality of Life issues include people living within noise and vibration distance, as well as, sight, particularly if the train track is elevated. Depending on location and height of track, there will be loss of disposable income for the increase in travel time because people will not want to live within five to ten miles of the train track causing them to spend more time driving longer distances. Mr. T. J. Johnson, President of the Waller County Advocacy Group, estimates quality of life spent driving behind the wheel of their vehicles will be reduced by 5,000 man- hours year for residents in Waller	Refer to AS-1, NV-1, NV-5 and TR-8.

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			County and cost an additional loss of disposable income up to \$3 million. issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	
Michael F Graham	1/25/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. The proposed alignment will run through a large portion of Waller LSD's district, which would negatively impact bus routes, which may cause Waller ISD to purchase additional school buses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SC-5.
Michael F Graham	1/25/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. Recreational and Sport duck hunting will be directly affected by any noise, vibration and possible 96 trains running through the area. The route cuts through the north end of one of the major wetlands in the region where duck hunting is vital to the economy and where water fowl and their hunting will be diminished, if not destroyed by a high speed train. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to NR-1, NR-2, RF-2 and WW-9.
Michael F Graham	1/25/2018	Letter	The Waller Harris Emergency Services District NO. 200 ("ESD) provides emergency services throughout the impacted area of the proposed alignment of the High Speed Rail. These services could be negatively impacted by the HSR line, due to its potential impact on county and private roads, many of which are used for emergency vehicles that now service the District and provide an 8-minute response time. The HSR will disrupt this service and increase the response time to dangerous and unacceptable levels. To date there has been no discussion with the FRA as to how they will resolve these conflicts. This issue was brought to the attention of the FRA by Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SS-23.
Michael F Graham	1/25/2018	Letter	On this land, he built a stage coach Inn that became a famous stage coach route that is still visible today in the Kickapoo Preserve. Jones and his family are also buried on the family cemetery located in the Kickapoo Preserve. HC-4 runs right over this land and very close, if not directly over this old Inn and Stage Coach site and cemetery. When Kickapoo Preserve was established, they were required to perform an archeological survey, which produced the 'Kickapoo Archeological Survey Report of April, 2010.' For this report, the developer was required to obtain an Army Corps of Engineers Section 4 Permit. This report revealed four archeological sites and two pre-historic/historic sites considered for inclusion in the National Register of Historical Places. Mr. Welch has historical maps indicating historical boundaries, roads, stage coach routes, historic interviews of "old timers," and all the historical sites on the Kickapoo Preserve. All of this information was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to CR-2 and CR-9.
Michael F Graham	1/25/2018	Email	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason: Recreational and Sport duck hunting will be directly affected by any noise, vibration and possible 96 trains running through the area. The route Cuts through the north end Of one Of the major wetlands in the region where duck hunting is vital to the economy and where water fowl and their hunting will be diminished, if not destroyed by a high speed train. This issue was brought to the attention of the FRA by the Texas Department of Transponation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to NR-1, NR-2, RF-2 and WW-9.
Michael F Graham	1/25/2018	Email	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason: The proposed alignment will run through a large portion of Waller ISD's district, which would negatively impact bus routes, which may cause Waller ISD to purchase additional school buses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project. This issue was brought to the attention Of the FRA by the Texas Depafiment of Transponation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SC-5.
Michael F Graham	1/25/2018	Email	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason: The Waller Harris Emergency Services District No. 200 ("ESD) provides emergency services throughout the impacted area Of the proposed alignment Of the High Speed Rail. These services could be negatively impacted by the HSR line, due to its potential impact on county and private roads, many of which are used for emergency vehicles that now service the District and provide an 8-minute response time, The HSR will disrupt this service and increase the response time to dangerous and unacceptable levels. The District is funded with ad valorem taxation and any diminution of value due to the HSR will cause a tax increase to cover expenses and budgets. Each fire department costs \$4.5 million for the building, equipment and staffing. An ambulance costs \$300,000 and staff is needed 24/7 for 365 days, New fire stations and emergency services will be needed should the H,SR divide the District. However, currently the District cannot prepare for this and other needs because of the FRA's actions. Right now, the District has 10 fire departments and will need more if the HSR is built The District is also very concerned with catastrophic accidents that may occur from an HSR accident Hundreds of ambulances, life flights, and emergency services will be needed and the District will not be able to handle this type Of emergency. This will place an undue burden on the District. TO date there has been no discussion with the FRA as to how	Refer to SS-12, SS-18, SS-23 and SS-26.

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			they will resolve these conflicts. This issue was brought to the attention Of the FRA by Texas Department Of Transportation as a result Of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	
Michael F Graham	1/25/2018	Email	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason: At the coordination meeting with TXDOT on or about February 9, 2016, Mr. Rick Welch and Tom Gleason discussed historical significant locations and objects and cultural resources within Waller County and the location where the rail is selected to traverse. Mr. Welch told of Benaiah "Yankee" Jones, III, born in Massachusetts in 1795 and moved to Texas in the 1830's to early 1840's. He ended up in the area that is now northeast Waller County where he bought 1,100 acres. On this land, he built a stage coach Inn that became a famous stage coach route that is still visible today in the Kickapoo Preserve. Jones and his family are also buried on the family cemetery located in the Kickapoo Preserve. HC-4 runs right over this land and very close, if not directly over this Old Inn and Stage Coach site and cemetery, When Kickapoo Preserve was established, they were required to perform an archeological survey, which produced the "Kickapoo Archeological Survey Report of April, 2010." For this report, the developer was required to obtain an Army Corps of Engineers Section 4 Permit. This report revealed four archeological sites and two pre-historic/historic sites considered for inclusion in the National Register of Historical Places. Mr. Welch has historical maps indicating historical boundaries, roads, stage coach routes, written historic interviews of "old timers," and all the historical sites on the Kickapoo Preserve. These documents show where the sites were for historical Stage Coach Road that was created between the 1830's and 1840's that came from in the original town of Harrisburg (now Houston) and went northwest through Mr. Jones' land. These are all historical sites that should not be destroyed by the HSR. All of this information was provided. All of this information was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to CR-2 and CR-9.
Michael F Graham	1/25/2018	Email	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason One more major impact will be on the Hewlett Packard Data Center facility, which houses 1,500 servers that will be within 1,000 feet Of the HC4 route When notified Of the route, HP's management team and legal department stated: "Hewlett Packard Enterprise is currently not in a position to approve Or disapprove the proposed route, . However... the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property. If we determine that is the case, then we would have no choice, but to vigorously oppose this proposed route." This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SC-11.
Michael F Graham	1/25/2018	Email	One more major impact will be on the Hewlett Packard Data Center facility, which houses 1,500 servers that will be within 1,000 feet Of the HC4 route When notified Of the route, HP's management team and legal department stated: "Hewlett Packard Enterprise is currently not in a position to approve Or disapprove the proposed route, . However... the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property. If we determine that is the case, then we would have no choice, but to vigorously oppose this proposed route." This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SC-11.
Michael F Graham	1/25/2018	Email	The proposed alignment will impact all future road and thoroughfares through the northern portion Of the County. Dozens Of roads are planned, but none will be able to be completed if the train Cuts through stifling all future economic development in that area. This issue was brought to the attention Of the FRA by the Texas Department Of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to TR-8.
Michael F Graham	1/25/2018	Email	Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest, Six Pines and Kickapoo Preserve - all developments for nearly 1,000 homes, some Of which have already been built. Four or five that were in the works are now cancelled because of the route, The HC-4 route travels right through the developments and destroys the economic viability Of them and the value of everyone's property Also, within these developments are four horse riding trails that the train will cross. This will destroy any viability of the equestrian facility and create dangerous situations for anyone riding in the area, especially children. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS	Refer to LU-3, RF-1 and VA-1.
Michael F Graham	1/25/2018	Email	The proposed alignment goes through the city of Waller's Extra-Territorial Jurisdiction and was chosen with no opportunity for public input or comment from city officials, The City of Waller has a population of approximately 2,400 people and is located in both Waller and Harris counties. The City is a general law city under the 5,000 threshold and is limited in growth strategies compared to home rule cities. This means it is important to maximize the development of the geographical area available to the city The HC-4 Route passes through the City's extraterritorial jurisdiction and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990-acre tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility, a heating and air conditioning, \$410 million facility that will be million square feet in size, the largest industrial facility under one roof in the State of Texas, and employ 6,000 by 2018. The City is part of a Greater Houston Pannership task force to support Daikin/Goodman in their effort to bring their key suppliers to the Waller area. It is estimated that the suppliers will add another 2- 4,000 employees. There is concern that the HSR will	Refer to LU-3, LU-4, PI-1 and SC-19.

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			create a barrier between Waller and the Goodman facility and cause the city to lose much needed tax base from these suppliers. The barrier will cause suppliers to locate to the east of the HSR in the unincorporated area, causing a proliferation of onsite water and wastewater facilities rather than using city utilities, resulting in a much less efficient usage of land and resources. Goodman Manufacturing has stated their position on the HSR route HC-4 this way: "we would be concerned with any route that disrupts Waller plans to provide Goodman employees (residents and non-residents) with support services such as housing and retail options." Waller Town Center (WTC) is a joint venture being marketed by Cullinan Properties, a national developer operating in Illinois, Missouri, Georgia, and Texas. The WTC is an integral part of the City's development strategies to reach retailers. The Texas Legislature created a municipal management district (MMD) specifically for this development. The 462-acre project is a \$280 million investment that will include a power center, lifestyle walkable retail, entertainment, hotel/conference centers, medical facilities, and housing. The city of Waller has a retail "leakage" of \$352 million in their primary trade area and \$584 million in our secondary trade area. The WTC is critical to the City's closing this leakage. This build out investment would double the City's property valuation and could potentially double the City's sales tax revenue. This would allow the City to decrease its tax rate while improving City services. HC-4 slices through this entire planned WTC project impacting 500 housing units delaying our residential growth and retail development creating extremely significant negative impacts on the economic development plans for the City of Waller. Waller City Council has opposed the HSR project in Resolution 2016-6, passed on January 25, 2016, The Resolution addresses the fact that HC-4 was selected without public comment as the single route through Waller County, splitting the WTC creating significant detrimental impacts on the City's retail strategy and destroying the economic value of the City, and negatively impacting both property values and development opportunities. All of the above impacts on the city of Waller was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	
Michael F Graham	1/25/2018	Email	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason One more major impact will be on the Hewlett Packard Data Center facility, which houses 1,500 servers that will be within 1,000 feet of the HC4 route When notified of the route, HP's management team and legal department stated: "Hewlett Packard Enterprise is currently not in a position to approve or disapprove the proposed route. However... the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property. If we determine that is the case, then we would have no choice, but to vigorously oppose this proposed route." This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SC-11.
Michael F Graham	1/25/2018	Email	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason: Despite two written requests dated November 14, 2014 and July 6, 2015 from the Waller County Sub-Regional Planning Commission ("WCSRPC"), the FRA failed to coordinate with any local government in Waller County "prior to identifying the alternative alignments to be evaluated in the draft EIS" as the FRA stated it would do on page 24 of the Scoping Report that was released by the FRA in April of 2015. The WCSRPC is a sub-regional planning commission formed for the purposes of planning future development of our community and is comprised of elected officials from several municipalities in Waller County, in addition to Waller County itself and two of its school districts. Without this coordination, there is no way to ensure that impacts to the local community are properly analyzed and conflicts with local plans are resolved. The FRA has also erred in identify the WCSRPC as a "public stakeholder" and not a political subdivision of the state of Texas. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to PI-1.
Michael F Graham	1/25/2018	Email	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason: Quality of Life issues include people living within noise and vibration distance, as well as, sight, particularly if the train track is elevated. Depending on location and height of track, there will be loss of disposable income for the increase in travel time because people will not want to live within five to ten miles of the train track causing them to spend more time driving longer distances. Mr. T. J. Johnson, President of the Waller County Advocacy Group, estimates quality of life spent driving behind the wheel of their vehicles will be reduced by 5,000 man-hours per year for residents in Waller County and cost an additional loss of disposable income up to \$3 million. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to AS-1, ED-2, NV-1, PI-1, TR-8 and VA-1.
Michael F Graham	1/25/2018	Website	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason: At the coordination meeting between WCSRPC and TXDOT on February 9, 2016, Mr. Tom Gleason discussed the Atmos Energy Turbine Powered Natural Gas Compression Station, which uses a jet engine to pressure up to a 30 inch natural gas pipeline between Waxahachie and Katy Texas. The pipeline is pressured up to 930 psi and was installed in 2006. There have been at least three known accidental releases of natural gas: May 24, 2007 - 18,000 lbs released, May 30, 2007 - 20,000 lbs released, and June 11, 2007 - unknown quantity On August 9, 2011, there was a planned Emergency Shutdown Simulation that released thousands of pounds of gas that Mr. Gleason and other neighbors experienced over a mile away. It turns out that Atmos has to perform emergency simulations twice a year creating potential hazardous situations, especially with an	Refer to EU-6.

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			electric train traveling nearby. What would happen during one of these accidental or planned events should a train traveling 200 mph ignite the natural gas and cause a catastrophic accident? This will cause an unprecedented catastrophe with tremendous loss of life, damage to private property and environmental destruction to Waller County or any Other county should this occur. The train adds the ignition source to an already volatile and potentially dangerous scenario that creates an unacceptable risk to the health, safety and welfare of our community and local residents, as well as, the passengers on the train should an explosion occur. All of this information was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	
Michael F Graham	1/25/2018	Website	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason Local Environmental Impact include the Spring Creek Watershed where five creeks will cross the track Of the HSR. This watershed will be directly impacted by the train and the track depending on how it's built. Tropical Storm Allison, the Tax Day Floods, the flooding event in May Of 2016, and Hurricane Harvey have shown that if any impediments to water flow occur through the watershed, the area will experience major flooding and damage to property if the track is not properly studied and engineered. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to FP-1, SS-17, WW-1, WW-2 and WW-8.
Michael F Graham	1/30/2018	Website	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason: G & W Water is the supplier of potable water for northern Waller county and southern Grimes County. They recently built a new water tower and the proposed train route falls directly on top Of it, This issue was brought to the attention of the FRA by the Texas Department Of Transportation as a result Of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to EU-2.
Michael F Graham	1/30/2018	Website	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason: Katy Prairie Conservancy owns the Warren Ranch, a 6400 acre preserve that provides essential habitat for migratory birds and is designated as a Global Important Bird Area. Warren Ranch is a critical part Of the Katy Prairie Preserve, a vast collection Of protected properties owned or managed by the nonprofit land trust Katy Prairie Conservancy (KPC). KPC is diligently working to protect this land for generations to come. The prairie is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one mile of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands exist that will be directly or indirectly affected by a HSR corridor. This issue was brought to the attention of the FRA by the Texas Department Of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Michael F Graham	2/6/2018	Handwritten	double the City's property valuation and could potentially double the City's sales tax revenue. This would allow the City to decrease its tax rate while improving City services. HC-4 slices through this entire planned Wrc project impacting 500 housing units delaying our residential growth and retail development creating extremely significant negative impacts on the economic development plans for the City of Waller. Waller City Council has opposed the HSR project in Resolution 2016-6, passed on January 25, 2016. The Resolution addresses the fact that HC-4 was selected without public comment as the single route through Waller County, splitting the WTC creating significant detrimental impacts on the City's retail strategy and destroying the economic value of the City, and negatively impacting both property values and development opportunities. All of the above impacts on the city of Waller was brought to the attention of the FRA by the Texas Department Of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to ED-2 and LU-4.
Michael F Graham	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. Katy Prairie Conservancy owns the Warren Ranch, a 6400 acre preserve that provides essential habitat for migratory birds and is designated as a Global Important Bird Area. Warren Ranch is a critical part Of the Katy Prairie Preserve, a vast collection Of protected properties owned or managed by the nonprofit land trust Katy Prairie Conservancy (KPC). KPC is diligently working to protect this land for generations to come. The prairie is a biologically diverse powerhouse with more than 300 species Of birds, 110 species of mammals, arnphibians and reptiles and more than 600 species Of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one mile of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands exist that will be directly or indirectly affected by a HSR corridor. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to RF-4, NR-2, WW-1. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Michael F Graham	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. Local Environmental Impact include the Spring Creek Watershed where five creeks will cross the track of the HSR. This watershed will be directly impacted by the train and the track depending on how it's built. Tropical Storm Allison, the Tax Day Floods, the flooding event in May of 2016, and Hurricane Harvey have shown that if any imÆEdiments to water flow occur through the watershed, the area will experience major flooding and damage to property if the track is not properly studied and engineered. This issue was brought to the attention Of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to FP-1, SS-17, WW-1, WW-2 and WW-8.

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Michael F Graham	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. The proposed alignment will impact all future road and thoroughfares through the northern portion of the County. Dozens of roads are planned, but none will be able to be completed if the train cuts through stifling all future economic development in that area. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to TR-8.
Michael F Graham	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. G & W Water is the supplier of potable water for northern Waller county and southern Grimes County. They recently built a new water tower and the proposed train route falls directly on top of it. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to EU-2.
Michael F. Graham	1/25/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. The proposed alignment goes through the city of Waller's Extra-Territorial Jurisdiction and was chosen with no opportunity for public input or comment from city officials. The City of Waller has a population of approximately 2,400 people and is located in both Waller and Harris counties. The City is a general law city under the 5,000 threshold and is limited in growth strategies compared to home rule cities. This means it is important to maximize the development of the geographical area available to the city. The HC4 Route passes through the City's extraterritorial jurisdiction and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990-acre tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility, a heating and air conditioning, \$410 million facility that will be 4.2 million square feet in size, the largest industrial facility under one roof in the State of Texas, and employ 6,000 by 2018. The City is part of a Greater Houston Partnership task force to support Daikin/Goodman in their effort to bring their key suppliers to the Waller area. It is estimated that the suppliers will add another 2- 4,000 employees. There is concern that the HSR will create a barrier between Waller and the Goodman facility and cause the city to lose much needed tax base from these suppliers. The barrier will cause suppliers to locate to the east of the HSR in the unincorporated area, causing a proliferation of onsite water and wastewater facilities rather than using city utilities, resulting in a much less efficient usage of land and resources. Goodman Manufacturing has stated their position on the HSR route HC-4 this way: we would be concerned with any route that disrupts Waller plans to provide Goodman employees (residents and non-residents) with support services such as housing and retail Options." Waller Town Center (WTC) is a joint venture being marketed by Cullinan Properties, a national developer operating in Illinois, Missouri, Georgia, and Texas. The WTC is an integral part of the City's development strategies to reach retailers. The Texas Legislature created a municipal management district (MMD) specifically for this development. The 462-acre project is a \$280 million investment that will include a power center, lifestyle walkable retail, entertainment, hotel/conference centers, medical facilities, and housing. The city of Waller has a retail "leakage" of \$352 million in their primary trade area and \$584 million in our secondary trade area. The WTC is critical to the City's closing this leakage. This build out investment would double the City's property valuation and could potentially double the City's sales tax revenue. This would allow the City to decrease its tax rate while improving City services. HC-4 slices through this entire planned WTC project impacting 500 housing units delaying our residential growth and retail development creating extremely significant negative impacts on the economic development plans for the City of Waller. Waller City Council has opposed the HSR project in Resolution 2016-6, passed on January 25, 2016. The Resolution addresses the fact that HC-4 was selected without public comment as the single route through Waller County, splitting the WTC creating significant detrimental impacts on the City's retail strategy and destroying the economic value of the City, and negatively impacting both property values and development opportunities. All of the above impacts on the city of Waller was brought to the attention of the FRA by the Texas Department Of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS	Refer to ED-2, LU-4 and PI-1.
Rolland Graham	2/19/2018	Website	I strongly support the development of high speed rail between Houston and Dallas. As our population continues to expand, so too will the demand for transportation. High speed rail has proven in Japan, Europe and elsewhere that it is a energy efficient transportation alternative with a lower carbon footprint than air or highway alternatives.	Comment noted.
Thomas Graham	3/2/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional	Refer to LU-5.

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			release for health care providers, first responders and military. I personally have used this property free of charge to unwind from my stressful healthcare job. Please do not disrupt this property so others can enjoy it as well.	
Thomas Graham	3/3/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. I personally have used this property free of charge to unwind from my stressful fire department job. Please do not disrupt this property so others can enjoy it as well.	Refer to LU-5 and NR-2.
Charles E Graham Jr	2/8/2018	Website	I am a resident of North Carolina and I am extremely excited of the anticipated approval and construction of the Dallas-Houston High Speed Rail System. This project is watched by some of us in NC as a possible like link in the Southeast US (NC-VA-SC-GA-FLA). I am a volunteer Host on Amtrak trains in NC and onboard am often asked when and if the southeast is going to get a fast train. I know the interest is there and hope to someday give our passengers the good news. All this is not going to happen if this Texas initiative is not allowed to flourish. I will be organizing a trip to Texas to experience this grand project once it comes to fruition!!! Thank you for your consideration and approval!!	Comment noted.
Doris Grainger	2/5/2018	Website	The draft environmental impact report is untrue with flawed statistics and should not be used as a study of true existing, meaningful environmental and social statistics. This is a very serious life changing matter for us in that this ranch land was to be our livelihood starting this year. You involving us in this makes us a stakeholder and we need more information about financials. Please contact me.	Refer to GN-1, NE-1 and NE-9.
Doris Grainger	2/5/2018	Oral	No, actually they're all facts. Doris Grainger, G-R-A-I-N-G-E-R. And I have a letter that I wrote to Kevin -- to Mr. Wright and have not heard back from him. And I wrote two letters to Texas Central Railway in Dallas and Houston, and they have not written me back. I wrote to the U.S. Corps of engineers, and I did get a postcard back from them to look online at financials. This is a response to the letter of notification that we that our land is being considered for a rail system by Texas Central Railway. "The draft Environmental Impact Statement is untrue with flawed statistics and should not be used as a study to existing means of environmental and social statistics. "Aerial views of sparse rooftops on and near our property cannot be used. We have preserved our acreage as a pristine Southeast Texas landscape for over 50 years. Wildlife that lives on our land include whitetail deer, Texas mountain lion, bobcats, wild bore, coyotes, red fox, waterfowl, ducks, geese, owls, dove, pigeon, and many other birds of other species. The state animal, endangered species armadillo, skunks, rabbits, squirrels, snakes, turtles, fish, frogs, and endangered species the Texas horned toad. These are just the species of animals found and reptiles we have seen. Others may exist. "Also many aquatic plants, including golden glade cress and Navasota foxglove have been spotted in the marshy lands to the back of our property. These are endangered species. This does not include a more comprehensive search for endangered species on the federal and Texas governmental list. "Along with the preserved thicket, we have one hundred plus grazing livestock with a new quarter million dollar facility to manage our livestock business. It would be a travesty to lean on disproved statistics that have been presented to the FRA that are now published in a false report. This report was obviously developed without testing and seeing the terrain and landscape. "Texas Central Railway, LLC has never stepped foot on our pristine land, but merely made up whatever presented in their favor. The report has statistics about minority populations and traversing the lands in regard to this. We personally have race-mixed family members, so Texas Central Railway, LLC really do not know who we are to report this statistic. "The Banbury (ph) 300 acres is owned by people of Asian immigration with an active church, all composed of minority immigrant Americans. The FRA published report has a low score for minority disruption. The true facts are missing, making this a flawed report. "Our land is a lifelong investment which we paid for with our entire savings as a young family. As we enter retirement age, we are planning to develop our livestock business and live on the land. Texas Central Railway has caused enough stress and family pain over the last few years, and they should take heed that we do not want them near our life's work investment. "We have had to seek medical care over the stress Texas Central Railway, LLC has caused. As 2018 starts, we are all seeking medical care over the stress of receiving the letters from Michael Johnsen and the Federal Railroad Administration with reference to false statistical reports. "We have inquired many times about the train and its passenger target without an answer. The people of Texas are much different from the Japanese people. My family has ridden the train out of Tokyo, and our observation is that it is not used by families, but mostly by the white collar workers who live way out of Tokyo and work late and have no other means of transportation. The day we used the train out of Tokyo it stalled out due to mechanical issues. We sat in a stuffy train with no food or water for two hours before being rescued. The experience would often be repeated here. "Other issues that are around the train out of Houston. We are just now recovering from Hurricane Harvey in the gulf coast area, and the train station is projected to start from an area near Buffalo bayou. This area of Houston, better known as Allen Parkway, is often	Refer to ED-2, FP-1, GN-2, GN-4, LU-11, NE-1, NR-2, NR-5, PN-3, PI-7, SS-17, WW-1 and WW-2. According to TPWD and USFWS, Golden glade cress is known only from San Augustine and Sabine counties in Texas. According to TPWD, Navasota False Foxglove is not state or federally listed. The Draft EIS used American Community Survey (ACS) 2014 5-year estimates, block group data. The Final EIS incorporates newly available data, ACS 2017 5-year estimates, block group data. All block group data is included in Appendix E, Environmental Justice Technical Memorandum. Block group mapping is included in Appendix D, Environmental Justice Mapbook and findings are summarized in Section 3.18.6, Environmental Justice, Avoidance, Minimization, and Mitigation . Buffalo Bayou is located approximately 4.5 miles from the Houston Terminal Station. Prior to construction, the entire Preferred Alternative, including the entire watersheds (upstream and downstream of the route) will be surveyed to determine base flood elevations and hydrologic modeling.

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			flooded during heavy rains. Just look at aerial photos taken during the hurricane in April 2016 and many other times. I personally have seen this area under water many times over the last 40 years. Entire roads and parking lots go completely under water. Even though the Army Corps of Engineers has published many diagrams, they do not take into account the flooding in that large area. "The logistics of this train system do not make sense for the amount of money involved to get it up built and running. A person in the Houston area, which is a huge area, could be halfway to Dallas for the time she gets to the station, board, and go halfway to Austin, and then turn north to Dallas, plus not have a car when she arrives. How much luggage and goods will be allowed with a purchased ticket has not been answered, although I have asked many times. Texans have relatives in both cities and want to take extra luggage and household goods when traveling from Dallas to Houston and vice versa. Our car is loaded down when we go see our relatives in the Arlington, Texas area. "This is where the target group for ridership is not clear, as family logically would not use this for their transportation. It appears that Texas Central Railway is wanting prime land to build a project which is modeled after Japanese culture of use to and from work daily. All of Texas is built of a diverse group of hard-working people who would not be able to ever use this train for daily transportation. "It is very obvious the ridership will not sustain the cost of the project, and if you ask anyone if they want another tax to subsidize a project like this, they will say no. "As you can clearly see, this is a very serious life-changing matter for us. Upon receiving your letter that we are potentially impacted landowners, we are now a stakeholder as well. We are demanding to know more about this project. The board of director of Texas Central Railway, LLC, Drayton McLane, who at one time was highly regarded in Temple, Texas and Houston, Texas as being a people's person, is impacted to make millions if not billions by using his own companies for the construction. "Since Texas Central Railroad, LLC is literally stealing our ranch right out from under us, we have a right to see their financial records. Please forward to us all financials, including receivables and payables, balance sheets, and payroll summaries for the previous three years for our review before the TRA scheduled this month in February so we have time to review all Texas Central Railway, LLC's books. Also financials including receivables, payables, and payroll from the regulatory branch Galveston Army Corps of Engineers must be included. This request for the above records should be delivered to us at the above address. Which I think you got from my husband. Okay. [...].	
Doris and Jack Grainger	2/6/2018	Letter	We were notified by letter from Kevin Wright, Environmental Protection Specialist, that our ranch land was being considered for the railway for Texas Central Railway, LLC. First of all, we bought this land with our entire savings as a young family. It is our inherent constitutional right to Own this property. It has been kept as a pristine Southeast Texas landscape for over 50 years. Now we see our rights threatened by a high-speed rail proposal that makes no sense, coming through the heart of our property. The fact that the investors have raised 133 million dollars toward the project is not nearly the figure of 18 billion that is needed to build the rail system. Texas Central Railway, LLC has not responded to my request to see their company's financials since I am now a stakeholder upon the notification by the above-mentioned letter. They have had since January 8, 2018 to respond to my letter Of request. Texas Central Railway, LLC needs to lift the veil of tax subsidies and other abuses which they are not revealing. As a family who is now involved involuntarily with Texas Central Railway, LLC, we have suffered heart wrenching family pain and have all sought medical attention. Along with this comment memo, I am attaching a copy Of the letter we sent to Kevin Wright, Environmental Protection Specialist, Federal Railroad Administration, U.S. Department of Transportation. He received the letter in his office on January 22, 2018. This letter is a summary of the environment Of our land, not the untruthful EIS Draft which is being published. (No letter attached). The meeting in Cy-Fair did not have room for everyone on Feb. 5. Over 200 people stood outside. The meeting in Waller on Feb. 6, 2018 is at the same time as the meeting in Grimes County. We have property in both counties which is not a fair hearing.	Refer to ED-2, NE-1 and PI-8.
Doris and Jack Grainger	2/6/2018	Letter	We were notified by letter from Kevin Wright, Environmental Protection Specialist, that our ranch land was being considered for the railway for Texas Central Railway, LLC. First of all, we bought this land with our entire savings as a young family. It is our inherent constitutional right to Own this property. It has been kept as a pristine Southeast Texas landscape for over 50 years. Now we see our rights threatened by a high-speed rail proposal that makes no sense, coming through the heart of our property. The fact that the investors have raised 133 million dollars toward the project is not nearly the figure of 18 billion that is needed to build the rail system. Texas Central Railway, LLC has not responded to my request to see their company's financials since I am now a stakeholder upon the notification by the above-mentioned letter. They have had since January 8, 2018 to respond to my letter Of request. Texas Central Railway, LLC needs to lift the veil of tax subsidies and other abuses which they are not revealing. As a family who is now involved involuntarily with Texas Central Railway, LLC, we have suffered heart wrenching family pain and have all sought medical attention. Along with this comment memo, I am attaching a copy Of the letter we sent to Kevin Wright, Environmental Protection Specialist, Federal Railroad Administration, U.S. Department of Transportation. He received the letter in his office on January 22, 2018. This letter is a summary of the environment Of our land, not the untruthful EIS Draft which is being published.	Refer to ED-2 and NE-1.
Doris and Jack Grainger	2/6/2018	Letter	We were notified by letter from Kevin Wright, Environmental Protection Specialist, that our ranch land was being considered for the railway for Texas Central Railway, LLC. First of all, we bought this land with our entire savings as a young family. It is our inherent constitutional right to Own this property. It has been kept as a pristine Southeast Texas landscape for over 50 years. Now we see our rights threatened by a high-	Refer to ED-2, NE-1 and PI-8.

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			<p>speed rail proposal that makes no sense, coming through the heart of our property. The fact that the investors have raised 133 million dollars toward the project is not nearly the figure of 18 billion that is needed to build the rail system. Texas Central Railway, LLC has not responded to my request to see their company's financials since I am now a stakeholder upon the notification by the above-mentioned letter. They have had since January 8, 2018 to respond to my letter of request. Texas Central Railway, LLC needs to lift the veil of tax subsidies and other abuses which they are not revealing. As a family who is now involved involuntarily with Texas Central Railway, LLC, we have suffered heart wrenching family pain and have all sought medical attention. Along with this comment memo, I am attaching a copy of the letter we sent to Kevin Wright, Environmental Protection Specialist, Federal Railroad Administration, U.S. Department of Transportation. He received the letter in his office on January 22, 2018. This letter is a summary of the environment of our land, not the untruthful EIS Draft which is being published. The meeting in Cy-Fair did not have room for everyone on Feb. 5. Over 200 people stood outside. The meeting in Waller on Feb. 6, 2018 is at the same time as the meeting in Grimes County. We have property in both counties which is not a fair hearing.</p>	
H. Jack Grainger	1/8/2018	Letter	<p>This letter serves as a response to your letter of notification that our land is being considered for a rail system by Texas Central Railway, LLC. The Draft Environmental Impact Statement (Draft EIS) is untrue with flawed statistics and should not be used as a study of true existing, meaningful environmental and social statistics.</p> <p>Aerial views of sparse rooftops on and near our property cannot be used. We have preserved our acreage as a pristine Southeast Texas landscape for over fifty years. Wildlife that lives on the land include white tail deer, Texas mountain lion, bobcats, wild boar, coyotes, red fox, water fowl, ducks, geese, owls, dove, pigeon and other birds of many species, the State animal and endangered species armadillo, skunks, rabbits, squirrels, snakes, turtles, fish, frogs, and endangered species Texas horned toads. These are just the species of animals, fowl, and reptiles we have seen, others may exist. Also, many aquatic plants, including golden glade crest and Navasota Foxglove have been spotted in the marshy lands to the back of the property. These are endangered species. This does not include a more comprehensive search for endangered species on the Federal and Texas governmental lists.</p> <p>Along with the preserved thicket we have one hundred (plus) grazing livestock with a new quarter million-dollar facility to manage our livestock business. It would be a travesty to lean on the skewed statistics that have been presented to the FRA that are now published in a false report. This report was obviously developed without testing and seeing the terrain and landscape of our property. Texas Central Railway, LLC has never stepped foot on the pristine land but merely made up whatever presented in their favor.</p> <p>The report has statistics about minority populations and traversing the lands in regard to this. We personally have race mixed family members so Texas Central Railway, LLC really do not know who we are to report this statistic. The neighboring three hundred acres is owned by people of Asian immigration, with an active church, all composed of minority immigrant Americans. The FRA published report has a low score for minority disruption. The true facts are missing, making this a flawed report.</p> <p>Our land is a lifelong investment which we paid for with our entire savings as a young family. As we enter retirement age, we are planning to develop our livestock business and live on the land. Texas Central Railway, LLC has caused enough distress and family pain over the last few years, and they should take heed that we do not want them near our life's work investment. We have had to seek medical care over the stress Texas Central Railway, LLC has caused. As 2018 starts we are all seeking medical care over the stress of receiving the letters from Michael Johnsen and the Federal Railroad Administration with reference to false statistical reports.</p> <p>We have inquired many times about the train and its passenger target without an answer. The people of Texas are much different from the Japanese people. My family has ridden the train out of Tokyo, and our observation is that it is not used by families, but mostly by the white-collar workers who live way out of Tokyo and work late, have no other means of transportation. The day we used the train out of Tokyo, it stalled out due to mechanical issues. We sat in a stuffy train, with no food or water for two hours before being rescued. The experience would often be repeated here. Other issues surround the train out of Houston.</p> <p>We are just now recovering from Hurricane Harvey in the Gulf Coast area, and the train station in Houston is projected to start from an area near Buffalo Bayou. This area of Houston better known as "Allen Parkway" is often flooded during heavy rains. Just look at aerial photos taken during the hurricane and April, 2016, and many other times. I personally have seen this area under water many times over the last forty years. Entire roads and parking lots go completely under water. Even though the Army Corp of Engineers have published many diagrams, they do not take into account the flooding in that large of an area.</p> <p>The logistics of this train system do not make sense for the amount of money involved to get it built and running. A person in the Houston area (which is a huge area) could be half way to Dallas by the time she gets to the station, board, and go half way to Austin and then turn north to Dallas, plus not have a car when she arrives. How much luggage and goods will be allowed with a purchased ticket has not been answered although we have asked. Texans have relatives at both cities and want to take extra luggage and household goods when traveling from Dallas to Houston and vice versa. Our car is loaded down when we go see our relatives in the Arlington area.</p> <p>This is where the target group for ridership is not clear, as family logically would not use this for their transportation. It appears that Texas</p>	<p>Refer to ED-2, EJ-1, FP-1, FP-4, GN-1, GN-2, GN-4, GN-6, NE-1, NE-8, NR-2, NR-5, PN-3, PN-4, SS-17, TR-3, TR-4, WW-1 and WW-2.</p> <p>Golden glade crest is known only from San Augustine and Sabine counties in Texas. Navasota False Foxglove is not state or federally listed. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</p> <p>Buffalo Bayou is located approximately 4.5 miles from the Houston Terminal Station. Prior to construction, the entire Preferred Alternative, including the entire watersheds (upstream and downstream of the route) will be surveyed to determine base flood elevations and hydrologic modeling.</p>

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			<p>Central Railway, LLC is wanting prime land to build a project which is modeled after Japanese culture of use to and from work daily. All of Texas is built of a diverse group of hard working people who would not be able to ever use this train for daily transportation. It is very obvious the ridership will not sustain the cost of the project and if you ask anyone if they want another tax to subsidize a project like this they will say NO.</p> <p>As you can clearly see this is a very serious life changing matter for us. Upon receiving your letter that we are a potentially impacted landowner we are now a stakeholder as well. We are demanding to know more about this project. The board of director of Texas Central Railway, LLC, Drayton McClane, who at one time was highly regarded in Temple, Texas, and Houston, Texas, as being a peoples' person, is implicated to make millions if not billions by using his own companies for the construction. Since Texas Central Railway, LLC is greedily wanting our ranch right out from under us, we have a right to see their financial records.</p> <p>Please forward to us all financials, including paid receivables and payables, balance sheets, and payroll summaries for the previous three years, for our review before the TRA hearings scheduled this month and February so we have time to review all Texas Central Railway, LLC's books. Also, financials including receivables, payables, and payroll from the Regulatory Branch, Galveston District, US. Army Corps of Engineers must be included. This request for the above records should be delivered to us at the above address.</p>	
Jack Grainger	2/5/2018	Oral	Jack Grainger, G-R-A-I-N-G-E-R. We have 258 acres out in Waller. It's a cattle ranch. We just built a house there to retire to it. They're going to come through and take off the back part of that whole property. And my biggest concern is -- of course, that is our entire life savings, investments. It comes down to price. What's the price of all this? Are they going to try to cut us down and do we have any recourse? They're selling right next door to me in a housing edition lots for \$37,000 an acre. So that's my main concern is the price. And, of course, they can't tell us anything now. My wife has more emotional concerns.	Refer to ED-2 and LU-11.
Jack and Doris Grainger	2/6/2018	Handwritten	<p>Concerned the high speed train and/or track will be unaesthetic to surrounding residents/businesses.</p> <p>Concerned about the train not being profitable or having an impact on traffic & being abandoned.</p> <p>Concerned about the impact if/when there is an accident (derailment) of the high speed train.</p> <p>Concerned about the people losing their homes & businesses having to relocate to accommodate the high speed train's path.</p> <p>Concerned about additional noise caused by the high speed train.</p> <p>Concerned about more flooding issues in the area caused by the high speed train construction & build up for the track/path.</p>	Refer to AS-1, ED-2, FP-1, GN-2, GN-4, NE-1, NV-1, SS-12, SS-13, TC-7, WW-1 and WW-2.
Jack and Doris Grainger	2/6/2018	Handwritten	<p>Concerned the high speed train and/or track will be unaesthetic to surrounding residents/businesses.</p> <p>Concerned about the train not being profitable or having an impact on traffic & being abandoned.</p> <p>Concerned about the impact if/when there is an accident (derailment) of the high speed train.</p> <p>Concerned about the people losing their homes & businesses having to relocate to accommodate the high speed train's path.</p> <p>Concerned about additional noise caused by the high speed train.</p> <p>Concerned about more flooding issues in the area caused by the high speed train construction & build up for the track/path.</p>	Refer to AS-1, ED-2, FP-1, GN-2, GN-4, NE-1, NV-1, SS-12, SS-13, TC-7, WW-1 and WW-2.
Richard Grall	2/5/2018	Website	Kevin Wright, Mr. Wright this is shameful! Many people will lose their life's work if this train is built. no organization should have the right to disrupt people's lives, property, homes, etc. This idea is ill conceived and poorly developed! Don't build the train!	Comment noted.
Richard Grall	2/13/2018	Email	As a land owner not effected by the location of the proposed High Speed Rail in Madison County, I am opposed to the rail in any form or any location. I AM OPPOSED TO THE HIGH SPEED RAIL!!!!!!!!!! As I grew up in Madisonville I know first hand the devastation that will occur if the rail is built. Land, homes etc will be forever ruined or changed as a result of the rail. No amount of progress is worth the misery that the rail will bring upon the lives of the people of Madison County.	Comment noted.
Cesar Granados	2/26/2018	Website	So many people travel back and forth from Houston to Dallas and vice versa. This project will allow both cities to expand their job markets markets which is good for all Texas	Comment noted.
Elana Granston	1/25/2018	Email	According to (recent?) research, bullet trains can be designed to minimize motion sickness but most aren't. There are many of us, including me, who would like to ride them but cannot due to motion sickness. Please consider/research this when designing the system. I would definitely be interested in using a bullet train if I could without feeling sick for the whole ride (and a while after). I lived in Europe for a while, so I have tried them. While I have used regular trains extensively, many of the bullet trains are prohibitively problematic.	Refer to BA-4 and NE-1.
David Grant	2/16/2018	Website	Although I live in San Antonio, I consider high speed rail anywhere in Texas an excellent idea. I hope this project will serve not only downtown Dallas and Houston, but also Ft. Worth, and the airports DFW, Love Field, Bush International, and Hobby. In the future I'd like to be able to take a high speed train to connect to flights out of Austin, Houston, and Dallas. Ideally, I'd want to be able to clear security and check baggage on the train, then get off the train in the secure area of the airport terminal.	Refer to BA-1 and BA-2.
Jason Grant	1/29/2018	Oral	I knew those commissioners are always going to use all three minutes. Some great public speakers tonight, too. You-all should consider running for office. My name is Jason Grant. I am county commissioner for Precinct 1, and I represent all the people of Navarro County, and I'm here to address the people of Navarro County. We're all going to get up here and pretty much say the same thing for the most part. Everyone	Comment noted.

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			here has commonsense. We know why we don't want it and why we don't need it and why it's not going to work and logistics and all of that. So that being said, my vow to the people of Navarro County is to fight this project as hard as I can for as long as it takes. The gentleman who used the time earlier to make it easier to digest, in Navarro County we don't mind digesting something but we will not be force-fed. So thank you, and God bless Navarro County.	
Linda Grant	2/28/2018	Letter	<p>Mr. Wright, It has been brought to our attention that the Draft Environmental Impact Statement (DEIS) prepared by the FRA includes relocation and realignment of public roads within Freestone County. Further, we understand that it is assumed that existing roads may be altered or closed and new roads are proposed to be constructed within our jurisdiction for our future ownership, responsibility and maintenance. Please be advised, based on the information currently available and the lack of coordination thus far, any construction, relocation or realignment of county roads within our county is not acceptable and will not be granted. Further, even if county roads were to be moved or altered, Freestone County will not accept responsibility for additional roads without a long-term maintenance reimbursement plan in place. In addition, the Commissioners Court will require that all county roads remain open for use by the travelling public both during and after construction. I am enclosing a resolution which clearly expresses the Freestone County Commissioners Court's views on these matters. This resolution was passed on February 28, 2018. Please make the necessary adjustments to the DEIS document(s) to take this into account. At this point, we cannot even begin to evaluate the impacts to our County until the DEIS investigative findings are consistent with county regulations and the policies of the Commissioners Court. Once the DEIS has been updated and issued, only at that time will we be able to begin our detailed review and provide additional comments. Sincerely,</p> <p>Please be advised, based on the information currently available and the lack of coordination thus far, any construction, relocation or realignment of county roads within our county is not acceptable and will not be granted. Further, even if county roads were to be moved or altered, Freestone County will not accept responsibility for additional roads without a long-term maintenance reimbursement plan in place. In addition, the Commissioners Court will require that all county roads remain open for use by the travelling public both during and after construction. I am enclosing a resolution which clearly expresses the Freestone County Commissioners Court's views on these matters. This resolution was passed on February 28, 2018</p> <p>The Commissioners Court does not intend to and hereby declines to close, abandon, vacate or alter any county road to accommodate the proposed the high speed railroad route; and</p> <p>The Commissioners Court also requires that if TCR ever acquires eminent domain power and seeks to establish its route across any county road in Freestone County, the county road that is affected shall at all times, during and after construction, be maintained for use by the traveling public, including specifically the typical public uses to which county roads in Freestone County are often subjected, such as use by vehicles, equipment and machinery necessary to conduct operations oil and gas operations (drilling, reworking, producing, etc.), farm vehicles and equipment typically used in agricultural production, manufactured and mobile homes, and all other uses, whether named or not, for which Freestone County county roads are typically used.</p>	Refer to ED-1, ED-3, PI-1, TR-1, TR-6, TR-7 and TR-8.
Wayne Grantham	2/9/2018	Website	I really think you need to look at Jerry (Moonbeam) Brown's toy train to nowhere--at its costs and overruns even before construction starts--and all the other problems, such as every little town and shopping mall along the way will want a stop. Better to let private industry do it and pay for it, if it can be economically justified.	Comment noted.
Darlene L. Grassl	2/6/2018	Letter	<p>I support the comments listed below and offer them as evidence supporting the "No Build Alternative"</p> <ol style="list-style-type: none"> 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail Project from Dallas To Houston. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 	Refer to BA-6, CR-4, ED-1, LU-2, LU-11, NE-1 and NE-9.
Darlene L. Grassl	2/6/2018	Handwritten	<p>I support the comments listed below and offer them as evidence supporting the "No Build Alternative"</p> <ol style="list-style-type: none"> 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.

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			<p>3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas.</p> <p>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</p> <p>5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.</p> <p>6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.</p>	
Reuben L. Grassl	2/6/2018	Handwritten	<p>I support the comments listed below and offer them as evidence supporting the "No Build Alternative"</p> <p>1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.</p> <p>2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas.</p> <p>3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas.</p> <p>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</p> <p>5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.</p> <p>6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.</p>	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Dawn Gray	2/21/2018	Website	<p>This project needs to be rerouted another direction. Folks along the anticipated route did not invest in their land for years to have it taken away from them. Most of us depend on our land for retirement. This project will devastate a lot of land owners and will be for a project not many will find appealing to travel on. The route needs to not encumber land owners but be built along the existing freeways. Its just not fair to us and we will NEVER allow surveying on our lands.</p>	Refer to BA-8, BA-9, ED-2, GN-2 and NE-8.
Dawn Gray	3/9/2018	Website	<p>This idea would be detrimental to our retirement plans in Waller County. I have depended on my land to be my retirement so only if the high speed rail were to pay me what I will make in 2028 would my plan go as scheduled. No one will buy land once the rail is put in place because folks are looking for peace and quiet when they search for land, not a high speed train hovering their land every 24 minutes. I strongly reject the idea of a train through waller county. Our residents don't want to go to Houston OR Dallas, that's why we live there away from it all.</p>	Refer to VA-1.
Lila D Gray	2/7/2018	Email	<p>I found this article pretty interesting and in fact, the law, regarding taking ones property for eminent domain. Increasing tax revenue and economic development are exactly the mentioned primary reasons by this HSR that this project has been labeled for. Lawyers will have a hay day with this. In Waller County, our properties are NOT unsafe and do not need to be condemned. I can think of several areas in Houston that are however. Shut down acres homes and put it through there, it's a rat hole. What does public use mean? Public use includes projects such as highways, bridges, railroads, commercial structures, schools, and more. In Texas, increasing tax revenue and economic development cannot be the primary reasons the land is taken. There's an exception to the economic development rule; land can be taken for this purpose if it means alleviating harm to society that would otherwise exist because of the unsafe property. The land also can't benefit a private party.</p>	Refer to ED-1.
Lila D. Gray	1/22/2018	Email	<p>I am writing regarding my concerns of this HSR on my community in Waller County. This project was never thought out with all involved interests. This project will impact those of us who live under the proposed project track in a tremendously negative manner.</p> <p>First of all, I have planned and depended on my property as an investment for my future retirement and this will negatively effect that. Not only will my property value go down but the project would cause more flooding in our area and our quality of life. We don't invest a million in property for your ideas. We like our peace and quiet which is why we moved out there.</p> <p>Second, we were never consulted for our input regarding the rail before plans were made.</p> <p>Third, if there were a need for this type of project and benefited others in a more than positive way, it might be received/ considered differently in our community.</p> <p>Furthermore, a route that does not affect a close net community would make more sense- like above the existing highways to not affect any private citizens or their property.</p> <p>This project has one thing in mind, to make money for the originator at our expense. I will NEVER give the right for my property to be surveyed and you will never achieve immanent domain for it. Do your homework and study first - you will see no one in the middle wants this project and no one at either end probably does either. The price to pay to ride the project far exceeds what any middle class is willing to pay to go such a small distance. This will never be a routine way of transportation for anyone but the rich. Put it in THEIR backyard.</p>	Refer to BA-9, ED-1, GN-2, LU-4, LU-9, PI-1, PN-3 and SC-19.

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Lila D. Gray	1/22/2018	Email	First of all, I have planned and depended on my property as an investment for my future retirement and this will negatively effect that. Not only will my property value go downand our quality Of life.	Refer to VA-1.
Lila D. Gray	1/22/2018	Emailbut the project would cause more flooding in our area	Refer to FP-1 and WW-2.
Lila D. Gray	1/22/2018	Email	The price to pay to ride the project far exceeds what any middle class is willing to pay to go such a small distance. This will never be a routine way of transportation for anyone but the rich. Put it in THEIR backyard. Waller County Citizen!	Refer to GN-2, GN-4 and SC-3.
Lane Grayson	1/29/2018	Oral	Good afternoon, my name is Lane Grayson and I am the County Commissioner For Ellis County. Tonight I am here in strong opposition of the high-speed rail, as is our Ellis County Commissioner's Court. As many of you know the high-speed rail has only provided a small portion of this rail to be elevated at any given place and that's very significant to those of us who, just like the Risinger's who -- their property will be intersected in some form or fashion. My biggest concern is a small rural county has the infrastructure dollars that we have to commit to these roadways. I represent the small southern east side of Ellis County. In that small section alone there are over 30,000 residents that need to be on either side of that berm that's gonna be built to support that high-speed rail. There's only one way to cross a high-speed rail. You either go under it or you go over it. There's two ways, I'm sorry, I said one. There's two, over it or under it, which we, as a county, don't have the resources, number one, to maintain those kind of structures or to maintain them at any given time when you speak of the duration that it takes to do that. With over -- in my small section there's 900 miles of roadway in Ellis County and on a limited budget for those of you that are in rural counties know how difficult it is to maintain rural roadways. Out of that 900 miles, I have 22 roads -- regular county roads that it will intersect 22 And I have 11 Farm to Market roads that it will intersect. All of those that you can't have an at-grade crossing. Ambulatory care for those that are living in these rural areas. School transportation with kids that gotta get back and forth. Oh by the way, did I mention that Ellis County is a tremendous ag producer. We have to get big farm equipment on either side. Let me just leave it to you with this. This is my most -- the strongest point that I can share with you tonight. You build that wall straight through my county, straight, specifically, through my precinct the constriction that it's gonna take for these good folks that have larger properties, regardless they live 18 in small rural towns, they have to commute back and forth. This will be a huge economic hindrance to our county. It'll be a huge economic hindrance to Ellis County as a whole. There's a tremendous amount of roads, there's lots of development in our county and we're excited to have it. I don't believe that this project is, number one, has the authority to ever claim eminent domain because by definition of eminent domain it's good for all. There's a lot of folks that are in between this all. We give it to hand belt, the dumbbell effects. There's a lot of folks in Dallas County, there's a lot of folks in Harris County and those of us in the middle, those other seven counties are getting looked over. We have a say, let this be a private venture that uses private funds, so be it. But it doesn't need to come through the Risinger family property, it doesn't need to come through the Sullivan family property without being a -- paying the price. Thank you for the opportunity to speak tonight.	Refer to ED-1, LU-11, PI-1, SC-6, SC-7, SS-23 and TR-8.
Greater Houston Partnership	3/5/2018	Website	Dear Administrator Batory, The Greater Houston Partnership is one of the state's largest and most effective economic development and world trade organizations. We represent more than 1,000 member companies that employ more than a fifth of the II-county region's workforce. Our organization is focused on ensuring that Houston and Texas continue to offer one of the most competitive business climates in the world, and we work every day to bolster the business community and help create an environment where businesses can thrive. As part of this, we believe that growing our transportation connections is critical to our long-term success. The privately-funded Texas Central Railway bullet train helps build those connections - linking the two largest economies in the state with a short 90-minute commute. When combined — the Houston and Dallas-Fort Worth super-region would be the second-largest region in the United States in both population and GDP, right behind New York City. The economic prospects are incredible. American workers will benefit from construction work, such as building the system and maintenance facilities along with supplying materials and providing long-term support for the new rail line. But beyond the direct benefits of the jobs created through the construction and operation of the high-speed train, this would place Texas and more broadly, the United States, on par with countries who are already experiencing the benefits of high-speed rail. As the Partnership travels the world recruiting companies to Houston, we marvel at the high- speed transportation options available. If we marvel at this infrastructure, we know that the companies we are trying to recruit are marveling as well. For American cities to compete with the great global cities of the world, it is critical that we remain on the cutting-edge of technology and offer robust transportation infrastructure that is attractive and advantageous to the world's leading companies and talent. On behalf of the Houston business community and members of the Greater Houston Partnership, we proudly support the Texas Central Railway's privately-funded bullet train, and we urge the FRA to complete its review in a timely manner.	Comment noted.
Greater Waco Chamber of Commerce	3/1/2018	Website	The Greater Waco Chamber of Commerce is a well-respected, high-profile economic and community development organization advancing a progressive and visionary agenda for economic growth and quality of life for Central Texas. With over 1,600 member businesses, the Greater Waco Chamber represents over 70,000 jobs in the area. Our Chamber actively seeks to promote policies at the local, state and federal levels that are conducive to helping diversify and grow the Greater Waco economy and create economic prosperity. Upon recommendation from the thoughtful leadership of the Chamber's Public Policy Committee, the Greater Waco Chamber Executive Committee and Board of Directors adopted a public policy platform in 2015 that includes support of high speed rail for our region. We believe that the development of high and	Comment noted.

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			<p>higher speed rail in Texas will prove to be transformative to economic activity and connectivity of our region. In 2014, when the Texas Department of Transportation was considering routes for a possible passenger rail service, the Greater Waco Chamber issued an Action Alert requesting members to write letters of support. Over 150 such letters were gathered from leadership representing diverse sectors of the community. Attached are a small sample for your consideration. Highlights include: "CentexAGCrepresents over 225 commercial companies who specialize in vertical construction...it is our belief that a...(passenger rail) system would be a boon to both states, and all points in between." K. Paul Holt, Central Texas Chapter Associated General Contractors of America, President & CEO ".on behalf of the Waco Business League, an organization consisting of approximately 120 chief executive officers of various businesses in and around Waco...we are excited about the prospects of a high speed rail service along the I-35 corridor." Rick Brophy, Waco Business League, President "As a long term businessperson...I am very aware of the need to expand our state's transportation infrastructure. I begin by thanking the Texas Department of Transportation committing the time, energy and resources to produce this study which we feel is a critical first step in ensuring that Texas has a modern and world-class transportation system for the future." Virginia DuPuy, DuPuy Oxygen, President & CEO "I think it is imperative, both for Waco/McLennan County, but also for Texas, that high speed rail approximate the route of commerce...without question, high speed passenger rail accessibility in Waco/McLennan County will benefit both our community and the customers served [sic] its availability." William Clifton, Jr. The Clifton Group "...will be a benefit in many different facets, including growth to our economy, population, tourism, as well as several direct benefits to local businesses." Bryan Young, TYMCO "The broad spectrum of cultural tourism and sports offerings in this area is unique in the region. We would urge your consideration of the above routes to facilitate travel and tourism." Byron Johnson, Texas Ranger Hall of Fame, Executive Director The Greater Waco Chamber of Commerce would encourage the FRA to understand the support of this project and sentiment of leadership throughout the state, the business community, and beyond. While the opposition has a voice, please know it is not the only voice, nor the prevailing voice, of Texas. We firmly believe that bringing high-speed rail to Texas will have an immediate impact on job growth and economic impact, while also laying the foundation for economic growth in communities throughout the state. The development of high and higher speed rail is critical in meeting the changing transportation needs and to prevent environmental degradation of our great state, which is facing significant strain on existing infrastructure with our rapid-growth population rate. High speed rail will provide faster and more energy efficient means of travel and establish a new industry that provides stable jobs, while also allowing existing industries to expand and flourish. We thank the FRA for your work, and look forward to seeing this project come to fruition.</p>	
Greater Waco Chamber of Commerce	3/1/2018	Website	<p>Support of high-speed rail initiatives for our state is a public policy priorities of the Greater Waco Chamber of Commerce. Not only was our Chamber- and our community- supportive of a potential high-speed rail project along the I-35 Corridor, but we also have been paying close attention to the "Texas Bullet" project. While there has been some opposition, there has also been a great amount of support. Our own City Council and Waco Metropolitan Planning Organization Policy Board- with representatives not only from our County Commissioners, but also other county municipalities such as Ross, Robinson, McGregor and Hewitt- both recently passed resolutions of support for the Texas Central project. Those opposed are predominantly speaking from a perspective focused primarily on property rights and the concern that detriment to farm and ranch land value could come with construction of a high-speed rail system on the proposed Dallas to Houston corridor. These can be charged and divisive issues, and we must respect the position of those voices, rural and urban alike. However, much like the ardent and passionate opposition President Eisenhower faced when wanting to plan and build an interstate highway system across our country's wide open lands, we feel the support to this new mode of travel and transportation is an acknowledgement of the changes in demographic realities facing our state which will call for a robust- and multi-modal-infrastructure system that will allow for the efficient transportation of goods and services and people throughout our great state and beyond. That electoral districts were drawn in such a way that many of our elected officials represent both urban and rural Texans puts those legislators in a difficult position, as they might feel bound to sometimes conflicting urban and rural interests. And while they must be respectful of those rural constituents, they also might recognize, as these conversations gear up in Texas, that they do also represent urban areas largely in favor of high-speed rail. In fact, 80% of our state population resides in urbanized areas, which tend to be supportive of rail projects. This may explain the constitutional amendment passed by Texas voters in 2005 authorizing our legislature to invest public dollars in passenger rail infrastructure, or similarly the results of the 2011 study which showed that Texans are overwhelmingly in support of not only high-speed rail, but further, public investment in the same. The Greater Waco Chamber of Commerce is committed to advancing a visionary agenda for economic growth and quality of life for Central Texas. Our chamber actively seeks to promote policies at the local, state and federal levels that are conducive to helping diversify and grow the Greater Waco economy and create economic prosperity that will improve quality of life for all Wacoans. We believe that the development of high and higher speed rail in Texas will prove to be bring significant economic stimulus and increase connectivity of our region. It reflects the kind of advanced planning and forward-thinking as advocated by Ray Perryman in a recent Perryman Report as critical as we invest in our future prosperity. High and higher speed rail would stimulate our economy, create new industries, and increase mobility. As noted by the U.S. High Speed Rail Association, it will open new domestic markets and supply chains, and broaden regional labor markets. The potential for economic stimulus is</p>	Comment noted.

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			<p>great. Recent studies by the Economic Development Research Group, Inc. and others have projected that the construction, maintenance and existence of high-speed rail lines could create sharp rises in new business sales in cities with high-speed rail; create new jobs that bring new wages earned for families; and expand the overall tax base through tax revenue paid to the state, cities, counties, and school districts. The potential for economic impact that will improve quality of life for us all is real. Texas leads the nation in population growth, and according to recent projections from the Office of the State Demographer, our population will double by 2050. If we do not act now to expand and improve our existing transportation infrastructure, this dramatic increase in population will strain our existing resources and infrastructure, and bring environmental degradation for which our children will not thank us, degradation that will not only detract from quality of life, but also limit our ability to grow our economy. With the EPA regulations which require urban areas to keep their ozone levels at under 70 parts per billion, communities could easily be forced into air quality nonattainment with millions and millions of new Texas drivers- including freight trucks, which are projected to increase at twice the rate of passenger traffic, even considering the population boom- locked in gridlock traffic. Road and airport congestion have been calculated to cost America over \$156 billion per year in time and fuel (a recent trip home from Austin took me more than four hours with lane closures on 35. Those are hours I could have been working, shopping, or just enjoying life and time with my beautiful children). It is calculated that in one year, Americans collectively lose 4.2 billion hours wasted in traffic jams. We must be strategic and future-oriented as we plan for the transportation needs of our great state. We must recognize the realities of demographic changes, and the needs of a 21st century economy that will demand connectivity from its leaders. We must recognize that while significant progress has been made with the passing of Proposition 1 and Proposition 7 in Texas, and the FAST Act at the federal level, our transportation challenges are not now resolved. The state's continued rapid population growth will likely necessitate that decision makers continue to develop innovative ways to pay for future transportation infrastructure to support a 21st century economy. Texas is the 10th largest economy in the world, and our employers are leaders in the nation in job creation that stimulates that economy. As our great state strives to remain a leader in the nation, and the nation in the world, high speed rail is one of many tools we may use that would support and facilitate community and economic development so that all future Texans may enjoy even greater prosperity and quality of life. The time to plan for the future is now. As urban planner Daniel Burnham said, "Make no small plans. They have no magic to stir humanity's blood and probably themselves will not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical plan once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever-growing insistency." We thank all those local, state and federal leaders who are being forward thinking and planning on how to invest in our future and the infrastructure needs of our state and nation. They are aiming high in hope and work, and we stand with them to envision a Texas that is equipped for a 21st century economy and enhanced quality of life for this community and state we all love.</p>	
Kim Green	3/6/2018	Website	I'm all for progress I just hope El Paso to both Dallas and Houston will be in a future project.	Comment noted.
Ranae Green	3/8/2018	Email	<p>WHL Dallas 45 LLC ("WHL") is writing to provide its comments to the December 2017 Draft Environmental Impact Statement ("DEIS") for the Dallas to Houston High-Speed Rail project (the "Project").</p> <p>WHL, is the owner and developer of Prime Pointe Industrial Park ("Prime Pointe"), a 3,000 acre master planned, rail-served industrial park located at 1-45 and East Wintergreen Road in southern Dallas County in the cities of Hutchins, Lancaster and Wilmer. A map of Prime Pointe is enclosed with this letter, Prime Pointe is strategically located next to Union Pacific Railroad's Dallas Intermodal Terminal ("DIT"). Prime Pointe offers rail-served sites for commercial and industrial development and operation. Prime Pointe receives rail service from Union Pacific via a spur track Off Of the main line that runs through DIT. Prime Pointe is the largest development in the Dallas County Inland Port and is leading the effort to create thousands Of jobs and billions of dollars of economic growth for an underserved and underdeveloped area of Dallas County.</p> <p>The 2016 Project alignment ran through Prime Pointe, and WHL,, appreciates the fact that Texas Central Railroad ("TCR") redesigned the Project to avoid bisecting Prime Pointe. Since 2016, significant warehouse and distribution centers have been built at prime pointe, which reinforce the importance Of preventing TCR from interfering with the operation and growth of Prime Pointe.</p> <p>WHL Objects to any Project plans or alignments that would limit accessto prime Pointe or disturbits growth and operations. In order to avoid any negative impact on Prime Pointe and to allow Prime Pointe to grow in the future, Prime Pointe requires all TCR road crossings in the vicinity of Prime Pointe and DIT to be grade-separated, specifically including but not limited to the major throughcares of West Belt Line Road, Greene Road, East Pleasant Run Road, West Wintergreen Road, Lancaster Hutchins Road and Interstate 20. All grade-separated structures along the West side of Prime Pointe should be built in conformance with Union Pacific's standard vertical clearance for overhead bridges, 23'-6", to allow for future railroad extensions.</p> <p>Prime Pointe further objects to the location of a TCR service facility south Of Pleasant Run Road and requires plans for this facility to be relocated. WHL appreciates the efforts of TCR to accommodate Prime Pointe and looks forward to continuing to work with TCR regarding the</p>	Refer to LU-12 and TR-1.

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			Project. If you have any questions or additional information from WHL, please coordinate directly with Mike Rader at [...] or [...].	
Green Oaks Physical Therapy	3/8/2018	Website	<p>To the FRA and Texas Central Rail,</p> <p>I have had the pleasure of being able to visit Morgan Legacy Farms on multiple occasions and each trip has been unique and special. The ranch provides a unique space for relaxation and enjoying the benefits of being outdoors. As a Physical Therapist Assistant, one of the values we try to instill in our patients is movement. Decreased physical movement can lead to decreased quality of life. Upon entering the ranch, you are stimulated to move about the property to take in its many wonders. You are encouraged to walk around the many ponds, visit the various farm animals, try a round at the skeet shooting area or even take in the views from horseback. This is a place where you are able to engage in activity to increase cardiovascular and mental stimulation that you may not otherwise be able to access.</p> <p>The charity that Morgan Legacy Farms shows by allowing my husband and me to visit at no charge combined with the very convenient location outside of the DFW metroplex will not be found elsewhere. The ranch allows my family and friends to bond and gives us an outlet to relax in a safe environment. One of my favorite activities to do at the ranch is fishing in the many ponds available and making s'mores under the star light without the sounds of the city. It is a great property to "get away from it all" and enjoy nature. Access to the entirety of Morgan Legacy Farms allows me to de-stress from the professional work week. You are able to see sights and sounds not found in the heart of the metroplex. You can even find Mexican Whistling ducks on the main pond! I fear that if the ranch is destroyed with the placement of the high-speed rail the tranquility, the wildlife and the environment will be put in jeopardy. I have been informed that the FRA would like to build a high-speed rail through the Morgan Legacy Farms and I have concerns about the proposed location. The preferred route travels in one of the highest elevations which will create, in my opinion, significant watershed issues causing a loss of migratory water fowl in the area. I propose to move the route slightly North, above the ranch and near existing power lines. I feel a move to this area would have less impact on the environment and prove less damaging to the county in the long term.</p> <p>The Morgan Legacy Farms is an irreplaceable property that gives back to so many people. Over 900 people have visited this ranch from church groups, Girl and Boy Scouts, Military Personnel, Police and Fire, students, and each has gotten to enjoy the benefits of the ranch. There is no comparable property near DFW that provides so many positive aspects, while remaining free to so many people. I strongly encourage you to consider changing the proposed route of the high-speed rail to that location north of the ranch, near the power lines, as the benefit strongly outweighs the cost to those associated with Morgan Legacy Farms.</p>	Refer to LU-5.
Todd Greene	1/30/2018	Email	As a land owner in Grimes County, Texas that will be affected by the Dallas to Houston High Speed Rail I oppose the development of the high speed rail. The draft EIS has identified my residence as being in a moderate impact noise and vibrate area. This will not only decrease my property values, but it will also have significant impact on the quality of life for my wife and me. I feel this will also diminish the possibility of any potential development or other uses for the property due to this project.	Refer to NV-1 and VA-1.
Ted Greenlee	2/1/2018	Email	I live in Palmer Tx / Ellis Count. Once I first heard about this high speed rail idea being thrown around I started to put math together on what this would benefit TX. There is no way amount of people willing to travel on this train would be able to pay back how much it cost to build this dumb idea. I would never drive to Dallas get on train ride to Houston then rent car to go attend to whatever business I have to attend to. Yea there are small percentage of people that would ride this train but our population not high enough to reap any benefits compared to land and environmental impact it would have. My wife and I worked our whole life and purchased piece of land years ago that we devolved cleared trees built fence stocked our pond with fish planted trees and them we built house with lots of hard work for year straight. We call this our home and we are proud it because we worked out tails off day night so our family would have nice peaceful place to live. Not till recently we found out that project path of this Train is to possibly go through middle of our house/ land due to back side if our property has power line which they intend to follow. Me and My family are AGAINST building this High Speed Rail. It will change lives for everyone disrupt famers in my area people home that have been in families for years or one families have built , wildlife , ponds with fish. This is project that needs to be stopped or it will end up like Supercollider project that started but ran out of money. It is actually one mile from my house now. 26 billion dollar high speed rail project is never going to be profitable plus number keeps going up.	Refer to ED-2, GN-2, GN-4, LU-11 and NE-1.
Jeff Greenwood	2/2/2018	Letter	I purchased my 136 acres in Leon County to get away from the big city (Houston) and enjoy the peace & quiet of the country. I enjoy hunting whitetail deer, hogs, and other animals. My wife and I enjoy taking long walks through the woods and absorbing all that Mother Nature has to offer. And now you're contemplating putting a train across my private road (P.R. 4284, Normangee, 77871) and close to my house. This would	Refer to GN-1, GN-2, NE-1, NE-8, NR-1 and NR-2. The Project would be crossing west of the referenced property via embankment. A service road constructed along the east side of the

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			<p>create a significant environmental impact in my eyes. The whitetail deer herd along with all other animals will definitely have a negative impact by your train.</p> <p>And now, speaking of your DEIS - how are we to believe what is actually inside the draft when we know that many people did not permit your surveyors on their property. Did they illegally obtain surveys, or did they just make stuff up?</p> <p>Texans do not need high speed rail. We are not a commuter state. To prove it — just take a look at the HOV lanes around Houston. There are as many or more single occupant vehicles in them paying tolls as there are multi-occupant vehicles. One could also look at the train that ran from Houston to Galveston — another losing proposition. High Speed Rail simply will not work in Texas; it's going to be a boondoggle. Don't take my word for it; look at what California State Rep. Maienschein had to say about their HSR. "MFhen voters approved California's high-speed rail project in 2008, supporters promised a cost-effective, rapid way of traveling around the state. The project was supposed to cost \$34 billion and would include 800 miles of track to connect California's major hubs. It's been almost a decade since those promises were made and none of them have been fulfilled. High-speed rail is riddled with budget overruns, constant leadership changes, missed deadlines and broken promises.</p> <p>While our bridges and roads crumble, the government continues to allocate California taxpayer dollars into the black hole known as high-speed rail. Experts told voters that bullet trains were the future of transportation, attracting billions in private investments and federal transit funds. They claimed that the state would be on the hook for less than a third of the project's \$34 billion price tag. A decade later, that number has ballooned to more than \$67 billion and the state is picking up the tab. High-speed rail proponents overestimated the project's appeal to investors. If high-speed rail actually had any private investors (which it doesn't), they would be livid with the project's delays and cost overruns. Clearly, no one thinks this is a good way to spend their money. This leaves Californians saddled with a project that's costing the state \$5 million a day. To make matters worse, the first 119-mile phase of the project isn't even close to being complete, and it's already running \$2.8 billion over budget. Californians were promised that the train would be done by 2020. More recent projections by the High-Speed Rail Authority show that the train won't be done until 2029. The next projections will likely show even further delays. " If this Texas HSR project does actually come to fruition; I will guarantee that we taxpayers will be in the same boat with [he California tax payers. We will be spending a butt load of money for a project that most people in the State either do not want, or do not care about. Let's stop kidding ourselves and scrap this idea before we get any further along.</p>	<p>HSR ROW would connect the referenced private road to County Road 408 approximately 0.35 miles north. Access would be maintained to the property by the re-routing of roadway. Refer to Appendix D, Project Footprint Mapbook for maps and images of impacts to this property. In regard to visual impacts, Section 3.10.6, Aesthetics and Scenic Resources, Avoidance, Minimization and Mitigation outlines best management practices for minimizing visibility of the Project.</p>
Jeff Greenwood	2/2/2018	Letter	<p>Texans do not need high speed rail. We are not a commuter state. To prove it — just take a look at the HOV lanes around Houston. There are as many or more single occupant vehicles in them paying tolls as there are multi-occupant vehicles. One could also look at the train that ran from Houston to Galveston — another losing proposition. High Speed Rail simply will not work in Texas; it's going to be a boondoggle. Don't take my word for it; look at what California State Rep. Maienschein had to say about their HSR. "MFhen voters approved California's high-speed rail project in 2008, supporters promised a cost-effective, rapid way of traveling around the state. The project was supposed to cost \$34 billion and would include 800 miles of track to connect California's major hubs. It's been almost a decade since those promises were made and none of them have been fulfilled. High-speed rail is riddled with budget overruns, constant leadership changes, missed deadlines and broken promises.</p>	Refer to GN-2 and NE-1.
Kaylee Grey	2/6/2018	Handwritten	<p>I support the comments listed below and offer them as evidence supporting the "No Build Alternative"</p> <ol style="list-style-type: none"> 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity. 	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Mark Gribble	2/19/2018	Website	<p>As someone who travels between Houston and Dallas frequently, the high-speed rail is a very attractive option. Airport travel is cumbersome and my family and I really enjoyed high-speed rail travel in Europe. This project is exciting and the preferred alternative station in Houston will help redevelop the NorthWest Mall area which would be a major improvement.</p>	Refer to GN-9.
David Grimmer	2/5/2018	Oral	<p>I thank you for a few minutes to explain why I unequivocally oppose this project in any form or fashion. I'm speaking on behalf of my wife's family who have been in southwest Madison County. This was originally a Spanish land grants. And they were awarded land and also in</p>	Refer to GN-4 and NE-1.

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			addition as a result of the participation, the Texas Battle of Independence. It's been in the family since the 1830s. On the other side of the family, we're not Madison County, but I'm the descent of Rogers, who built the Rogers prairie east of Normangee. And at the turn, a few of you might remember Dr. Rogers and Dr. Cole. They delivered many people in the county. Now I can remember one thing. Dr. Rogers was in the first car wreck in this county. And someone was killed because the transportation they delivered without the infrastructure to accommodate. And I want to ask you, did anyone in this audience believe the economic numbers that have been presented? Do any of you have memory of a few other government boondoggles that we're still hanging for? How about power from nuclear that were too cheap to meter? Do you know that they only exists because legislation was passed by one of the representatives that guaranteed the government would back up any damaged cause by that industry? Now, who's going to pay for this when it goes belly up and they've taken all our property? You're going to pay for it because they're going to pour money down the drain just like they've done in the Northeast Corridor where Amtrak has never ever made a profit. Never. It exists because of government power to take what is yours. This is Texas. I feel differently about how we ought to be governed. Remember the Alamo? Somebody stood up and said no. I call in the same against this project.	
Brenda Grissom	3/5/2018	Website	I am against the high speed rail for Texas, true at times traffic on I 45 is congested. The average person or family will not use HSR because of projected cost of tickets . The property planned to be used is now being used for farm and ranch use. Putting the rail on the ground will divide and cut off excess to roads. It has been suggested in meetings that many of the routes will divide property in half, with no excess. As for creating jobs I cannot see many new jobs, if anything it will cut jobs that now exist on I 45. I am totally against HSR anywhere in Texas.	Refer to LU-11, PN-3, SC-3, SC-15 and TR-10. The economic assessment presented in Section 3.14.5.2.3, Socioeconomics and Community Facilities, Economic Impacts, assumes that employment and earnings growth during the construction phase would reflect labor and materials needed for the Project as well as indirect growth in supporting industries.
Brenda Grissom	3/5/2018	Email	I am against this project. There is no need for this it will divide farms and ranches, that supply meat and produce. The average family or person will not be able to pay the projected amount for a ticket. As far as jobs go I can see lose of jobs along I45.	Refer to LU-2, LU-11, SC-3 and SC-15.
Melinda Grissom	1/25/2018	Email	i do not support this rail. it is a proven fact in california that it can not sustain and pay for itself. it is syphoning more tax dollars from that state and its residents to operate and it produced false projections on running without using more of peoples hard earned money!! Not to mention will go thru the property where i own a business, and north of it will go thru property where live. after relocating from the cypress area we have been here 25 yrs and do not plan on letting them buy or split home property nor do we want to relocate our business!!	Refer to GN-4.
Pam Groba	3/5/2018	Website	The train passing so close to my property would devalue my investment as it will make my property less safe, noisy, polluted, destroy native wildlife, limit hunting on my property, make egress difficult. The train is not a necessary transportation option and only benefits pockets of foreign business interests at the expense of local tax payers. It is too expensive to ride, flying is cheaper. I don't want Houston theives making my home accessible.	Refer to GN-4, NR-5, PN-3, RF-2, SC-19, SS-1, SS-12, SS-21, TR-10 and VA-1.
Michael Groff	3/9/2018	Website	I strongly favor this proposal. I do feel that it needs to be strongly regulated to maintain the highest standard of safety.	Refer to SS-4 and SS-5. The Project must comply with all applicable regulations as described in Section 3.16.2, Safety and Security, Regulatory Context.
Charles Grotzke	2/7/2018	Website	The project should be approved because it will provide a faster and safer route between Houston and Dallas. It is a privately funded venture that will not only create high paying jobs; it will pay taxes as well.	Comment noted.
Jeremy Grzywa	3/9/2018	Website	I fully support this effort and welcome any infrastructure development that helps to improve transportation options in the city of Houston.	Comment noted.
Sarah Grzywa	3/9/2018	Website	I fully support this effort and welcome any infrastructure development that helps to improve transportation options in the city of Houston.	Comment noted.
Gayle Gudger Grubbs	2/6/2018	Handwritten	Property at [...] within 1/2 mile of proposed route.	The property at [...] would not be directly impacted by the Project. The Project would travel over State Highway 90 approximately 1.3 miles to the northeast.
Gayle Gudger Grubbs	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.

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			cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	
Jeanette Guerra	12/20/2017	Email	The High-Speed Train proposal will not work in Texas and will be a tax burden on all tax payers in the state. It will also destroy the natural habitat in Texas.	Refer to GN-4, NE-1, NE-9.
Jeanette Guerra	1/20/2018	Email	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: The citizens of Texas did not buy and build their homes to have a noisy high speed rail line run through the quiet neighborhood and disrupt the natural habitat; nor is it right for the state to take property from the land owners. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to BA-6, ED-1 and NV-1.
Bobby Guinn	1/31/2018	Email	I would like to go on record to be in opposition to the Texas High Speed Rail.	Comment noted.
Bobby Guinn	2/2/2018	Email	I would like to express my opposition to the Texas High Speed Rail. This Rail system would cause a Great Burden to Many well established families , Long time Texas residences who make their living off the Land whether by farming Ranching or other Business. It will destroy the Homes and lives of so many Texans. This project will cause ill effect of the Land environmentally , It will harm wild life. It will remove the right we have to hunt on our own Land. The list could go on and on. Please consider this as my voice in opposition to the Texas High Speed Rail.	Refer to NE-1, NE-9 and RF-2.
Bobby Guinn	2/5/2018	Email	I would like to express my concern and opposition to the Texas High Speed Rail. As a Land owner and resident of Ellis County Texas I can tell you this project will have a devastating impact on the environment , On the communities , On hunters , Ranchers, Farmers. Land that has been in Texas families for generations taken by private enterprise claiming Eminent domain for a Land grab. Roads will have to be rerouted, Bridges will have to be built . and you can bet the people of Texas will have to foot the Bill for this through Taxes(and it supposed to be a Japanese owned system fully paid for by them). This Rail system will not work , Will not be profitable and end up costing Texans. In addition who will provide emergency response and equipment needed as well as training for this Rail system should the need arise. We have had one Federal Disaster Here with the Superconducting Super Collider let us not make it Two.	Refer to ED-1, GN-4, LU-2, LU-11, NE-1, RF-2, SS-18, SS-23, SS-26, TC-6 and TR-7.
Michael Gulino	3/5/2018	Website	I do do wish for the record to state that I do wholeheartedly support this project and what it stands for. If Texas is to grow, this high speed line needs to be built to allow the rapid movement of people from Houston and Dallas instead of going by road. I do know that many will be impacted by the construction of this system, but it will be for the greater good in the long term for everyone. I will suggest, however, that the Houston station be moved closer to Metro's Northwest Transit Center to allow for better connectivity to Houston's Central Business District, though the Northwest mall location would allow for expansion. The Transit center would be more ideal, however, if Metro decided to build an elevated rail line over Interstate 10, it could be connected via walkways to provide direct access to the buses that serve the transit center and to TCR.	Refer to GN-7, GN-8 and GN-9.
Ramesh Gunda	3/5/2018	Oral	Thank you. I'm Ramesh Gunda. I'm a transportation personnel. I had the opportunity a couple of years back to chair a transition (inaudible) and transportation committee for Mayor Turner. And we had the opportunity to look at all the transportation options we have and our needs. And I will tell you, we had to look at all the options we have on the table, and the TCR rail fits in that bill. We need to handle the growth; and one of the things you look at is, if you don't have an alternative, you may need to double up 45 based on the demand. And think about the devastating consequences if I-45 went double. So this could be -- alleviate that. And also, a couple of other things we need to look at is, we are looking at, you know, the (inaudible), airports. You can fly. And there's another alternative you can look at. And evacuation, when it happens, the (inaudible) is going to be dissipated. There's an opportunity you can send people out of Houston. And the location for the Transit Center, Northwest Mall, identified as the preferred alternative by TCR, and I think it's a great idea to develop that area. It will provide opportunities for more development and more improvement in Houston. That's all. Thank you.	Comment noted.
Calvin Gunter	2/20/2018	Website	I work in Europe a great deal and ride the trains there quite often. I would love to bring their public transportation system to Texas. However, it simply isn't feasible. As you consider your EIS, make sure that when you attempt to remove the automobiles on highways, etc. that add back the additional impact of having to rent a car or use multiple ubers, etc. once you get there. Our population densities in the cities and suburbs are exponentially different than in Europe, so walking isn't a viable option in Texas. Additionally, the public transportation systems are in their infancy versus Europe. High Speed Rail is the LAST step of improving our transportation systems in Texas - not the first step. This project will be woefully overbudget and underused for decades until the local public transportation systems are addressed. Spend your time and money there. Again - this comes from someone that spends \$4K-\$5K per year on regional transportation in Europe using primarily their rail systems.	Refer to GN-4, GN-6, NE-1, PN-3 and SC-22.
Xiaoyu Guo	2/15/2018	Website	It is great project, looking forward on it	Comment noted.
Pradeeband Sonita Gupta	2/5/2018	Handwritten	Too much noise is not acceptable. CLS and TCR are bogus, never explain anything.	Refer to NV-1.

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Pradeep/Sunita Gupta	2/28/2018	Email	My property Address is [...] HSR want to build this high speed line in front of our Home than they have to buy our property. Too much noise Too much vibration High Visibility running train. House condition in the neighborhood looks like become zoo adventure(Animal do not know anything). Even in the USA animal are treated better than anyone else.	Refer to AS-1, ED-2, LU-7, NV-1 and NV-5. This property is approximately 315 feet south of Segment 5 on the would not be directly impacted by the limits of disturbance.
Raya Guruswamy	2/24/2018	Website	I support the project. It would remove a significant amount of vehicle traffic on I-45, improve travel times and be a massive economic benefit to Texas.	Comment noted.
Jerry Gustavano	NA	Website	I am very much opposed to the High Speed Rail. My church (Union Baptist) is in it's path.	Refer to SC-9.
Jerry Gustavus	1/30/2018	Handwritten	My property will be affected by the train but my major concern is my church, which is union Baptist, The church is 130 years old. I have been a member for 63 years. We are growing and have just completed a new building less than a year ago. We have been recognized as a historical site. We are next to the Ten Mile Cemetery (150 years old) which has been recognized by the state of Texas as a historical site. This is going to be a terrible injustice to the people of this area. We hope in some way this project is defeated.	Refer to CR-8.
Antonio Gutierrez	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
David Gutierrez	2/21/2018	Website	Let's build this train	Comment noted.
Hector Veronica Gutierrez	2/11/2018	Email	My address is [sic] and it seems that it is located 145 ft away of the HS railroad track. When I asked to TCRR they told me that my home is in the limbus because until the final EIS is released then they will know how to proceed with my property. Could you please confirm this information? For Sure I have no complains about the progress Of this project and the purchase Of land, as long as it be fair.	This property is not directly impacted by the LOD. The neighboring residence however, would be within 50 feet of the LOD, which the analysis has deemed a displacement. The residence at [...] is approximately 136 feet from the HSR centerline (track). This specific location would likely suffer adverse visual impacts due to the close proximity to the Project. The exact mitigation has not yet been determined for specific cases and will continue with negotiations between TCRR and the landowner. Mitigation measures can be found in Section 3.10, Aesthetics and Scenic Resources . Additionally, noise walls may be used to minimize impacts where it has been determined noise impacts will occur. The walls could be treated with vegetation to soften the look of the noise mitigation. If there are no noise impacts, trees or vegetation could be planted to limit the views of the Project. Please refer to Section 3.4, Noise and Vibration for impacts related to noise.
Kelly Guy	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.

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Frank Guynn	2/16/2018	Website	This project is a great way to boost the rural cities, boost texas jobs, help the environment and get me to Houston so much quicker and easier. People literally could commute from Dallas to Houston for work just as they do in the Northeast.	Comment noted.
Jesus Guzman	2/21/2018	Website	Dallas High Speed Rail will bring more Jobs to the USA. In Geismar North America we build tools for Class 1 Railroads and Passenger Trains. High Speed measurement and construction tools are our speciality. We just open a new factory in Beaufort, South Carolina.	Comment noted.

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Joseph H	3/8/2018	Website	My hope is that you will Save Morgan Legacy Farm (located near FM 709 and 3194) by amending the proposed route. The Morgan Creek Ranch has be used by former YMCA Indian Guide Leaders and their sons to provide ranch awareness activities. Change the route!	Refer to LU-5.
Dung Quoc Ha	2/5/2018	Handwritten	I live around the old train right now, and whenever the traingoes by, a lot of noise. I have a baby 3 months and a baby 2 years old, they always cry when the train goes by. The problem is about high speed, it is gonna make more noise and have bigger impact on the environment. I saw the model, the train model and compare with the model of the car. I think the rail is almost higher than any house, and the vibration and noise will be bigger. It is not my problem if I live far from the train but I live very close. I don't want my children to grow up with nightmare and they cannot forget about the train. Please think about our children and have better idea.	Refer to NV-1 and NV-7.
Eric Haas	2/10/2018	Website	I support this project as an investment in improving our nations infrastructure. The project is a win-win as it will be privately funded and provide valuable mobility. The rail line will provide an option to travel on I-45, the nations second deadliest interstate. The project will also have positive environmental improvements including producing less than 10% o the CO2 emissions vs. driving. This project will be a valuable alternative to the current 4 hr drive and the 90 minute trip time would beat downtown to downtown travel times of flying. I encourage the FRA to support this project.	Comment noted.
Craig Hablinski	1/17/2018	Email	The route as originally touted was supposed to follow the utility corridor yet at the end it was shifted 3 miles west to keep it off of Hegar ranch. The reason Texas Central did this was politically motivated since Mr. Glen Hegar is the Texas Controller and at the time was a Texas senator. Since Waller has a historically minority population I would expect the EPA to defend the minorities over Hegar ranch.	Refer to BA-8 and EJ-1. EPA serves as a cooperating agency on the Project. FRA considers and responds to any and all comments made by EPA and other cooperating agencies as part of their review of the Final EIS.
Craig Hablinski	1/17/2018	Email	In reviewing the DEIS, I do not see where the increase in sound is being addressed. Case in point, In Waller County off of Hegar road there are roughly 8 houses including my dads that will now be less than 700 feet away from the proposed route. Based on calculations provided by the FRA sound manual, These house will now have to endure 65 db of noise every 30 minutes. This will make these homes unlivable. I would hope that my EPA would defend David against Goliath and force TCR to either mitigate the sound by placing the train in an enclosed tunnel or have them move the train back to the actual utility corridor which runs through Hegar ranch adjacent to the transmission line that is already in existence.	Refer to NV-1 and NV-10.
Craig Hablinski	1/17/2018	Email	With the Reason Foundation(a proponent of high speed rail) stating that this project could lose over \$500 million dollars a year. I think at this time the "no build option' is the only appropriate decision by our EPA. I would think high speed rail should be perfected in the Northern States where it is more likely to succeed before is attempted in Texas. We are already seeing the ramifications and cost overruns of the California High Speed Rail experiment.	Refer to GN-3.
Craig Hablinski	1/31/2018	Email	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason. The current ridership projections are flawed due to the fact that they are not taking into account the future decrease in business travel due to the acceptance of video conference technology by major business. I currently work for Schlumberger which is the biggest oil service provider in the world. In the last several years we have been installing video conference rooms at our sites at a cost of \$30, eee per room. In Texas as the oil and gas industry goes so does the rest of the state so if companies are video conferencing from Houston to Dubai they certainly can conference from Houston to Dallas. This reduction in ridership needs to be taken into account in the ridership projections to determine if this train that only has one destination is still feasible.	Refer to GN-2, GN-4 and NE-1.
Craig Hablinski	1/31/2018	Email	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason. The proposed route does not address the real congestion problem which is from downtown Houston to the Woodlands and from downtown Houston to Conroe. The proposed route is not going anywhere near the Woodlands or Conroe. Yes TCR has created projections of how many riders travel between Dallas and Houston but based on comparable studies done by TXDot, TCR numbers like any propaganda produced by TCR are highly inflated The Houston to the Woodlands and Conroe area does not need a projected study it is something that any Houstonian can visibly see now. If this were strictly a government financed project (which it inevitable will become once TCR financially fails), the government would try to alleviate the biggest traffic problem Houston has regardless of the cost. If this project moves forward it needs to go through the Woodlands and Conroe.	Refer to PN-3.
Craig Hablinski	1/31/2018	Email	In reviewing the DEIS, I do not see where the increase in sound is being addressed. Case in point, In Waller County off of Hegar road there are roughly 8 houses including my dads that will now be less than 7ee feet away from the proposed route. Based on calculations provided by the FRA sound manual, These house will now have to endure 65 db of noise every 30 minutes. This will make these homes unlivable. I would hope that my EPA would defend David against Goliath and force TCR to either mitigate the sound by placing the train in an enclosed tunnel or have them move the train back to the actual utility corridor which runs through Hegar ranch adjacent to the transmission line that is already in existence.	Refer to NV-1 and NV-10.

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Craig Hablinski	1/31/2018	Email	With the Reason Foundation(a proponent of high speed rail) stating that this project could lose over \$500 million dollars a year. I think at this time the "no build option" is the only appropriate decision by our EPA. I would think high speed rail should be perfected in the Northern States where it is more likely to succeed before it is attempted in Texas. We are already seeing the ramifications and cost overruns of the California High Speed Rail experiment. "No build is the proper response".	Refer to GN-3.
Craig Hablinski	1/31/2018	Email	The route as originally touted was supposed to follow the utility corridor yet at the end it was shifted 3 miles west to keep it off of Hegar ranch. The reason Texas Central did this was politically motivated since Mr. Glen Hegar is the Texas Controller and at the time was a Texas senator. Since Waller has a historically minority population I would expect the EPA to defend the minorities over Hegar ranch.	Refer to EJ-1. EPA serves as a cooperating agency on the Project. FRA considers and responds to any and all comments made by EPA and other cooperating agencies as part of their review of the Final EIS.
Craig Hablinski	1/31/2018	Website	As currently proposed this train will shutdown Hegar and Joseph road in Waller County. This will force any required medical providers required by the homeowners on Joseph Road to travel several miles out of their way to provide medical assistance. This fact is particularly troubling to me because my dad who has required medical assistance due to a heart attack in the past lives on Joseph road. The value of this train has not been justified and is not worth the negative impact that it is going to have on emergency services. The only positive option at this time is the "no build option.	Refer to TR-8. Approximately 2,100 feet of Hegar Road would be rerouted to FM 1488, approximately 1,300 feet to the north. Joseph Road would also be rerouted to FM 1488, approximately 3,000 feet to the north. Refer to Table 3.11-29: Roadway Crossings in Waller County Study Area for a list of roads that would intersect with the Project and the corresponding Project Footprint pages for these roads. Refer to Table 3.11-51: Waller County Roadway Modifications for more details about the reroutes for these roads.
Craig Hablinski	2/5/2018	Oral	Hello. My name is Craig Hablinski. I'm going to talk about one thing with this study, and what really jumps out at me is how this -- they're relying on the business traveler to take this flight -- to take this train. And by 2040, and what I'm seeing, is I don't think there will be any business travelers by 2040. The reason I say that, I work for Schlumberger and, you know, we're the biggest oil service provider. In the last two years the technology for video conference rooms has gotten so good that we have started putting video conference rooms in all our big campuses. And that's what Exxon and all the big companies have started doing. And, you know, this is the oil industry. So I'm kind of concerned that the loss of the business traveler has not been taken into account in these projections. A video conference room, what it is basically is you have tables that are in a V, you have a screen, and you have people on the other side, and, I mean, you're -- it's like being in the same room. And it's \$30,000. It's not \$12 billion or \$16 billion. It's \$30,000. And if we can have conferences between Houston and Dubai and Houston and Bogota, we absolutely can have a conference between Houston and Dallas. And as the big companies go, the other companies will follow, and that's what we're seeing because we're putting them in now. So if you take out the business traveler, all you have is social travelers that will be riding this train, and that's what they're going to have the rely on for this to be profitable is just social travelers, like the gentleman that said he wanted to come to a car show. And I kind of find that odd, you're riding a train to see a car show, but, you know. So you have social travelers like him. You have the social travelers that are going to go from Dallas to Houston like to see the Cowboys, see the Texans. That only happens once a year at the most. So, I mean, I hope that you-all will go back and look at this, because that's what we're seeing is the business traveler of 2040, that's not -- it's not going to be there. You know, there's just not going to be with us it's really you really have to fight to be able to take a trip. They don't want us to take trips. So that's my two cents. Thank you.	Refer to GN-2 and GN-4.
Daniel Hablinski	2/25/2018	Website	The draft EIS does not properly address sound mitigation in the rural areas. Texas Central has frequently stated that they will have trains traveling in both directions at the same time. Therefore the magnitude of sound should be determined by two trains passing in both directions simultaneously. The existing level of sound when I sit on my front porch is no louder than 20 db. If this train is allowed to proceed, the FRA should protect taxpayers like myself and insure that the sound level is not increased. Basically I am saying that I should be able to sit on my front porch and not be subjected to anything more than 20 db. Even if this requires Texas Central to spend the money to entirely enclose their trains in a tunnel when the train will be closer than 1 mile to an existing home. In my case the proposed route has it running within 700 feet.	Refer to NV-1.
Daniel Hablinski	2/25/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason. At the rate video conferencing and communication technology is improving(i.e. cell phones) there will be no need for business travel within the next 2 years. Case in point, my son works for an oil/gas fortune 500 service company. In the last 2 years they have been installing video conference rooms in all of there major company sites around the world. These video conference rooms cost roughly \$30,000 per room and allows them to conduct meetings between Houston and Dallas as well as Houston and Dubai, etc. The technology has gotten so good that physical travel is now discouraged by management. This same installation trend is currently being done by other companies such as Exxon. Therefore this fact alone makes the economical viability of this proposed train impossible. The train will have to strictly rely on leisure travelers for viability and at \$190 per ticket one way that is simply not going to happen. At this time the "no build" option is the only option that makes sense.	Refer to GN-2, GN-4, NE-1 and SC-3.

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Submitted By	Date Submitted	Submission Type	Comment	Response
Daniel Hablinski	2/25/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason. As currently proposed, it would do nothing for relieving the daily traffic congestion to and from downtown Houston to the Woodlands and downtown Houston to Conroe. Contrary to what Texas Central would have people believe via their unverified cell phone data, not that many people travel from Houston to Dallas daily, even TXdots data supports this fact. Texas Central should be forced to run their train right down the existing I45 corridor. If the current 19th century train technology cannot run that route then they should improve the technology. Also if this is going to be such a profitable endeavor for Texas Central then they should be able to afford the additional cost of running down I45. They might be able to work a deal with TXdot so that Texas Central would not have to purchase any land. If technology will not allow them to run down I45 then the "no build" option should be chosen.	Refer to BA-9 and PN-3.
Daniel Hablinski	2/25/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: The draft environmental impact study does not address how the presence of a 200 mile per hour train within 700 feet of my existing home is going to affect my home owners insurance policy premiums. For that matter will an insurance company even be willing to insure my home or simply drop me as well as my neighbors. 3. If there is some form of sabotage and the train derails on my property and the railroad then goes into bankruptcy causing the insurance company to cover my losses through my homeowners policy. All of the above brings into light that the insurance company might just decide that I am now too much of a risk and simply drop me as customer. For the reason above, I highly recommend that the "No build" option is the proper option at this time.	Refer to SS-12, SS-13, SS-21 and TC-3.
Janet Hafercamp	2/12/2018	Email	I HAVE LIVED IN THIS NEIGHBORHOOD ALL MY LIFE. I REMEMBER WHEN THE NORTHWEST MALL FIRST OPENED ITS DOORS. THIS IS A HORRIBLE IDEA. AS IF WE DON'T HAVE ENOUGH TRAFFIC AND CRAP AROUND US WITH ALL THESE SNOWFLAKES AND YUPPIES MOVING IN AROUND US IN OUR SURROUNDING NEIGHBORHOODS. MOST PEOPLE WHO LIVE WITHIN 10 MILES HAVE BEEN HERE FOR 50 PLUS YEARS. THIS IS A BULLSHIT IDEA. I FOR ONE AND I MIGHT BE THE ONLY ONE, BUT I WILL BE OUT THERE PROTESTING THE MINUTE GROUND BREAKS. CAN'T HANDLE THE TRAFFIC WE HAVE. NOW THIS WILL JUST ADD TO THE PROBLEM. NO. NO.	Refer to GN-7, GN-9 and TR-5.
Lori Hagaman	2/5/2018	Handwritten	I am against the project as TCR has not shown an actual need for the project. Request an extension for review the Draft EIS as 75 days is not enough time to review and research the 5600 plus page report. FRA has no safety regulation in place. Needs to be an emotional impact study done in communities in the path of train. More research on noise impact as it has a huge impact on our life. Active pipeline has been excluded from the report, why?	Refer to EU-2, NE-1, NE-9, NV-1, PI-3, PN-3 and SS-4.
Calvin Hagar	2/6/2018	Website	I am a resident of The Woodlands and work in Downtown Houston. I am a strong supporter of the Texas Central Partners bullet train between Houston and Dallas. I have ridden bullet trains in France and Japan, and it is obvious that such trains greatly improve the transportation infrastructure and economic development of the areas they serve. Also, there is no disruption to the rural lifestyle along the routes. I would prefer the Houston end of the line be in downtown Houston.	Refer to GN-6, GN-7, NE-1 and TR-4.
Bruce Hain	1/13/2018	Email	Like the XpressWest plan before it, the Texas Central high speed rail proposal is incredibly inept. Now, after lengthy and no doubt costly consultations and review by the FRA and AECOM, and hiring of a civil engineer with a household name to lead the corporate promotions effort, none of the contributing experts has seen fit to clue Mr. Kieth in on the folly of this proposal, which simply has no chance of realization as a going concern. While Shinkansen is arguably the high speed rail system by which all others are measured it may not be the best alternative when planning for development in certain instances and locales. And this may explain why, when offered bids on developing service between Ft. Worth and Dallas by TxDOT, Kieth turned them down. (!) It is my belief that having a number of stops between the two cities combined with a one-seat ride through Dallas to Houston would approximately double the number of passengers using the service at-and-through Dallas. And I doubt I am alone in this. This defect alone is enough to justify totally scrapping and rethinking the plan, and it should have been done a long time ago. The preferred 240-mile Texas Central route suffers from the now common affliction of high speed design in the Western World - it is circuitous, avoiding civilization where possible while requiring the continuous grinding around of extreme wide-radius curves at speed - thus enabling the high speed but wasting it on the lengthy alignment, and failing to serve the populations in the places avoided, because they are too developed - a characteristic that in Texas Central and several other recent high speed entries has been taken to a point of ridiculousness. If built, this Preferred Alternative will be a permanent disincentive etched in stone and steel to upgrading and expanding the proper high-speed alignment between Dallas and Houston. (see below ((it's not a matter of taste)) It would essentially double the intrusiveness often complained of concerning rail projects, with a costly and duplicative new-build alignment that is ten miles longer than the existing one. The proposed Dallas end station appears particularly unpleasant and difficult of access. It is remote from anything visible in the yet-vague detailed drawing where an apparent pedestrian bridge is labeled in the side panel as "Systems". Is the bridge to have a conveyor-belt-people-	Refer to BA-1, BA-2, BA-9, BA-10, ED-1, GN-6, GN-7, NE-1, PN-3, TR-3 and TR-4.

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			<p>mover? Of course the Houston station alternatives are all in the wrong place, regardless of the brilliant rendering by architecture student Kiana Karimi. The very idea of using any but the splendid Dallas Union Station - thereby bringing it to complete revival including the main waiting room - is folly that makes you wonder what's going on and who's behind it. All arguments asserting business interests and the need for more sh*tty-geometry trolley tracks pale vis-a-vis the fact that a prestigious high speed service would put this landmark back on the map as a public showplace rather than some private venue for conspicuous consumption.</p> <p>Disclaimer: I am unable to find any information on the current structural particulars of Union Station and it's surrounding trackage other than what is available from aerial photos and very limited photos of the interior, but am convinced - if by instinct only given a number of other current passenger rail SNAFU's I'm intimately familiar with - that a feasible and aesthetically improving solution exists that would allow high volume long distance service to co-exist with DART at this location, benefiting and allowing further expansion of both - even if it means two levels of tracks.</p> <p>The point is to work up and solidify plans that include high volume long distance and higher-than-current volume local service, coexisting and conveniently interfaced on location, while taking advantage of this legacy that cannot now or foreseeably be equaled or reproduced. This might possibly be undertaken as part of the project currently known as Core Express. Armed with the said particulars and adequate preparation I would argue against any engineer or interested carrier entity, that a minimum of four completely grade separated tracks from Ft. Worth and the capacity to accommodate the traffic at Union Station, along with that of the Houston service, is not only doable but a necessity. It is only a matter of taking the time to divine the the best solution, truly a revelatory and rewarding process - and most interested parties are suspiciously unwilling to undertake that.</p> <p>It has been increasingly difficult to ascertain exactly (or even loosely) what is meant by environmental documents found at the FRA website and Texas Central is no exception. I am still unable to pin the one alleged Grimes County station down to any particular location, as with most of the intended route, and have found it quicker to consult an article in the Dallas Business Insider than to struggle on with the 53 PDFs plus the additional documents on other pages. What page among the reams of PDF's put forth as the Texas Central DEIS would show a reasonably easy-to-view illustration of the Preferred Alternative with it's route and specific geographical context, with stations?</p> <p>The layered structure of the detailed drawings makes them so time consuming to scroll through as to discourage further investigation. They should have been photographed by FRA and put in a readable, navigable context for public consumption.</p> <p>There is no legible key, for identification and location of the reams of detailed drawings. I suspect the detailed drawings represent more than one route but without specific labeling and a key showing each drawing's position along whatever route is being represented this is certainly not evident at all.</p> <p>The FRA has failed to work up intelligible titles for the fifty-three PDFs comprising the DEIS (only part of the December publishing dump related to Texas Central) that would differentiate one from another, and they have failed to make clear the addresses of the web pages where their various documents are located - particularly in the recent email notification of DEIS availability. The usual environmental documents page seems to have two Texas Central projects but this is not the case, forcing everyone to examine both, in trying to find the DEIS. The FRA's tendency in this direction may end up being subject to legal review at some point if it not remedied quickly.</p> <p>The towns along the proposed alignment for a Dallas-Houston high speed line hereunder described for you perusal - some of them quite sizable - are railroad towns. Their existence in many cases was due the railroad's presence, and their daily life and economic well being were to some degree dependent on railroad-enabled businesses at one time or another, and scheduled passenger service.</p> <p>But now that is a distant memory - and what do they have to show for it?</p> <p>An antiquated and intrusive infrastructure based on the post-war business formula of investing as little as possible while illicitly boosting revenue through things like triple-stack freight, heavy axle loads and deferred maintenance - with massive derailments and frequent accidents at grade crossings.</p> <p>These carriers haven't voluntarily removed a grade crossing since before WWII - and far from Keith's optimistic claim of a special form of eminent domain reserved for railroads the opposite would seem more appropriate in the interest of the public good, i.e. to use it against them. After all, many of these things were originally land grants. It doesn't help when the FRA publishes absurdities such as the following: "To be located immediately adjacent to but outside of the freight rail right-of-way would require that TCR construct a barrier wall between the freight rail tracks and the high-speed rail tracks for safety purposes. This is to prevent derailment of one service from colliding with the other service. safety purposes. This is to prevent derailment of one service from colliding with the other service. The cost of an approximately 240-mile barrier wall exceeds TCR's purpose in that the Project would not be economically viable."</p> <p>There is not much news about the railroads here except the not-infrequent grade crossing accidents and notable massive derailments - and the failure of Texas Central to include an appropriate string of cities and towns in their plans is a symptom of their SNAFU-influenced and thus myopic view of American railroading. It is elitist, inasmuch as the nascent railroad entrepreneurs, tired of the daily grind of getting to the</p>	

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			<p>airport, would expect an "uninterrupted" non-stop ride to Houston which would be a fatal misapplication of the passenger rail mode; and it is un-American, in that inclusion of these cities and towns is mandatory - not just because it's right, but because it is a requirement that is essential to generating the necessary passenger draw.</p> <p>Alternate Proposal DALLAS-HOUSTON LINE USING U.P. AND B.N.S.F. RIGHT-OF-WAY, CONNECTED BY TUNNELS AT CORSICANA AND HOUSTON</p> <p>Certain of the express stops shown might be substituted through skip-a-stop service at various scheduled times. Thus, a stop at Palmer rather than Ferris; North Zulch rather than Normangee; and Tomball or Rosslyn Road rather than Willowbrook. The College Station High Speed Connection (red) would require 46 miles of very-low-density right-of-way for its new-build alignments, with the last 4.6 miles in College Station running along existing UP right-of-way having room for four tracks. This would need to be upgraded for grade separation. There is a total of twenty-six stations contemplated along the 230-mile alignment between Dallas and Houston excluding the two terminals. Between Ft. Worth and Dallas, five new stations are contemplated along the 31.4-mile UP right-of-way. An extensive and expensive upgrade would eliminate all 29 grade crossings including the double-track diamond at Ft. Worth. Such an upgrade has probably been seriously considered, since any new route would involve still more numerous and insurmountable conflicts - besides claiming precious space where it's not necessary. Lateral straightening does not appear likely owing to the built-up nature of the area, but with a minimum four tracks and complete grade separation the line could be made easily the quickest conveyance between the two downtowns, and with the five stops. Regarding the Ft. Worth - Dallas segment: the post-war delay in removal of grade crossings has now become the status quo, and "light rail" lines having tracks in the middle of the street (a conscious misuse of the conventional rail mode in other than the most limited, temporary instances) is a ploy used to justify the freight carriers' negligence in failing to address appropriate modernization. So the end result of such an upgrade as Ft. Worth-to-Dallas would actually be nothing special, given proper regulation and compliance with generally accepted 20th Century intentions, leading to appropriate 21st Century norms. The freight carrier would benefit from the upgrade.</p> <p>FIRST NEW ALIGNMENT GOING SOUTH FROM DALLAS</p> <p>The first 4.3 miles in Dallas going south is designed for several tracks and largely grade separated as is. The main north-south line is entered before crossing the Trinity River and would need a minimum four-track upgrade with grade separation to accommodate the stops at Joppa, Hutchins and Wilmer. The new alignment shown above (blue) has existed in the vast majority of its length before, almost exactly as shown, though with probably a single track. (The lines in the pictures generally represent two tracks.) Besides the shortcuts shown, the old SP line had a secondary generally represent two tracks.) Besides the shortcuts shown, the old SP line had a secondary alignment running about 120 feet to the west, seen also in Corsicana with one bridge still extant, and this line is used here to connect the shortcuts. The name Goliad Circle is derived from a street name in the community, and a station there would serve as a bribe causing local values to soar. There are no built conflicts in the area of the picture and little that would be considered intrusive. The southern end of the existing alignment (white) would be shifted slightly west to achieve a speedy and unintrusive reuniting of the two lines going south.</p> <p>MINIMAL CORSICANA CONNECTION</p> <p>At Ennis the existing route runs off on an 7-mile tangent in the wrong direction, and this state of other-than-optimal modern alignment obtains uninterrupted except for a jog west to reach Corsicana and back again - for the next 44 miles. It is surprising that no connection currently exists between the UP and BNSF lines at Corsicana because the route from Dallas (59.2 miles) is five miles longer than the one thus afforded, although the route through Waxahachie is probably faster currently, and has fewer grade crossings. The connection shown is three quarters of a mile long. The old connection once followed the route of high-tension wires visible below the connection shown in the picture. It was part of the western sub-alignment of the old SP line mentioned earlier, and would require some 3 miles of extension north to get a smooth connection to the existing line.</p> <p>CORSICANA PASSENGER TUNNEL</p> <p>Here the optimum plan gets heroic - although nothing on the order of the Chinese. The Corsicana tunnel would be extended from a more-or-less tangent line running south 15 miles from Ennis (blue). The two-track, single-tube tunnel with approximate 35' outside diameter would start opposite the reservoir dam shown (red) with low cover rather than a cut, and continue in bored section to a location east of the proposed Corsicana passenger station on 7th Street, where boring of the approximately 3.5-mile bored section would be initiated. The tunnel would continue south past the proposed station in an alignment just under 7th Street, to another station outside of town at Corsicana Crossing Boulevard, with the entire tunnel being 5.75 miles long. Using the grading scheme shown, top of rail would be at least 200' below the vast majority of the mostly residential buildings the line crosses under or goes by in passing through the bored section (It passes under three houses and one church as drawn.) with the two grades working out to about 1.3 and 1.6 percent. (descending and ascending, from the north respectively) It's possible a center track with its loading gauge straddling those of the other two could be used for nighttime freight including</p>	

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			<p>double-stack, but wheel maintenance would want to be strictly enforced. The proposed abbreviation between Ennis and Kirvin 24 miles south of Corsicana, would take three miles off the old 44-mile route, allowing direct high-speed service and the two below-grade stations in Corsicana, with an additional new station further south.</p> <p>COLLEGE STATION The College Station High Speed Connection is shown here entering the existing UP line 4.5 miles south of the College Station terminal. Besides the terminal station there are nine additional stops shown within College Station, to insure that anyone traveling to points near or on the Dallas-Houston rail axis would be able to get there fastest by taking the train.</p> <p>LONGEST STRETCH OF SEPARATE HIGH SPEED ALIGNMENT, 60 MILES A station, Richards, is planned off the main high speed line where the College Station line that exits and heads northwest (the curves of which have not yet been drawn) turns out, but not at the analogous location on the College Station line exiting and heading southwest, which exits the main line by way of the existing one. Otherwise no additional stops are planned for the high speed connection due to its sparsely populated route. A somewhat analogous stop might be achieved at connection due to its sparsely populated route. A somewhat analogous stop might be achieved at lola (i - ninth letter of the alphabet o-l-a) by having some trains run past the the high speed connection on the old line, then reverse at the station and enter the southwest-headed connection by way of the closing leg of the wye formed where the connection leaves the old main line, as shown - which would be 2.5 miles long - the closing leg that is.</p> <p>ZOOM-IN ON DOBBIN No effort has been spared in the search to find the most unintrusive route possible along the fifty-six miles of this longest stretch of separate high speed alignment, which takes 3.3 miles off the original route - as the relatively tight zig-zag at upper left, with points of tangent intersection (as shown) 1.25 miles apart, will attest. Invisible in this picture is the deep cut located right above the Google Earth logo through which a pipeline, that along with high tension wires defines most of the proposed 56-mile alignment, passes. The three tunnels totaling 1.7 miles in length, with two of them flanking the open-air Dobbin Station, would probably all require excavating from above, though there is some possibility the southernmost one could be bored. The two tunnels flanking the Dobbin express stop would need to have provision for four tracks in case of future developments, and so would add some considerable breadth at this point. The northern one nearly crosscuts a picturesque farm operation directly north of the station, quite closely, but otherwise there are no built/structural conflicts along the 56 miles that I can detect.</p> <p>The telltale markers for possible County Road and Plank Bridge stations have betrayed my intentions regarding the apparently frequently used BNSF freight line crossing at the proposed Dobbin station. While this is a touchy subject and impossible to assess without complete investigation it is my believe that a physical configuration could be developed that would benefit the freight carrier logistically in spades - rather than monetarily by payments for trackage rights - to achieve at least partial realization of the very desirable passenger service that would be afforded by this line. The high speed station at Dobbin would generate considerable demand for service to Conroe, with many of the suggested stations showing signs they have been used as passenger stops before. There are ten suggested stations between Dobbin and Conroe. Likewise, the longer leg to Navasota and on to College Station would revive a very useful service made more so by availability of the high speed line at Dobbin. Navasota would benefit by being tied in to both ends, after decades with lots of tracks and trains but no passenger service.</p> <p>HOUSTON TUNNEL CONNECTION The BNSF line coming in from the north (left) would be connected to the UP crosstown line by way of a tunnel under Mangum Avenue, with a station stop at the Northwest Mall. There is plenty of lateral play given four tracks along the incoming line for achieving a somewhat deep grade configuration to pass well under both the freight track(s) and a sluiceway located directly past them, and this would insure quiet operation as the alignment passes close by residential properties directly to the south. The tunnel is shown here as having three simple curves with 2500' radiuses (save the one point-of-intersection node) and the northernmost of these would bring the alignment quite close to the apartments on each side successively, in the interest of tracing a straighter path - but this would have to be optimized before any thought of realization. The tunnel alignment would propagate to three tracks north of the Northwest Mall station and continue with three passenger tracks to the end of the line.</p> <p>HOUSTON OVERVIEW The crosstown UP freight line was originally a high speed line with 120' right-of-way and a curved alignment having a minimum radius nearly four miles long, but now it has a grade crossing every three hundred feet. There should be provision planned for six tracks, running from the intersection of the Mangum Avenue tunnel to a point 4.25 miles east of it, where most of the freight traffic would exit. No flyover or grade separation at this point would be required in relation to the three passenger tracks since they would cross to the south of the line at Mangum Avenue and the freight traffic would turn out to the north. Thence one and a half miles to the main station.</p>	

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			<p>HOUSTON STATION</p> <p>The station approach is quite long and odd looking since it zigs then zags - due to existing buildings and configurations I have not had the inclination to disturb. The buildings nonetheless affected are part of the Houston fire and rescue company's vehicle maintenance operations and as such could probably be negotiated on with the city having the incentive of a beautiful new train station. The projected station expansion (fully in keeping with the odd appearance of the original) would add two platforms and two tracks, both of which might gain egress to the east by way of a connecting line that requires alterations to one of the bridges of Interstate 10. Thus there might someday be a station with seven tracks, of which four enjoy through running. Using the existing bridge leading under the University of Houston Downtown, the second track from the bottom might be used, with the crossover, for nighttime freight runs to avoid a reverse move. A possible passenger improvement that comes readily to mind in this regard would be a speedy trip to Galveston (about fifty miles) with revival of their main station there. But the grade separation issues of the connection would have to be dealt with (Two different options exist Galveston-wise for the connection, with one bridge still in place.) as well as negotiations concerning many other improvements, with the railroad.</p> <p>The main entrance to the station would be by way of the concave box suggestive of some iconic structure and having curves derived from an earlier site plan, at lower right. Passengers would pass under the first two tracks from there to reach stairs and conveyances to the platform level, with end long access to most of the tracks. This would be located on a bridge next to the existing one over North Milam and Travis Streets, or on part of a replacement bridge. An additional bridge, at a higher level, would give access to the University's terrace overlooking the city, as shown. Access to the bottom platform is restricted to its first 250 feet by the Interstate access road, so would require intensive provision for vertical access in a confined area. A wide tunnel would continue under the remaining four platforms, with ramps extending west. The existing Amtrak/Southern Pacific station - built when they sold the station's land to the post office - would also be equipped with a tunnel, to provide access at the west end, with ramps rising to the east. Alterations in keeping with the design of the original 1934 platform shed would be required to accommodate the wider platform. An overarching glass shed or iconic structural tent or tents might help in achieving the desired tony train station feel. The station is extremely long at 2800' but nothing on the order of those in India. As shown, there are five tracks and four platforms 35 feet wide. With Dallas high speed service only half as frequent as currently proposed the station would not seem empty and would serve to occupy the property before someone gets a hold of it. Certain maintenance and cleaning operations could be located in the station saving on the need for facilities elsewhere. In future years, two not particularly short trains might occupy a single track for boarding, served respectively through the two entrance points, and depart in opposite directions.</p>	
Aubrey Haines	3/9/2018	Website	I fully support the proposed high-speed rail connecting Dallas to Houston irrespective of the relatively minor environmental impacts it may introduce. This kind of revolutionary travel will reduce heavy traffic and congestion on IH 45 and would be economically beneficial to both cities and it's users.	Comment noted.
Anton Hajek	2/16/2018	Website	I think this is a fantastic opportunity to provide high speed travel, with quick turn around, and easy passenger access. I believe there to be a low environmental access. What I have seen the company shows a strong concern for the environment they will operate in.	Comment noted.
Anton Hajek	2/16/2018	Website	I think this is a fantastic opportunity to develop fast travel, that would be convenient in access and have a fast turn around. What I have seen of this company they display concern for the environment they operate in. I suspect this travel will be more like boarding a bus than an airplane.	Comment noted.
Anton Paul Hajek III	3/8/2018	Website	BUILD THIS TRAIN It is a win win situation. Expansion will take plan on existing lines,. They are environmental conscious. I want a ride!	Comment noted.
Karen Hale	2/6/2018	Handwritten	<p>I support the comments listed below and offer them as evidence supporting the "No Build Alternative"</p> <ol style="list-style-type: none"> 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity. 	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Alicia Haley	3/8/2018	Website	I strongly believe this project will benefit all Texans, and am FOR THE TRAIN.	Comment noted.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

Submitted By	Date Submitted	Submission Type	Comment	Response
Keith Hall	1/18/2018	Website	I support this project 100%.	Comment noted.
Sam Hall	3/8/2018	Website	This is such an important project for future generations and for the environment. We must do the right thing now, get over the problems building the railway will cause, and look to the many benefits it will create. The initial environmental impact will be worth it once the railway is operating and taking cars off the roads and aircraft from the sky.	Comment noted.
Berkeley Halliburton	3/9/2018	Website	No To High Speed Rail! I am opposed to High Speed Rail! Keep Texas Central OUT of Madison County!	Comment noted.
Blakeley Halliburton	3/9/2018	Website	No To High Speed Rail! I am opposed to High Speed Rail! Keep Texas Central OUT of Madison County!	Comment noted.
Clayton Halliburton	NA	Website	No To High speed Rail!	Comment noted.
Corey Halliburton	NA	Website	No to high speed rail!	Comment noted.
Jessica Halliburton	NA	Website	No to high speed rail!	Comment noted.
Johnny Halliburton	2/17/2018	Website	Can you please speed up this project soon	Comment noted.
Kinsley Halliburton	NA	Website	No To High Speed Rail!	Comment noted.
Michele Halliburton	2/6/2018	Website	I stand against he High Speed Rail. 1. The Rail Project will go directly through the property of our church, Union Bapüst Church of Normangee and our church is a declared HISTORICAL site. 2. In addition, it will go through our Church Cemetery, Ten Mile Cemetery, which is also a HISTORICAL site. My own father is buried in this cemetery and the rest of our family will be laid to rest in ele same cemetery. 3. The Rail project will destroy water ways and pastures for Texans and our livestock and our wildlife. 4. Emergency Fire and Medical response teams will be forced to reroute and critical time will be lost which result in the possible loss of lives and property. 5. The planned path of this transit system will ruin farms, ranches, homes, cerneteries and churches that Texans has worked for generations. 6. This project will benefit only an elite few who can afford fre large price tag of the one way ride and who seem to be in such a hurry that it is being justified while taking away from the majority who will be significantly hurt and impacted. 7. I am still amazed that we as Texans are actually having to fight for the right to keep our lands and homes and churches and businesses. This is a sad day indeed for so many. If this can happen for a rail system that does not even have a justified need, then what be next?	Refer to CR-8, LU-11, NE-1, NE-9, NR-5, PN-3, SC-3, SC-9, SC-19, SS-23, WW-2 and WW-9.
Michele Halliburton	2/6/2018	Website	I stand against the High Speed Rail. 1. The Rail Project will go directly through the property of our church, Union Baptist Church of Normangee and our church is a declared HISTORICAL site. 2. In addition, it will go through our Church Cemetery, Ten Mile Cemetery, which is also a HISTORICAL site. My own father is buried in this cemetery and the rest of our family will be laid to rest in the same cemetery. 3. The Rail project will destroy water ways and pastures for Texans and our livestock and our wildlife. 4. Emergency Fire and Medical response teams will be forced to reroute and critical time will be lost which will result in the possible loss of lives and property. 5. The planned path of this transit system will ruin farms, ranches, homes, cemeteries and churches that Texans has worked for generations. 6. This project will benefit only an elite few who can afford the large price tag of the one way ride and who seem to be in such a hurry that it is being justified while taking away from the majority who will be significantly hurt and impacted. 7. I am still amazed that we as Texans are actually having to fight for the right to keep our lands and homes and churches and businesses. This is a sad day indeed for so many. If this can happen for a rail system that does not even have a justified need, then what will be next?	Refer to CR-8, LU-11, NE-1, NE-9, NR-5, PN-3, SC-3, SC-9, SC-19, SS-23, WW-2 and WW-9.
Michele Halliburton	3/9/2018	Letter	No To High Speed Rail! I am opposed to high speed rail! Keep Texas Central OUT of Madison County!	Comment noted.
Steve Halliburton	2/6/2018	Website	I stand against the High Speed Rail. 1. The Rail project will go directly through property of our church, Union Baptist Church of Normangee and our church is a declared HISTORICAL site.	Refer to CR-8, LU-11, NE-1, NE-9, PN-3, SC-9 and SS-23.

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			<p>2. The Rail project will go directly through our church cemetery. Ten Mile Cemetery, which is also a declared HISTORICAL site.</p> <p>3. The Rail project will destroy water ways and pastures for Texans and our livestock and wildlife.</p> <p>4. Emergency Fire and medical response teams will be forced to reroute to calls and critical time will be lost which could result in loss of lives and property. As a long standing member of the local volunteer fire department, I am well aware of the impact this could have on our departments.</p> <p>5. The planned path of this transit system will ruin farms, ranches, homes, cemeteries and churches that Texans have worked on and for, for many generations.</p> <p>6. This project is obviously intended to benefit the elite few that are in such a hurry that the freeways and airports are not adequate to satisfy their needs. The elite who are the only ones who will be able to afford to purchase the ticket. The same elite who don't care that millions of lives are being destroyed and impacted by their need to be in a hurry.</p> <p>7. I am saddened that we are at a time in America and in Texas, that we are actually having to fight to keep the land and businesses and churches that we OWN and have worked for and loved. If our land can be taken for an unproven project such as this, what is next for us as Americans?</p>	
Steve Halliburton	2/6/2018	Website	<p>I stand against the High Speed Rail. 1. The Rail project will go directly through the property of our church, Union Baptist Church of Normangee and our church is a declared HISTORICAL site. 2. The Rail project will go directly through our church cemetery, Ten Mile Cemetery, which is also a declared HISTORICAL site. 3. The Rail project will destroy water ways and pastures for Texans and our livestock and wildlife. 4. Emergency Fire and medical response teams will be forced to reroute to calls and critical time will be lost which could result in loss of lives and property. As a long standing member of the local volunteer fire department, I am well aware of the impact this could have on our departments. 5. The planned path of this transit system will ruin farms, ranches, homes, cemeteries and churches that Texans have worked on and for, for many generations. 6. This project is obviously intended to benefit the elite few that are in such a hurry that the freeways and airports are not adequate to satisfy their needs. The elite who are the only ones who will be able to afford to purchase the ticket. The same elite who don't care that millions of lives are being destroyed and impacted by their need to be in a hurry. 7. I am saddened that we are at a time in America and in Texas, that we are actually having to fight to keep the land and businesses and churches that we OWN and have worked for and loved. If our land can be taken for an unproven project such as this, what is next for us as Americans?</p>	Refer to CR-8, GN-4, LU-11, NE-1, NE-9, NR-5, PN-3, SC-3, SC-9 and SS-23, WW-2 and WW-9.
Steve Halliburton	2/6/2018	Website	No High speed rail.	Comment noted.
Steve Halliburton	2/6/2018	Website	We say No to high speed rail-	Comment noted.
Stefanie Halvorson	2/19/2018	Website	<p>Why are the citizens not being allowed to vote on this issue? Since when does our elected officials get to decide this issue on our behalf without our final vote of approval? Giving so much right of way to a PRIVATE company to benefit a few does not add up. The route does not make sense! Having the train have a half-way point of College Station, a very popular destination for sporting events and a way for college kids to travel easily, would make more sense. But even changing the route does not seem to validate this project. What kick-backs to the communities it runs through are there? Is there a tax break, electrical credit, improvements to existing roads/bridges, more funding to law enforcement and first responders buried somewhere in this back room deal with officials? Nothing of this operation has been very transparent except for the fact that the planners seem to want the common citizen to think it's useless to raise their voices and be heard; instead just wanting us to think it's a "done deal" and let them have their way. I do not agree with a LOT of what I've been seeing, and can't really think of where the benefit is in losing more of our farmland to a project that does not give back to the hard working people that worked that land.</p>	Refer to BA-7, BA-8, ED-1, ED-2, GN-4, GN-7, LU-11, NE-1, PI-1, SC-19, SS-23, TR-2 and VA-1.
Barbara Hamala	3/4/2018	Website	<p>This is the biggest Sham and Scam ever. If this is a PRIVATE venture, and the venture has less than 5% of the necessary money to fund it, why are we talking about it at all? Why would we split a major portion of Texas in half for something that doesn't make a positive impact for EVERY Texan? Ultimately, when this boondoggle fails, EVERY Texan will have to support it or pay to tear it down. Either way, it's causing a lot of upset, not to mention our money and time and true distress fighting it. Sounds like some folks plan to get even richer than they are (Bob Echols?) using friends in high places. Shame on them!</p>	Refer to GN-2, GN-4, NE-1 and SC-19.
Barbara Hamala	3/4/2018	Website	<p>This is the biggest Sham and Scam ever. If this is a PRIVATE venture, and the venture has less than 5% of the necessary money to fund it, why are we talking about it at all? Why would we split a major portion of Texas in half for something that doesn't make a positive impact for EVERY Texan? Ultimately, when this boondoggle fails, EVERY Texan will have to support it or pay to tear it down. Either way, it's causing a lot of upset, not to mention our money and time and true distress fighting it. Sounds like some folks plan to line their pockets (Bob Echols?) using friends in high places. Shame on him/them!</p>	Refer to GN-2, GN-4, NE-1 and SC-19.

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Daniel Hamala	2/6/2018	Handwritten	<p>*Hey you stated that there will not be any type of TSA security system in place.</p> <p>Q. what measures are you taking against terrorism?</p> <p>*If this train does make money including Houston & Dallas businesses. Why not just lease the land from land owners so they can benefit also rather just buy them out?</p> <p>*They have already ask permission to have considered that the env. study be cut short and to use what env study info that is on hand</p> <p>*They haven't communicated with Waller County over the train route crossing future county roads</p>	Refer to ED-2, PI-1, SS-6, SS-9 and TR-1.
Emma Hamil	2/6/2018	Handwritten	<p>I support the comments listed below and offer them as evidence supporting the "No Build Alternative"</p> <ol style="list-style-type: none"> 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity. 	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
George Hamilton	2/6/2018	Letter	<p>STOP THE JAPANESE BULLET TRAIN</p> <p>Summary: The united opposition Of Texans from the farms and ranches, as well as the big cities, can drive a stake through the heart of the Japanese bullet train. A Japanese company must not be allowed to carve a line in the Texas heartland using eminent domain on behalf of Japanese profits.</p> <p>Introduction My name is George Hamilton. I am a landowner in Grimes County, near Plantersville, a ranch that my family has owned since the late 1940s. The current proposed route for the Japanese bullet train is about 200 yards west of my property line, but that could change as the route is still fluid. The proposed route would also cut right through the farm in Ellis County that has belonged to my aunt's family since the late 19th century. So I'm feeling the impact on two fronts.</p> <p>In addition I spend a substantial amount of time in France where I use the TGV high speed train and am familiar with its strengths and weaknesses. In fact I used a bullet train 18 times in the last twelve months.</p> <p>I will speak against this flawed project.</p> <p>The Japanese Bullet Train — from Houston to Dallas to Nowhere This project has been billed as the Texas High Speed Rail project. Indeed it is no such thing. It is a proposal for a Japanese bullet train, modeled on the Japanese high speed trains. It's not Texas technology, nor Texas ownership. It's simply a Japanese bullet train designed to slash through the rural parts of Texas between two city centers. Why Texas? Because we have a relatively flat terrain, and the Japanese desperately need a place to show off their technology since they've been losing the race for high speed trains being built around the world. In other words, they are using rural Texas as a test case for their technology with the support of big Japanese banks and the Japanese government, Japan, Inc. Why on earth is that important to Texas, and what will it eventually cost all Of us?</p> <p>The Bullet Train's real impact on farms and ranches The proposed route carves through family farms and ranches indiscriminately, responding to the needs of the Japanese engineers who have devised the route.</p> <p>A bullet train has a dire effect on the land, the surrounding areas and landowners way beyond the immediately affected rancher or farmer. We are talking about a major swath of land that will be cutoff permanently. It's not at all like the trains you know.</p> <p>The bullet train Will consist Of two tracks, and a road alongside for access and maintenance. Set back from the train tracks will be high fences on each side of the track. For security reasons and to prevent livestock and animal accidents, the fences will either be eight feet tall with additional barbed Wire, or ten feet tall. There will also be no grade crossings Of the train tracks in order for the trains to reach high speed safely. Any crossings will have to be either tunneled under the tracks or bridged over the tracks. Therefore pastures on one side of the tracks will not be accessible from the other side of the track. Indeed there will be few opportunities to cross from one side of the tracks to the other. All will be on major roads to take advantage of the tunnel or bridge crossings. The inconvenience is almost impossible to imagine. And it will be permanent.</p>	Refer to ED-1, LU-11, NE-9, NR-6, NV-1, TC-6, TR-8 and TR-10. Despite their higher speed, HSR trains are shorter and generate less noise and vibration than typical freight trains. The noise and vibration assessment was carried out in accordance with FRA guidance. The assessment methodology, criteria for impact, and locations of impacts are contained in Sections 3.4.3, Noise and Vibration, Methodology, 3.4.2, Noise and Vibration, Regulatory Context, and 3.4.5, Noise and Vibration, Environmental Consequences , respectively.

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			<p>Environmental Issues - Not Addressed</p> <p>The deep scar caused by the Bullet Train will divide the eastern side of this bullet train track from the western side. Livestock will not be able to move, except by road. Wildlife groups of deer, hogs, coyotes, and even raccoons will be permanently divided. There will be no migration for our wildlife and if you 100k into the future there will be isolation of habitats and a shrinking of the gene pool. The barriers used by high speed rail are a much harsher challenge for our Texas wildlife than even the interstates. This effect is long term and real, but not addressed by any environmental reviews. The Japanese Bullet train sounds high tech, but its effect is very local for the people caught up between the fancy stations.</p> <p>perhaps the most important problem posed by the high speed rail is the sound issue. If you live two miles from the east-west rail line that parallels Hwy 105 in Grimes County, you can hear every freight train that passes by. Those trains carry a maximum speed of about 45 miles per hour. When I was young, my grandparents had a house in Palmer Texas, in Ellis County, less than two blocks from the train tracks between Houston and Dallas. In those days, the trains would roll through town at about 55 miles per hour and everything in the house would shake because of the weight of the trains and the sound would stop conversations. The Japanese bullet train will operate at much higher speeds and when it screams by you its sound and vibrations will spread far beyond the neighboring farm or ranch. That environmental effect has not been addressed by the Japanese bullet train apologists because they won't have to live with it, like people in Grimes county and Ellis County and all the other affected parts of rural Texas.</p>	
George Hamilton	2/6/2018	Oral	<p>Hi I'm George Hamilton. A landowner here in Grimes County. I also spent a lot of time in France: and I've taken IS trips on high-speed rails within the last year: and I'm against this project. It makes no sense. It makes no sense financially. I think we all know it who here in this room thinks that this can possibly make any economic sense? We got one person. Who thinks it makes no economic sense? For the record: let's just say that all but one hand in the entire room went up. Apart from the question of the economic sense: the question really being posed tonight has to do with the Environmental Impact Statement. I think: in all honesty: the whole logic says that the least Environmental Impact Statement-- impact on an incremental basis would be to put this thing right up the middle of 1-45 because you have the connectors: you have the population base. So if you weren't going to do a no build, the only logical thing would be to do 1-45. That would absolutely have the minimal impact. It probably is much more expensive: though: but there's no way you can say that that wouldn't have the least environmental impact of all the available options, and that's the base thing being discussed today. In addition to that: I think you have three or four different issues you need to raise. One is the question of the wildlife migration. Someone mentioned it before. But you know you think of this as a railroad: don't think of it as the east-west railroad along 105 _ This is a very different animal. It is two tracks: it is also an access road: and on either side of it you're going to have an eight-foot fence with barbed wire on top, or a ten-foot fence, because if that's the only way they are prevent wildlife and pedestrians having access. If that's the only way you can run these trains at this speed. So you have to have that. Once you have that: you have cut a gash across Texas: and you've divided all of the foot traffic wildlife from one side to the other so your gene pools over 50 or 60 years is going to change. And this is something that's going to be forever. It's going to be a long time before it goes away _ So that's one thing. Second--noise _ The noise and the sound is a considerable issue. I spent a lot of times close to these trains, because it's the nature of my job that I end up there: and I can assure you personally that sound is an issue that is severely minimized in this report. The third issue is going to be the question of safety. Who's going to look at this? Look at the Federal Railroad Administration. They've done such a good job with Amtrak that we've had numerous fatalities over the last year _ They're having a hard time keeping up with 150-year-old technology. Seriously: what are they going to do into the future? This is a whole new set of technology. They don't understand it. [sic] are they going to find the people? Who's going to be responsible? Who's going to cover the insurance on this? Who's going to be able to deal with the accidents? All these issues. Is Texas itself going to have to come up people to look into this? These are the questions that I don't think been addressed at all in this issue. So if I had to say: in addition to what you've heard about the people you need to talk to, you need to talk to everybody in the state legislature: everybody in the state senate: your congressmen: but at some point you may have to form groups and go down and talk with the Japanese consulate. Why? Because this is not Texas high-speed rail This is a Japanese bullet train. That's what it is. It's a Japanese bullet train It's not Texas-made: it's not Texas designed: it's not Texas engineered. You just have a couple of country club boys in Houston and Dallas who put their faces on it.</p>	<p>Refer to BA-9, GN-4, NE-1, NR-2, NR-6, NV-1, LU-11, SS-12, SS-13, SS-18 and SS-21.</p> <p>Local and State emergency responders would retain authority over accidents occurring within their jurisdictions.</p>
George Hamilton	2/6/2018	Website	<p>STOP THE JAPANESE BULLET TRAIN Summary: The united opposition of Texans from the farms and ranches, as well as the big cities, can drive a stake through the heart of the Japanese bullet train. A Japanese company must not be allowed to carve a line in the Texas heartland using eminent domain on behalf of Japanese profits. Introduction My name is George Hamilton. I am a landowner in Grimes County, near Plantersville, a ranch that my family has owned since the late 1940s. The current proposed route for the Japanese bullet train is about 200 yards west of my property line, but that could change as the route is still fluid. The proposed route would also cut right through the farm in Ellis County that has belonged to my aunt's family since the late 19th century. So I'm feeling the impact on two fronts. In addition I spend a substantial amount of time in France where I use the TGV high speed train and am familiar with its strengths and weaknesses. In fact I used a</p>	<p>Refer to BA-8, ED-1, GN-4, NE-1.</p> <p>Based on the lack of information provided in this comment, specific impacts to the property could not be identified.</p>

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Michael Hammersley	2/16/2018	Website	I think it is absolutely crucial and essential to build the high-speed rail. Not only will it serve a great and very needed purpose of high-speed transportation between two huge metropolitan areas that have huge traffic between them for many reasons, but also it will be a testament to the United States simply keeping up with the rest of the developed world to have these high-speed trains that most of the rest of the developed world already has and we none. These high-speed trains will eventually be built anyway, but the sooner the better. I think the rest of the developed world that has these trains looks upon the US and really wonders what is wrong that we can't get it together enough to build such a useful transportation system that obviously has the potential to cut down on congestion and on pollution from cars. On a personal note I simply would love to be able to travel to Houston on high-speed train with low-cost and getting there efficiently. I actually would love to live in Houston but it would not be very easy for me to just move there. The city is simply a great and beautiful city, but also is only about 30 minutes from Galveston and I would personally use this train as often as I could.	Comment noted.
Delilah Hanberry	2/5/2018	Handwritten	I live within 1000' of the freight train tracks. How is this new construction going to affect me and my property values?	Refer to VA-1.
Delilah Hanberry	3/9/2018	Email	White Oak Falls Subdivision (Highway 290 and Huffmeister, Houston) I am a ten-year home owner in the White Oak Falls Subdivision (Highway 290/Huffmeister, Houston). This proposed project will affect over 750 homes in this subdivision. Texas Central MUST not be allowed to take-over one of two detention pond closest to Highway 290. In 2017, the subdivision flooded heavily even with both detention ponds. If Texas Central takes one detention pond, White Oak Falls will become a natural disaster area, but man made, with all existing homes flooding and ruining us all! This project cannot happen here.	Refer to FP-1 and WW-2. The Project near the White Oak Falls subdivision is parallel to Highway 290 and is on viaduct.
Stephanie Hanberry	2/5/2018	Website	TCR should compensate home owners right outside the line of construction and not just the homeowners who are losing their homes. I am going to be the first house left standing facing the HSR. It will literally be 12 feet outside my front door. Nobody from TCR has bothered contacting me other than to force me to sign a waiver so they could survey my land or go to court. They have spoke to my neighbors whose homes they are taking and made them offers of 3x market value. I have received nothing.	Refer to ED-2 and LU-7.
Jacob and Natasha Hancock	2/6/2018	Handwritten	We are very concerned how this railway may affect first responders access on/to roads. How this, should it fail, become a major tax burden to us and the surrounding areas. How this will affect livestock and other sensitive pets that live outside as well as wildlife. There has been no assurance or explanation how this railway will truly succeed and benefit this area, seems like Houston may benefit and we will be stuck with the clean up during and after. There are no privately funded HSR in the world; they all end up to be government funded. Why on earth would we want to be stuck with that kind of burden knowing exactly what ends up happening every single other time? This just sounds like a disaster waiting to happen that will yet again be swept under the rug once it fails. And the people that didn't want it in the first place will be the ones that have to deal with the consequences.	Refer to GN-4, LU-11, NE-1, NR-5, SC-19 and SS-23.
Ricky Handerson	2/22/2018	Website	Who's dumbass idea was it to make a train from Dallas to Houston. 1, who would need to travel so fast they couldn't take a plane, 2, it would unnecessarily cut through land and screw up the roads, 3, have you thought about the dangers of floods or animals or traffic getting in the way, 4, who has the money to do this.	Refer to BA-12, GN-4, LU-9, NE-1, PN-3, SS-2, SS-15, SS-16 and TR-8.
Ray Hankamer	2/7/2018	Website	This is a wonderful project and it is long overdue. Japan for example has had high speed bullet trains since the 1960s. Unfortunately there are some people who are against anything new, just because it is new. This trains will be non-polluting, unlike the cars and airplanes which currently spew dangerous particles into the air all the way from Houston to Dallas and back. I strongly support this project.	Comment noted.
John D. Hannsz	3/3/2018	Website	As a resident since 1955 with in 3 miles of the final stop in Houston (AKA Northwest Mall) I'm against this project. 1. This is a private project and should not have the ability to claim "Right of Eminent Domain". 2. If I was raising cattle on a large partial of land and they wanted to split it down the middle with a rail road track, I would not be a happy camper. Thanks For you efforts to end this Land Grab boondoggle. John D. Hannsz 7107 Alderney Dr. Houston, Texas 77055	Refer to ED-1 and ED-2.
Charlotte Haralson	1/30/2018	Email	I would like to receive updates concerning areas in grimes county. is there somewhere im able to get maps i was not able to attend the last meeting.	Refer to PI-8.
Owen Hardy	2/7/2018	Website	Thank you for the opportunity to comment on this important project. As an advocate for high-speed rail my entire life - and as an American whose business has taken me around the globe where I've been able to sample the high-speed rail systems of many other countries - I commend the state of Texas for being the first to consider a privately financed, high-speed rail system. Given the projections of continued	Comment noted.

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			population increase and continued environmental harm done by conventional airline and automobile-based transport systems, the choice seems obvious. We must invest in high-speed rail. To turn our backs on the Texas project is to consign Texans to decreased mobility and increased transportation-caused pollution. Texans have always thought big: Let Texas lead the way!	
Huie Harkey	3/9/2018	Website	There is not enough benefit justifying this train	Refer to PN-3 and SC-19.
Brian Harkins	1/29/2018	Email	The proposed high speed rail is the last thing Texas residents need. The time it would take to travel on the rail is the same as it is on a plane. You still have to depart and arrive at a station. So there is no time saved. The fact that the rail spans 10 counties should be reason enough to ditch the idea, but you insist on developing even more Texaslands. I live near the grand parkway and it has already caused climate change. Extreme heat, extreme cold, and severe winds. This will have the same effect on a larger scale. In addition to the cost it will shut down the current transit because of construction, and once completed will increase the population which is already at capacity in these major cities. Traffic Will not decrease; it Will increase. You also have no supporting infrastructure to support the rail, which would need to be completed later at the cost Of taxpayers. The proposed project does not benefit the people only corporations.	Refer to AQ-1, BA-4 and GN-4. In regards to Grand Parkway, climate change is influenced by larger continental and national phenomena, not by a localized road network. The global contribution of greenhouse gases by every source, whether it is residential, transportation, or commercial sources are implicated in climatic rise in temperatures. Such effects cannot be isolated or ascribed to one project or one singular source.
Susan Harmeyer	2/16/2018	Website	This project would be absolutely fabulous for Dallas and Houston and surrounding areas. We need to be progressive and move forward on this project. Our cities can benefit in many ways economy growth and very attractive for upcoming Super Bowl events. We will stand out thought out the world.	Comment noted.
William Harmeyer	2/16/2018	Website	Our cities need this project to go forward. Benefits are numerous. Growth in economy will help pay for it.	Comment noted.
Marcus Harold	2/25/2018	Website	This railroad will be a disaster for our community and I am completely opposed to this boondoggle. The chances of it ever turning a profit are vanishingly small and the investment would be better served in expanding existing highways and freight rail services to handle the amount of vehicle and truck traffic. This rail which would cross right next to my property will introduce significant noise and travel issues as we have to cross the line for property access via road and to our pastures on west side. Please do not approve this disaster in the making for rural Texans between Dallas and Houston.	Refer to BA-4, GN-4, LU-11, NE-1, PN-3 and NV-1.
Bond Harper	2/8/2018	Website	I am very excited to see this project coming together! I think the station locations in both Houston and Dallas are well situated to take advantage of the current available space. Particularly in Houston, that area has been very depressed for quite some time and I hope this brings a needed density and revitalization. While I currently live in California, I travel frequently to Texas to visit family in Dallas, Houston, and Austin. We fly to either Houston or Dallas and I would love to not have to rent a car and spend hours on the freeway to go visit family in other cities. I hope high speed rail becomes an option while my family is still alive.	Comment noted.
Rebecca Harper Thompson	2/6/2018	Oral	Thank you. I'm Rebecca Thompson. I have been a proud resident living in Waller County for about 15 years. Brought the kids from the city, moved out here. We live only on two acres, but we love it. We are not in the direct path of the rail, but it affects our whole area. I'm also third-generation Texas through maternal DNA. Those people fought to keep their land, and they worked it well. Like many of you, probably, I have DNA through my paternal side in this case going back to the Revolutionary War. Those soldiers did get land by fighting, and they held onto it. It is evident that rural Texans living out in the rural area care about their land, their water, and their guns. Rural Texans also care about their vehicles. We happen to love our trucks, or whatever it is we choose to drive back and forth in. This high-speed rail is bound to be a disaster. We are being bamboozled by Texas Central. They are not showing any economic viability, and the version being marketed is like what they do in Hollywood. The numbers are very unrealistic; and as it's been pointed out, this is not a public necessity. On the business aspect, from my family, we have been located as tenants at 9950 Hempstead Road, which is part of Northwest Mall, for the past six years. Before this, we were at Interstate 10 and Old Katy Road. And if you happen to know that area, that was taken by eminent domain, but at least it was taken for TXDOT to work on expansion of Highway 290, meaning the State of Texas got that land. Of course, Highway 290 is not completed. But there is progress. I go that way at least five times a week. This land-grabbing endeavor for the proposed rail is outrageous. And for the eager, want-to-be bullet-train travelers who want to travel above ground and go faster than what they could go in a truck but slower than what they can go in an airplane, my suggestion is to go invest in an obsolete jet pack and add a Hemi to it. This technology is already outdated and it's just not going to be viable. The only choice for the FRA is no-build at all. And please extend the period for the public comments. Thank you.	Refer to NE-1, PI-3, PN-3 and TC-2.
Bobby Harris	2/3/2018	Website	I am Texan. However for the last 20 years I lived in the Northeast (Boston) and mainly on the West Coast, Az., CA., WA., OR., and those areas love their rail transit. Everything is so well connected. Not having a car or not wanting to drive is a no brainer because of the Well thought out transit system. Then you come to Texas. It takes 12 hours to drive across the state. All the light rails system are basically useless because they don't connect to enough part of the cities because they don't have commuter rail services to get to the outlying areas where everyone usually lives. And none of the commuter trains connect the most congested and closed cities, ie Austin and San Antonio, Houston and Galveston, and the entire Rio Grande Valley.	Comment noted.

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			<p>We have the metrosto support ridership and the traffic jams to prove that we need rail alternatives, but the red tape and dipshits we elect can't see why metros around America have figured it out and Texas hasn't.</p> <p>Light rail connects to commuter railsand to high speed rail and buses . This web of transit completes commuters needs. How high speed rail for Texas is the paradigm shift this conservative state needs to have their eyes open to our awesome topography and landscapes that scream for railways to be laid across them and get people out of their lifted obnoxious dullies and get them on trains going 150 mph to their destinations.</p> <p>The most important thing in life you can give someone is your "time". And the hours sitting in rush hour traffic is wasted every year and so many families see so little of each other because of traffic delays and congestion with no alternatives.</p> <p>Please build this HSR from Dallas to Houston. Then keep going all the to Monterey Mexico, backup to Laredo over to San Antonio and Austin then back up to Dallas. Incorporate all the major metros in our state. Get the connectivity this state needs for future generations. When I was a kid I used to have to hitchhike to go see my friends in a few counties over. Build the HSR and let the future generations ride a bullet train to go visit their friends a couple of counties over.</p>	
Cody Harris	1/29/2018	Oral	<p>Hello. My name's Cody Harris. I am 100 percent opposed to the high speed rail. Not only is this a gross abuse of eminent domain power. Eminent domain granted by our Constitution is supposed to serve the overall good of the public. This serves the good of those in Houston and Dallas, and that alone; not the people of Navarro County. Not the people of Freestone County. I want to read to you-all something that I noticed in the little handout that we got where it asks what impact will this project have on ag lands. It says, "Farm lands within the ten-county study area constitute approximately three percent of the total acres of all farms in the state of Texas", so to say, You farmers are rendered insignificant on the total impact of this project. It then goes on to say, "But don't worry. You can find a replacement easily in this area and throughout the state of Texas." I'll tell you guys, you cannot find a way to replace a hundred-year-old farm ground or ranch land where your granddaddy fought and--the sweat his labor, and you have those memories. You can't replace that. I don't care where you go throughout the state. You know, as a professional real estate broker, I served as an expert witness on cases that deal with eminent domain and property valuation. Just because this thing might not go through your property, don't think for a second that this won't affect your property value. If it's a half mile that way and you can see it, your property values are going down. I will fight to stop the high speed rail in the Texas legislature. Thank you.</p>	Refer to ED-1, ED-2, LU-2, PN-3, SC-19 and VA-1.
Cody Harris	1/31/2018	Oral	<p>Hello, my name is Cody Harris. I'm 100 percent opposed to the high-speed rail. We shouldn't even be at this meeting 'cause it shouldn't make it this far, because there's no question that eminent domain does not apply in this circumstance. I want to point out this little piece of paper that everybody was given by the Federal Government. Number 17 says, what impact will this project have on agricultural lands? Their answer, the Federal Government to you, is farmland within a ten county study area constitutes approximately three percent of the total acres of all farmlands in the State of Texas. So if you're a farmer or rancher, no worry, you don't matter. Then they go on to say well the project will convert ag lands to transportation use. The analysis dictates that agricultural capacity is available within the southern area as well as the State of Texas. So if this affects you, you can find somewhere else. Let me tell you something Federal Government, you cannot replace 100 years of family history. You cannot replace the blood, sweat, and tears somebody's granddad put into a place and they want to pass on to their kids, and their kids, and their grandkids and the next generation. In my professional life I've served as a combination commissioner, I testified on property valuations and I want to tell you guys, even if this high-speed rail doesn't go through your land, if you're within eyeshot of it, or earshot of it, you're property tax -- your property values -- are gonna tank. And what's gonna happen to county tax revenues when your property values tank? They're gonna go down. Then you're gonna see tax rates go back up. And it's just gonna go on and on a continuous cycle the bad things that are gonna happen if this high-speed rail goes through. If you choose to send me to the state legislature as your representative, I promise you I will fight tooth and nail to make sure that this organization does not get eminent domain power. Thank you.</p>	Refer to ED-1 and VA-1.
Darlene Harris	2/6/2018	Handwritten	<p>I support the comments listed below and offer them as evidence supporting the "No Build Alternative"</p> <ol style="list-style-type: none"> 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.

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			6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	
Eddie Harris	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Eric Harris	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Halie Harris	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Jessica Harris	1/26/2018	Website	I would LOVE to be able to go from Dallas to Houston and back without having to drive or fly - faster than I could go by bus. With the time saving I could spend more time in Houston. I love train travel anyway but this would be a trip I could take frequently, which I can't do now.	Comment noted.
Jessica Harris	2/27/2018	Website	I am a senior who lives in the panhandle but has friends, family and my home church in Houston. I do not fly. I cannot drive at night. To take the bus requires a minimum of 13 hours. I could take the bus to Fort Worth, stay there overnight, take Amtrak to San Antonio, wait at the station through the night until the early morning train to Houston arrives - this process takes close to two days. How much easier it would be just to get to Dallas and take the bullet train. How much more often I could go to Houston, how much more time I could spend there. It would be a godsend to me.	Comment noted.
Elbert Harrison	2/16/2018	Website	Please see included attachment for my thoughts on the project, thank you very much! I am writing today to express my concerns regarding the high speed railway currently being considered to connect Dallas to Houston. I am not a proponent of this proposed project, and I would like to highlight my reasons as to why I feel this way. My wife and I lived on the Eastern	Refer to NE-1, PN-3 and SC-19.

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			Shore of Delaware and Maryland all of our lives. Until recently, we enjoyed the quality of our lives in the relatively isolated location, in a rural setting. The area has become inundated with retired people from the metropolitan areas of Philadelphia, New Jersey, Baltimore, and Washington D.C. in recent years. These people have continuously driven up the cost of living, complained about the lack of infrastructure and services, and have let their liberal politics creep into the daily lives of the local population. Approximately a year and half ago, we decided that it was time to seek a better quality of life in a more southern region, an area that met our needs in several areas. We believe strongly in minimal government representation upholding our personal freedoms foremost above all, followed by a strong moral and ethical backbone to the general population. Southern values have appealed to us for quite some time, and after researching quite a bit of socioeconomic information as well as climatological history of the South, we decided to move into the Bryan/college Station area to continue the pursuit of happiness. We have been weighing out the decision to purchase real estate in the rural area of Grimes County since we arrived here. After many hours of riding the county roads in the area and seeing so many "Stop the High Speed Train" signs, we started researching the high speed rail proposal information. Based on our findings, we are currently renting our home and waiting out the results of the proposed project, and I cannot say that we are happy with our status. I would like you to know that we do not believe that this project is a good idea. I base this opinion on the fact that it is NOT essential to anyone's needs. People's quality of life and personal investments are in jeopardy due to this proposal. There are already several existing types of infrastructure in place that meet the needs of all of the people identified as the benefactors to this project. If you are to support this, you will be outweighing the convenience of some over the personal freedom of many others. I firmly believe that this is in direct conflict with every single Texan's personal beliefs. Please be aware that we will be watching the proceedings on this proposal in hopes that we will be able to purchase a home sooner rather than later, and that we will be showing up at the voting booths down the road to express our approval or dissent on the outcome of the proposal accordingly. Sincerely, Elbert E. Harrison III	
Michael Hart	2/18/2018	Website	This is a great project that will serve as a template for adding much needed infrastructure across the US. The HOU-DAL absolutely generates the demand for this to be a success.	Comment noted.
Elizabeth Hartmen	NA	Website	I live 4.8 miles and am very much against it!!!	Comment noted.
Elizabeth Hartnett	2/28/2018	Letter	I live 4.8 miles and am very much against it!!! I AM OPPOSED TO HIGH SPEED RAIL! Keep Texas Central OUT of Madison County!	Comment noted.
James Hassell	2/6/2018	Oral	I am for the rail. I think it will build out tax base and help with the boom to Grimes County. We have more unpaved roads than other counties around. This will help get those paved. I look forward to being able to go from Dallas and Houston in 30 to 40 minutes. I think it is hard to educate people about something that will bring a big change. I think it makes it harder for someone to be for change. Change is inevitable. I know that. But I am for this because we need the boost for Grimes County.	Refer to TR-7.
James G Hassell	2/6/2018	Handwritten	I think the High Speed Rail would be great for Grimes County. The tax revenue, the revenue from the construction of the railroad would be a tremendous boost for Grimes County. Most people are against change and I understand that but that is similar to sticking your head in the sand.	Comment noted.
Jaime Hastings	2/22/2018	Website	I would love to have the bullet train that way I could visit family in Houston a lot more	Comment noted.
Julie Hasty	3/5/2018	Website	I do not want the HSR to be near my home. Imminent domain is insane and will more than likely be the way most of the land ends up obtained. I think this is a waste of money and will not be utilized as claimed.	Refer to ED-1 and ED-2.
John Hatler	1/10/2018	Email	I support building this line. Having spent 6 hours on a return journey from Houston recently. 90 minutes would be a breeze.	Comment noted.
Suzanne Haveman	2/27/2018	Website	I strongly support the Dallas Houston bullet train. I am a supporter of reliable public transportation and getting cars off the busy roads and highways. I support a much larger train system throughout Texas.	Comment noted.
Carol Hawkins	3/9/2018	Website	My community White Oak Falls will be directly affected by the high speed bullet train. I strongly oppose the train since about one third of community will be destroyed while the remainder of properties value will be devalued greatly. In addition, vibration will directly affect foundations, as well as noise, increased traffic congestion, drainage issues will be impacted, etc. The cost vs. value added is distorted. Hundreds of acres of family owned farm/ranch land will be adversely affected. The high cost of travel on the train will limit ridership and lack of convenient parking at both destinations. Property owners voices as to negative impact needs to be heard loud and clear.	Refer to GN-4, LU-3, LU-11, NV-1, NV-5, PI-1, PI-7, TC-5, TR-8 and VA-1. Traffic impacts are discussed in Section 3.11, Transportation and drainage issues are discussed in Section 3.3, Water Quality .
Rachel Hayden	2/28/2018	Website	As a small business owner in Dallas I am in full support of the high speed rail project. I look forward to the economic development that will occur as a result of this project. It will open up opportunities for me and my firm.	Comment noted.
Greg Hayes	1/29/2018	Letter	1. Concern about Texas counties, Dallas, Ellis, Navarro, Freestone, Leon, Madison, Grimes, Harris and Wheeler. Endangered species-bald eagles, monarch butterfly, wood pecker, passenger pigeons, red wolf, gray wolf, migratory game birds, wood stork, Texas horn lizard, Brazos water snake, Houston toad, white face ibis, interior least tern, Cagle's map turtle, Ouachita, rock pocket mussel, including wildflowers of large fruited sand verbena, Navasota Indian tresses. 2. Concerns about water shed impact of flow and drainage of water in flood event.	Refer to NR-1, NR-2, NR-3, NR-4, NR-5, SG-1, SS-23, WW-1 and WW-2. Passenger Pigeons are extinct. The Red Wolf and Gray Wolf are extirpated from Texas. The Monarch Butterfly is currently "Under Review" for listing by FWS and is not currently a protected species.

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			<p>3. Concerns about soil erosion.</p> <p>4. Concerns about livestock reproduction due to vibration and noise.</p> <p>5. Noise pollution.</p> <p>6. Re-routing roads and closing roads that are easier access for emergency situation.</p> <p>7. Electromagnetic currents that "High Speed Rail" radiates.</p>	<p>Other species mentioned were assessed in Table 3.6-8 except for those not listed by TPWD or FWS such as the Brazos water snake, Cagle's Map Turtle, Ouachita, and Rock-Pocket Mussel. The Project does not radiate electromagnetic currents. Rather, the electric current used to power the Project does generate electromagnetic fields (EMFs), as discussed in Section 3.14.1, Socioeconomics and Community Facilities, Introduction. As discussed in Section 3.15.4, Electromagnetic Fields, Methodology: "The inverse square law applies to EMF. The inverse-square law means that EMF levels would substantially decrease with increased distance from the source. Therefore, for the purposes of this analysis, the EMF Study Area is defined as 500 feet from the centerline of the HSR track. Beyond this distance, the EMF would be below background levels.</p>
Jana Hayes	1/29/2018	Letter	<p>Concern about Texas counties, Dallas, Ellis, Navarro, Freestone, Leon, Madison, Grimes, Harris and wheeler. Endangered species-bald eagles, monarch butterfly, wood pecker, passenger pigeons, red wolf, gray wolf, migratory game birds, wood stork, Texas horn lizard, Brazos water snake, Houston toad, white face ibis, interior least tern, Cagle's map turtle, Ouachita, rock pocket mussel, including wildflowers of large fruited sand verbena, Navasota Indie tresses.</p> <p>2. Concerns about water shed impact of flow and drainage of water in flood event.</p> <p>3. Concerns about soil erosion.</p> <p>4. Concerns about livestock reproduction due to vibration and noise.</p> <p>5. Noise pollution.</p> <p>6. Re-routing roads and closing roads that are easier access for emergency situation.</p> <p>7. Electromagnetic currents that "High Speed Rail" radiates.</p>	<p>Refer to NR-1, NR-2, NR-3, NR-4, NR-5, SG-1, SS-23, WW-1 and WW-2.</p> <p>Passenger Pigeons are extinct. The Red Wolf and Gray Wolf are extirpated from Texas. The Monarch Butterfly is currently "Under Review" for listing by FWS and is not currently a protected species. Other species mentioned were assessed in Table 3.6-8 except for those not listed by TPWD or FWS such as the Brazos water snake, Cagle's Map Turtle, Ouachita, and Rock-Pocket Mussel. The Project does not radiate electromagnetic currents. Rather, the electric current used to power the Project does generate electromagnetic fields (EMFs), as discussed in Section 3.14.1, Socioeconomics and Community Facilities, Introduction. As discussed in Section 3.15.4, Electromagnetic Fields, Methodology: "The inverse square law applies to EMF. The inverse-square law means that EMF levels would substantially decrease with increased distance from the source. Therefore, for the purposes of this analysis, the EMF Study Area is defined as 500 feet from the centerline of the HSR track. Beyond this distance, the EMF would be below background levels.</p>
Kenzee Hayes	3/6/2018	Email	<p>Mr. Wright: Attached is my HSR Impact Study.</p> <p>1.- Concern about Texas Counties, Dallas, Ellis, Navarro, Freestone, Leon, Madison, Grimes, Harris and wheeler endangered species-Bald Eagles, Monarch Butterfly, Wood Pecker, Passenger Pigeons, Red Wolf, Gray Wolf, Migratory Game Birds, Wood Stork, Texas Horn Lizard, Brazos Water Snake, Houston Toad, White Face Ibis, Interior Least Turn, Cagle's Map Turtle, Ouachita, Rock-Pocket Mussel, Including Wildflowers of large fruited sand verbena, Navasota Indie tresses.</p> <p>2. Concerns about watershed impact of flow and drainage of water in flood event.</p> <p>3. Concerns about soil erosion</p> <p>4. Concerns about livestock reproduction due to vibration and noise</p> <p>5. Noise Pollution</p> <p>6. Rerouting roads and closing roads that are easier access for emergency situation</p> <p>7.- Electro- Magnetic Currents that "High Speed Rail" Radiates.</p>	<p>Refer to NR-1, NR-2, NR-3, NR-4, NR-5, PI-1, SG-1, SS-23, TR-6, TR-8, WW-1 and WW-2.</p> <p>Passenger Pigeons are extinct. The Red Wolf and Gray Wolf are extirpated from Texas. The Monarch Butterfly is currently "Under Review" for listing by FWS and is not currently a protected species. Other species mentioned were assessed in Table 3.6-8 except for those not listed by TPWD or FWS such as the Brazos water snake, Cagle's Map Turtle, Ouachita, and Rock-Pocket Mussel. The Project does not radiate electromagnetic currents. Rather, the electric current used to power the Project does generate electromagnetic fields (EMFs), as discussed in Section 3.14.1, Socioeconomics and Community Facilities, Introduction. As discussed in Section 3.15.4, Electromagnetic Fields, Methodology: "The inverse square law applies to EMF. The inverse-square law means that EMF levels would substantially decrease with increased distance from the source. Therefore, for the purposes of this analysis, the EMF Study Area is defined as 500 feet from the centerline of the HSR track. Beyond this distance, the EMF would be below background levels.</p>

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Kyle Hayes	1/29/2018	Letter	<ol style="list-style-type: none"> 1. Concern about Texas counties, Dallas, Ellis, Navarro, Freestone, Leon, Madison, Grimes, Harris and Wheeler. Endangered species-bald eagles, monarch butterfly, wood pecker, passenger pigeons, red wolf, gray wolf, migratory game birds, wood stork, Texas horn lizard, Brazos water snake, Houston toad, white face ibis, interior least tern, Cagle's map turtle, Ouachita, rock pocket mussel, including wildflowers of large fruited sand verbena, Navasota Indie tresses. 2. Concerns about water shed impact of flow and drainage of water in flood event. 3. Concerns about soil erosion. 4. Concerns about livestock reproduction due to vibration and noise. 5. Noise pollution. 6. Re-routing roads and closing roads that are easier access for emergency situation. 7. Electromagnetic currents that "High Speed Rail" radiates. 	Refer to NR-1, NR-2, NR-3, NR-4, NR-5, SG-1, SS-23, WW-1 and WW-2. Passenger Pigeons are extinct. The Red Wolf and Gray Wolf are extirpated from Texas. The Monarch Butterfly is currently "Under Review" for listing by FWS and is not currently a protected species. Other species mentioned were assessed in Table 3.6-8 except for those not listed by TPWD or FWS such as the Brazos water snake, Cagle's Map Turtle, Ouachita, and Rock-Pocket Mussel. The Project does not radiate electromagnetic currents. Rather, the electric current used to power the Project does generate electromagnetic fields (EMFs), as discussed in Section 3.14.1, Socioeconomics and Community Facilities, Introduction . As discussed in Section 3.15.4, Electromagnetic Fields, Methodology : "The inverse square law applies to EMF. The inverse-square law means that EMF levels would substantially decrease with increased distance from the source. Therefore, for the purposes of this analysis, the EMF Study Area is defined as 500 feet from the centerline of the HSR track. Beyond this distance, the EMF would be below background levels.
Jerry Haygood	2/21/2018	Website	I am against the use of eminent domain to acquire any properties by a private company. I am also against public funding of TCR, a private company. A better solution would be to have the route follow existing highway or power line corridors. The I 69 proposal was defeated as was a previous bullet train rail proposal. Hopefully, this project will fail also.	Refer to BA-5, ED-1 and GN-4.
John Haynes	12/22/2017	Email	One concern I have is the potential for this train line to be a terrorist target. From my understanding, this train will run at a speed in excess of 200 mph. If that vehicle were to derail, it would be an absolute disaster. I do not find it feasible to expect that the entire 200+ mile track can be secured 24/7/365, and it would not take much to create an utter disaster. One person with a will to do harm and no regard for his own safety could very likely succeed in creating a massive catastrophe. It would, of course, be worse in a populated area, but it would be bad enough in a rural area.	Refer to SS-2, SS-6, SS-7, SS-9 and SS-12.
Vickie Haynie	2/6/2018	Handwritten	<p>I support the comments listed below and offer them as evidence supporting the "No Build Alternative"</p> <ol style="list-style-type: none"> 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity. 	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
William Hays	2/7/2018	Website	Go for it!	Comment noted.
Gene Haywood	2/20/2018	Website	This project needs to be completed as soon as possible. Not only will it bring many jobs with it but will also open up travel options unheard of before. I have been on the bullet trains in Japan and marvel at their ability and safety. I live in the DFW area my daughter lives in the Houston area. As I get older I am beginning to dread the 5 plus hour drive there and back. Having access to the bullet train would allow me many more visits than I am able to currently take or will be able to take in the future.	Comment noted.
Stephen Hazen	2/5/2018	Website	Will drainage for the impermeable surface created by the new rail lines effect private land along the corridor?	Refer to WW-2.
Mary Headley	2/6/2018	Website	I don't think it is right that my property value will go down for the proposed route through rural land. Put it down I45 or 290/Hwy 6 where the transportation sounds already exist.	Refer to BA-9 and VA-1.
Jackson Hearn	2/19/2018	Website	It is high time that America (and Texas) become less dependent on private cars and more so on public transport. I applaud this effort, and encourage the state to do all that is necessary to get this project started!	Comment noted.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS				
Submitted By	Date Submitted	Submission Type	Comment	Response
Nadia Heffernan	3/5/2018	Website	<p>Overall I support the building of the high speed train between Houston and Dallas, however, I have a few reservations. Because it is a private company, the use of eminent domain is very problematic in my view. I know it is a difficult and complex issue, but I hope that the use of eminent domain can be avoided.</p> <p>Ensuring that the stations are in accessible and connected parts of Houston and Dallas will be critical. I like the choice of the former Northwest Mall as a station.</p> <p>Thank you.</p>	Refer to ED-1, TR-3 and TR-4.
Lawrence F. Hegar III	2/6/2018	Handwritten	<p>here's my list of why we need new forms of Multi-Modal Transit: 1) Texas is open for business; new people by 10,3000 coming to our state each day 2) Cities to dense to be have fluid mobility in and around urban centers 3) Monoculture of automobiles is on overgrown market less w/limited room everyday for transportation 4) Need inner city transit; But if has to be retro-fitted which is tough to do because of the way we developed our cities; they are not transit oriented developments (TOD) Difficult to do END O of STORY but I am for Progression List of NOT High Speed Rail (same as other people Blah-blah it won't Pay yoda-yoda) Real Reasons besides Financial 1) Ethically discrediting of our nation; its ripping apart the people of our nation; its dis(sic) rting to be fed half truths that are spewed from the media; You are creating a divide between amongst the citizens of country anal & government and the agencies that drive these projects; Stop lying to US Even More! so "QUIT LYING TO YOURSELF" I am a pro-growth pro-development driven person in my beliefs...But at the same token we must be able to take a step back, look at what we are proposing to do and give a fair analysis of it. Actors behind the project must for the sake of the greater good of the people, leave Emotions out of their base of reasoning</p>	Refer to GN-1, GN-4, NE-1, NE-9 and PN-3.
Ruth Heidi	1/31/2018	Oral	<p>Hello. My name is Ruth Heidi, and I'm a retired veteran, and a state retired veteran. I spent 20 years in the Service. I have been overseas, I have seen these trains, --Thank you. -- and they work overseas for a reason. When they get -- when you get to your destination, you can step off of that train, and within five minutes be across the town of Munich. And when you get to your other destination, you can still get off your train, and go somewhere else within five minutes, because they have the Intercity Transit that is safe. There is not an Intercity Transit in Dallas or Houston that will support the train like they're saying there is. It really isn't. I wouldn't get on a bus in Houston, not unless I was packing, and I surely wouldn't get on one in Dallas. So, -- You know. They're just not safe. But you can ride anywhere in Europe on -- from one train to the other, and that's why those trains work over there. They don't work here because we're Texans. We like our trucks. We like to go places, and be able to get -- when we get there to get where we want to go without having to wait 30 minutes to an hour for a train or a bus to take us somewhere else. So, this thing is going to go right through my property. They have been on my property four times, and ran off, when they were not suppose to be there. They told me at my doorstep that I had to sign their paper and accept their offer because they had eminent domain, which I invited them to leave. This place where it's going to come through our property has a low lying area when it floods and it rains real heavy. We support that That water that stands there supports things, like, blue herons, cranes, coots. We also have on our land bald eagles, and we have had a picture of a Canadian Linx, which I could not believe that we had one of those. But there are panthers all down in there. So, the wildlife will be affected. And there's a lot of deer. But most of all, they're taking away my right -- In which my parents have always taught me, land ownership in Texas is sacred. You can't touch anybody's land. So, they're taking away my right to build on my land a farm, a working farm, and teach my grandchildren how to live off of the land, how to raise cattle, how to store and raise their food, and store it properly, and not have to buy that poison stuff that they serve in the grocery stores. You know? All that fruit and vegetables you get, by the time you get them home, you're suppose to put it in the garbage, because it's already rotten. You know? And I can't do that. And that just really upsets me to no end. What makes them think that they have the right to do that, to take away my land, and take away my rights as a citizen of the United States, let alone a citizen of Texas. The other thing that I think that they need to really lookat, they need to turn around and look. What if we took their land, and their property, and make it a homeless shelter for veterans? UNIDENTIFIED SPEAKER: Amen. MS. HEIDI: I think that's what we need to do. Thank you. Bye.</p>	Refer to ED-1, ED-2, GN-6, NE-1, NE-8, NR-2, NR-3, NR-5 and PN-3.
Ruth Heidi	1/31/2018	Oral	<p>I fs me, again, but I'm probably going to tell you what I found in that EIS: because I broke the — the bandson it from Mexia -from Mexia Public Library. I spent four-and-a-half hours up there reading it, and it was very elusive. r ve read several Environmental Impact Statements before, and I've done environmental studies before So: that thing was very hard read: very hard to make any sense out of In fact: almost impossible to make sense out of: because you had A 7 dot da-da-da, and then you had some statements out there you had to go find where that referred to. But the one thing I did find that concerns me: and that was: they gave the history of Limestone County and Leon County: and they brought up the Little Flock Cemetery: they brought up the New Hope Cemetery: and the Personville Cemetery. And they talked about the Personville — also: the Personville historic marker there. And they talked about the historical values of the cemeteries, and the fact that they had contacted the Texas Historical Society. But they never said anything about how that train was going to impact the cemeteries. So, we know that it's going to have a lot of vibration. It's going to do? Knock over all of those old tombstones: cause them to crumble: or are they going to</p>	Refer to NV-5. Publicly available data was used to identify aquifer locations. Public water is supplied by available surface water including reservoirs and lakes as well as aquifers. If this area is not supplied water via an aquifer it is likely supplied via a surface water source.

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			block our access to our cemeteries? Because I, for one: family buried in all of those So, that was one of my concerns. And the other is that they said there was no aquifer down on 828. I would like to know where we get our water from: because we really have some really nice water down there. So: you know: I just think that a lot of the stuff in there is not true. And they did not address anything on our property, although they went on it four times: and were called on it four times.	
Tristan Heinen	2/21/2018	Website	This project clearly avoids the most environmentally sensitive parts of the state and could displace many car trips! I hope that Texas' biggest innovation in the 21st century is allowed to precede without issue! Build this train!	Comment noted.
Mark Hempen	2/20/2018	Website	I am completely in favor of the high speed rail project. Please help us to put this new rail line into place. It will not close any roads and will greatly improve travel conditions between these two great metropolitan areas.	Comment noted.
Cam Henderson	1/31/2018	Oral	My name is Cam Henderson. I'm a property owner here in Limestone County: and some adjoining counties. You've been listening to everybody speak tonight: and I pretty well echo what everybody else is saying. I can't really see any benefit to any of the rural counties that this railroad is going to provide. You know, I'm concerned about a number of things. One is, I don't really see a necessity for this thing. I mean: how many Southwest flights are packed between Houston and Dallas? You know. Another thing is: my understanding: this will be the first one in the United States. So: we're basically going to be the guinea pig to see how the thing works. And there's a safety concern. You know: my grandson goes to Leon. It's coming right by the school. My understanding is that: you know, the studies that have been done, there's a vibration factor of 275 feet. But that's based on the soils of the area. Well: that's You know: we've probably got 150 different types of soils. How does it know what it's going to be? Another thing is: how many people live within the 275 feet: and they're not — At this point in time: is there only I mean: are you leaving them with having to - to bring a condemnation action? Because it's my understanding they're not offering anything for that. What type of setback lines are you going to have? Another thing is the impact on And last night in the State of the Union address: the President spoke of the new coal activity. In this area: there's extensive coal mining. Now: the mines are beginning to shut down in some of the areas: but the coal is still there: the lignite is still there. You're basically You can't mine through this thing with a dragline. So, if you think about the damage to the remainder: on the other side of the railroad: from wherever the power plant is: you basically turn that land into that may hold vast lignite reserves into grazing land. That's going to be its only use. So, you know, all of these things need to be, I think, considered. All in all: I don't see — I'm opposed to it, and I don't see any benefit to this area. Thank you.	Refer to BA-12, ED-1, ED-2, LU-7, NE-1, NV-5, PN-3, SC-2, SC-19 and SG-3.
James Hendrix	2/9/2018	Website	This entire project is a waste of time and money. How the heck does a "private" project have eminent domain to take tax payers land and ruin their farms and ranches that have been in the family for generations? I personally don't know one single person that would utilize this.	Refer to ED-1.
Janis Hendrix	12/18/2017	Email	Updates.	Refer to PI-1.
Thomas Anthony (Tony) Hennes	3/9/2018	Website	I have been involved in the history, protection and development of a rail for the past 25 years. As a former city official in Temple, Texas, I instigated the restoration of the 1910 Sante Fe Depot in Temple and the restoration of Amtrak service to the city. I have served as a member of TEMPO, an Amtrak Texas Eagle advisory group. I'll show worked as a television news man here in Texas for over 30 years some of that and Dallas. I am highly suspicious of a move of the Dallas terminal to a location that would be less desirable and suspiciously motivating the development of real estate in the area. Without convenient locations rail service which is already fighting an uphill battle will die. ... but that may be the intent. Please feel free to contact me I have served almost 50 years in media and government. I'm one of the few people on the planet who understands both.	Refer to GN-6, GN-7 and TR-3.
Sarah Hennessee	3/6/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
Lynne Henrion	2/13/2018	Website	Houston High-Speed Rail Watch, a coalition of neighborhood leaders, has put forward a proposal for connecting the HSR station to downtown with METRO Rail or BRT (Bus Rapid Transit) running elevated over the main lanes of I-10. With a modest number of station stops along the way, this line could serve the neighborhoods it passes by while providing a speedy end-to-end link. The new line could tie in to the Green and Purple METRO Rail lines downtown, and into the Bus Rapid Transit (BRT) line currently under construction in Uptown. It could also become part of a commuting solution for residents of West Houston. This solution would provide connectivity to other parts of Houston, strengthen Houston's transportation network, and benefit neighborhoods. I support this proposal, and urge METRO, Texas Central Partners, the FRA, and TxDOT to work with Houston High-Speed Rail Watch to make their connectivity proposal a reality for Houston.	Refer to TR-4.

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Lyndon Henry	3/9/2018	Website	The proposed Dallas and Houston endpoint station locations for the proposed Texas Central Railway (TCR) highspeed rail project are not acceptable for the adequate connectivity needed for rail passenger service. These station locations should therefore be rejected. The proposed Dallas station is approximately one mile distant from the central intercity/urban rail hub at Dallas Union Station, thus effectively eliminating convenient, accessible passenger interchange with other long-distance, regional, and urban services at this busy transport hub, which currently interconnects DART light rail, Trinity Railway Express regional passenger rail, and Amtrak train services. Any plausible design properly meeting public need must relocate this TCR station at Dallas Union Station for connectivity with other intercity and regional rail services. The proposed location for the Houston station (near Interstate Loop 610 and US 290) likewise eschews rail connectivity, and also violates good urban design principles, instead reinforcing outlying suburban sprawl development rather than reinforcing transit-oriented development in the urban core, which is served by both Amtrak and Houston's Metro light rail system. This is where any plausible design adequately meeting public need for accessibility and connectivity needs to locate this station.	Refer to GN-7, GN-8, TR-3 and TR-4.
Laszlo Hera	2/27/2018	Website	Please make the Dallas to Houston High Speed Rail happen. Do you not think we need to have such an efficient mode of transportation as Japan and European countries have? Shouldn't we be a leader instead of being behind in modes of transportation? Why are we so far behind? Do what is right for our state and country. Thanks.	Comment noted.
Rebecca Heredia	2/16/2018	Website	I am positively for this project. I think we need to really think about the positive influence that this will have on our community and State. It is time we moved into the current century.	Comment noted.
Eduardo Hermoso	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Kenneth Hern	1/29/2018	Oral	Thank you. I came to Navarro County in 1956 to go to Navarro College. Anybody else here go to Navarro College? A lot of Bulldogs here? If you remember, one of the reasons we went there was for the senioritas. One of those senioritas was just here, and I will tell you, boys and girls, it was lust at first sight. Absolutely was. And I will say this to you, too. Let's speak about the economic aspect of this. I've asked about it, we've all asked about it, and we get the same story that it's private information and they can't show it to us. And the first time I asked this -- of it, I was over at A&M and I got the same answer. It reminds me of somebody in our United States Congress who said, You got pass it--remember?--before you know what's in it. Well, you know what that definition is, don't you? That's a stool sample. And that's what we're going to wind up with if we're not careful is some more stool samples out here. That's my comment to you. Obviously we're not for this. And I just wanted to get a chance to talk about Navarro and lust at first sight.	Refer to GN-2 and GN-4.
Kenneth Hern	1/29/2018	Oral	Thank you. I came to Navarro County in 1956 to go to Navarro College. Anybody else here go to Navarro College? A lot of Bulldogs here? If you remember, one of the reasons we went there was for the senioritas. One of those senioritas was just here, and I will tell you, boys and girls, it was lust at first sight. Absolutely was. And I will say this to you, too. Let's speak about the economic aspect of this. I've asked about it, we've all asked about it, and we get the same story that it's private information and they can't show it to us. And the first time I asked this -- of it, I was over at A&M and I got the same answer. It reminds me of somebody in our United States Congress who said, You got pass it--remember? Before you know what's in it. Well, you know what that definition is, don't you? That's a stool sample. And that's what we're going to wind up with if we're not careful is some more stool samples out here. That's my comment to you. Obviously we're not for this. And I just wanted to get a chance to talk about Navarro and lust at first sight.	Refer to GN-2 and GN-4.
Page Hern	1/29/2018	Oral	Well, after that it gets harder and harder to think of something to say, doesn't it? My name is Page Brown-Hern, and I only say that in case somebody remembers my maiden name. But as my brother spoke just a few minutes ago, we grew up in the small town of Richland, and we all of my family members here tonight own property that is adjacent to each other, either crossed by the train or very, very close, and we will be affected. This property has been in our family, like everyone else is, for five generations, and we are seeking to protect it the best we can. We have tried to protect the soil in growing our crops and raising cattle, and we have tried to protect the environment to the best of our ability for all of that time. And so within the last -- some short period of time, my brother became aware of the fact that the state of Texas was	For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species,

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			interested in protecting the monarch butterfly, and so we applied and found out that, yes, we could become a part of this monarch butterfly preservation activity, I guess we could say in some ways. And then this is work through the State Soil and Water Conservation Board. And the regional area for us is in Dublin, Texas. It is also worked out of here in Navarro County. We have followed the guidelines. We have purchased the various seeds, we have planted, we have prepared the land, which took quite a bit of time, and then after it is planted, you have to protect the growing area. We have done that, too. This particular study will continue for a number of years. So all the things that I named that we did with the land, the cattle, the crops, the preserving of the livestock and areas, this will be no more. It cannot happen again in this area once that train crosses our land. As I have listened to everyone talk here tonight, the first thing that comes to mind when we say the facts that we're hearing are not true, another example of fake news, isn't it? We are getting it right here. I also would like to remind people that the train that is being worked on now in California that is never ending is very similar to this one. And guess what? The tax payers are still picking up the bill, billions and billions of dollars every year, and it's never-ending. I don't know about you, but I don't need anything that is brought from California to Texas.	Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures. The Monarch Butterfly is currently "Under Review" for listing by FWS.
Page Hern	1/29/2018	Oral	Well, after that it gets harder and harder to think of something to say, doesn't it? My name is Page Brown-Hern, and I only say that in case somebody remembers my maiden name. But as my brother spoke just a few minutes ago, we grew up in the small town of Richland, and we all of my family members here tonight own property that is adjacent to each other, either crossed by the train or very, very close, and we will be affected. This property has been in our family, like everyone else is, for five generations, and we are seeking to protect it the best we can. We have tried to protect the soil in growing our crops and raising cattle, and we have tried to protect the environment to the best of our ability for all of that time. And so within the last -- some short period of time, my brother became aware of the fact that the state of Texas was interested in protecting the monarch butterfly, and so we applied and found out that, yes, we could become a part of this monarch butterfly preservation activity, I guess we could say in some ways. And then this is work through the State Soil and Water Conservation Board. And the regional area for us is in Dublin, Texas. It is also worked out of here in Navarro County. We have followed the guidelines. We have purchased the various seeds, we have planted, we have prepared the land, which took quite a bit of time, and then after it is planted, you have to protect the growing area. We have done that, too. This particular study will continue for a number of years. So all the things that I named that we did with the land, the cattle, the crops, the preserving of the livestock and areas, this will be no more. It cannot happen again in this area once that train crosses our land. As I have listened to everyone talk here tonight, the first thing that comes to mind when we say the facts that we're hearing are not true, another example of fake news, isn't it? We are getting it right here. I also would like to remind people that the train that is being worked on now in California that is never ending is very similar to this one. And guess what? The tax payers are still picking up the bill, billions and billions of dollars every year, and it's never-ending. I don't know about you, but I don't need anything that is brought from California to Texas.	Comment noted.
Adan Hernandez	3/9/2018	Website	I am NOT on board with the bullet train. There are far too many environmental interruptions, and the cost is too expensive. Like many big projects, this contract will likely end up over-budget. We're better than this when it comes to spending money.	Refer to GN-4, NE-1 and NE-9.
Darrell Hernandez	2/26/2018	Website	I am concerned about the high speed rail project's proposed location in Navarro County near the intersection of 709 and 3194 - splitting the Morgan Legacy Farm. I believe the proposed location will cause significant damage to the environment, wildlife and the water shed of the Morgan Legacy Farm. I was invited as a guest on the Morgan Legacy Farm in 2014 when they hosted our 2013 class of the Salesmanship Club of Dallas - a civic organization committed to funding the Momentous Institute - a Dallas-based charity that aspires to promote social emotional health for all children across the United States, so they can achieve their full potential. My Salesmanship Class' experience at the Morgan Legacy Farm has helped solidify our commitment to raise funds for the Momentous Institute - and since then, our class (alone) has raised over \$2,000,000 for Momentous through ticket sales to the AT&T Byron Nelson PGA Golf Tournament and development efforts. In turn, Momentous has assisted thousands of at risk kids and families and trained thousands of educators and mental health professionals on best practices. I understand that the proposed route will separate the farm's lodge from its rodeo arena, stables and guest houses and I believe that the damage the proposed route will cause to the farm's charitable mission to host and entertain groups like the Salesmanship Club, the staff of Children's Hospital, the Boy Scouts of America and others would be irreparable. I would ask that the 5-7 mile portion of the proposed route scheduled to parallel 3194 be moved north of the existing power lines to lessen the harmful environmental, economic, charitable and historic impact the proposed route will have on the Morgan Legacy Farm.	Refer to LU-5.
Juanita Hernandez	2/20/2018	Website	I do not want our tax dollars spent on this train there is too much local needs for tax dollars to subsidize the bullet train this money they need to complete this needless transportation addition will quickly become a local drain on resources benefiting only the bullet train as local communities struggle to repair and improve their needs	Refer to GN-4.
David John Hernandez	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.

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			<p>their vision for the need of High Speed Rail in Texas.</p> <p>3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas.</p> <p>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</p> <p>5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.</p> <p>6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual diruption and a high consumption of electricity.</p>	
Lee Ann Herod	2/2/2018	Website	<p>As a Navarro County resident, How could someone who doesn't drive in Dallas or Houston ride this train who is 3/8 of a miles from my house? Can I go to Corsicana and get on this train? If your answer is NO.....THEN WHY WOULD YOU EXPECT ME TO SUPPORT THIS ? Thank You and I Will be expecting a reply back soon.</p>	Refer to GN-7 and SC-19.
LeeAnn Herod	2/2/2018	Email	<p>I am against this Bullet Train that is coming through Navarro County. This train will be 3/8 of a mile from my back porch. My question to you is:</p> <ol style="list-style-type: none"> 1. Why wouldn't you go right down the middle of Interstate 45 with this train? 2. Do the investors have all the money to support this project from finish to end? 3. If they do not have all the money, and they don't What will happen to the land they have taken from landowners? My fear is they are going to come in and start this project and never finish. A. We Will have lost our land B. We have an unfinished eye sore in Navarro County C. It will cost landowners & Tax payers thousands of dollars to clean up the mess. D. AND WHO CARES....because the investors are in Japan NOT Navarro County. 4. I raise show animals and the stress from the noise will have a huge impact on my show stock: What am I suppose to do since this is part of my yearly income that's going to be effected? 6. I have sensitive ears and noises of airplains and trains effects my health, that is Why I chose to live in a rural area. Who is going to pay to relocate me to an area without the noise and vibration of this Bullet Train or will pay my medical expenses this noise will have on my health? 5. On Hwy 22 there are many Bald Eagles that live on this train path, that composes a huge problem. How would you fix this? 6. I have sensitive ears and noises of airplanes and trains effects my health, that is why I chose to live in a rural area. Who is going to pay to relocate me to an area without the noise and vibration of this Bullet Train or will pay my medical expenses this noise will have on my health? 7. It is a concern to me on the time it will take an emergency vehicle to get to a locations because of all the rerouting caused by this Bullet Train. How do you plan on addressing this in court? You will be taken to court when someone looses their family member due to the fact of rerouting. I do not think you will win a law suit in the State of Texas. WE Are against this train. 8. We have a airline that operates from Dallas to Houston and can get a person to such destination faster than this train. SO WHY DO WE NEED IT? 9. If you are going to take peoples land GO REPLACE IT FOR THEM See YOU CAN'T DO That because WE ARE OUT OF LAND HERE IN NAVARRO COUNTY !!!! Is it fair that you up root 100 plus year family land to build something that is not needed? We are not talking about something like food supply, electricity, fuel etc We are talking about a way of transportation for people in Dallas and Houston to use THEY Already have SEVERAL ways to commute back and forth. We do not need this Bullet Train. 10. My last question for you 	Refer to BA-9, BA-12, ED-2, GN-4, NE-1, NR-1, NR-3, NR-5, PN-3 and SS-23.
Luis Herrera	2/6/2018	Handwritten	<p>I support the comments listed below and offer them as evidence supporting the "No Build Alternative"</p> <ol style="list-style-type: none"> 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual diruption and a high consumption of electricity. 	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.

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Don Herring	1/29/2018	Email	The High Speed Rail will be an economic engine for our great state by offering an option to the already overcrowded freeways at speeds that are competitive with air. It's hard to imagine our great state not seizing this opportunity.	Comment noted.
Mary Carol Herrington	2/6/2018	Oral	I am Mary Carol Herrington. I am an investigative reporter and I am reactivating. And don't think I haven't busted some people; and I have and I will again. I'm also in emergency management on the area response team. That's a concern. I am a rancher. I raise coon dogs, Australian shepherds. My family helped found Grimes County. I'm a former small business development center. People, if you don't know where those federal funds are coming from, it's coming from the SBA. That's a fact. Check it out. I'm concerned about the sound. It's going to impact production of my animals, my livestock, my livelihood, because now I'm disabled. That's all the money I've got coming in, so I'm going to have to supplement. The electric lines are viewable. They're ten acres over. You-all are trying to say that the rail's not going to go there; that that's just only an idea. That you tried to go along the electric lines, that's a lie. Vibrations. I'm going to get the vibrations at my house. Don't think I won't. There's been four wrecks in two months. That's a whole nother issues. Crimes going to go up, land values down. And guess what those laborers are going to have? You're going to have prostitutes here. They ain't paying taxes. In the valley ask the oil workers. I was over the HIV/AIDS grant that is in that area. The oil workers, there is now a boom increase in HIV/AIDS. We don't need that. Wells Fargo crossed my land back in the 1800s. I'm not on a historic site. I am within two miles where you can get gravel. Guess what. You ain't coming. I do own guns and I will protect my land. I am also within that 200 acres that you think you're going to put construction on. Ain't happening here. Ask my neighbor when he tried to trespass on my land. He's still alive. I donate my last 26 seconds to Mannina. I tried.	Refer to BA-5, BA-8, GN-4, LU-11, LU-14, NR-1, NE-9, NV-1, NV-5, SS-8, SS-23, TR-8 and VA-1.
Mary Carol Herrington	2/6/2018	Oral	Quick and dirty. I forgot to say no build option, in case you didn't get it the first time.	Refer to BA-6.
Kara Herrstein	3/9/2018	Website	I am a frequent business traveler to both Houston and Dallas. Easier access between the two cities would make it easier for non-Texans to bring business to your companies.	Comment noted.
Janis Herron	2/5/2018	Handwritten	I live in the country for a reason as much quiet and calm as possible. Railroad this close to property--noise, commotion and disturbed countryside. Why not follow Interstate 45 already have acquired that ground. Quality of life.	Refer to BA-9 and NV-1.
Kenneth Herron	2/5/2018	Handwritten	How can this offer enough value to offset the devalue it will cause on property owners from Dallas to Houston? It's not a railroad so how can you use eminent domain? Of all the people it will effect negatively, it has absolutely no value at all. This is not a good program at this time!!! On top of the high speed rail project, there i a project, also negative, of widening Hwy 21. Between the two programs I have no idea how low the property value can go!!! Very negative programs.	Refer to ED-1, ED-2 and VA-1. Section 4.4.4.5, Indirect and Cumulative Impacts , in the Final EIS discusses projects considered for the Cumulative Impact Analysis and includes the SH 121 project.
Megan Hesse	2/4/2018	Website	I am very concerned with the impact of Historical Sites, waterfowl and Hunting. An Army Corp of Engineers Section 4 permit reports there a 4 archeological sites and 2 prehistoric/historic sites considered for inclusion in the National Register of Historical Places. Also the route cuts through the north end of one of the major wetlands in the the region where duck hunting is vital tot the economy. The waterfowl and hunting will be diminished, if not destroyed by a high speed train. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to CR-9, NE-1, NR-1, NR-2, RF-2 and WW-2. Based on this comment, there is not a way to identify the specific wetland that is being referenced.
Megan Hesse	2/4/2018	Website	I am very concerned with the impact on Public Safety. There are no emergency services in the counties between Houston and Dallas that would be able to handle a disaster with a train going 200 miles per hour. The high speed train would pass within approximately 580 feet of a natural gas pipeline compressor station. This hazard has not even been addressed. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to SS-12, SS-13, SS-18 and SS-23.
Megan Hesse	2/4/2018	Website	I am very concerned with the impact of economic development. There are dozens of roads planned which cannot be completed if the train cuts through. Stifling all future economic developments in all counties along the proposed route.	Refer to SC-13.
Megan Hesse	2/4/2018	Website	The feasibility of this project is not there.	Refer to PN-3 and PN-4.
Megan Hesse	2/4/2018	Website	I am very concerned with the impact on the Waller Independent School District. The proposed alignment will run through a large portion of Waller ISD's district. It will negatively impact the bus routes, which will cause Waller ISD to purchase additional school busses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project.	Refer to SC-6 and SC-7.
Megan Hesse	2/4/2018	Website	It will negatively impact the bus routes, which will cause Waller ISD to purchase additional school busses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project.	Refer to SC-6 and SC-7.
Megan Hesse	2/4/2018	Website	The feasibility of this project is not there	Refer to PN-3 and PN-4.
Megan Hesse	2/4/2018	Website	I am very concerned with the impact on the Hewlett Packard Data Center. The proposed route will have very serious negative impacts on the property and the critical data center operations at the property.	Refer to SC-11.
Megan Hesse	2/4/2018	Website	The feasibility of this project is not there.	Refer to PN-3 and PN-4.

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Megan Hesse	2/4/2018	Website	I am very concerned with the impact this project has on the City of Waller improvements. The future plans for the development of housing and commercial businesses will be greatly impacted due to it passing through the new Waller Town Center.	Refer to LU-3, TR-1 and TR-8.
Megan Hesse	2/4/2018	Website	The feasibility of this project is not there	Refer to PN-3 and PN-4.
Megan Hesse	2/4/2018	Website	I am very concerned with the impact on flooding and drainage. Local environment impact includes the Spring Creek watershed where 5 creeks will cross the track of the HSR. And many other watersheds will be affected along the proposed HSR route. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to FP-1, NE-1, WW-1, WW-2 and WW-8.
Megan Hesse	2/4/2018	Website	I am very concerned with the impact this project will have on the Katy Prairie Conservancy. The prairie is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles. Along with more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within 1 mile of the migratory bird sanctuary is going to cause bird collisions and accidents. There is also important wetlands that will be directly affected by a HSR corridor. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NE-1, NR-2, NR-3, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Megan Hesse	2/4/2018	Website	I am very concerned with the impact of the quality of life. This includes issues for everyone living within the noise and vibration distance. And also on the appearance of the project that people will have to look at, particularly where the track is elevated. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to AS-1, NE-1 and NV-1.
Megan Hesse	2/4/2018	Website	I am very concerned with the impact on property values and the tax base of Waller County, which is a historical minority population county. This project will create an obsolescence that will negatively impact property values in Waller County. The proposed route will cause people to lose value of their property, and the decreased valuation of property will cause lower tax revenue collected. School districts, cities, emergency services and all public entities will lose income. This will reduce the services that are being provided to the citizens that pay the taxes. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NE-1 and VA-1.
Megan Hesse	2/4/2018	Website	I am very concerned with the impact on our Waller County Emergency Services would this project continue. There will be delayed response time due to the potential impact on county and private roads. There will be a need for new ESD facilities and equipment. This will greatly impact all of Waller County Tax payers. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NE-1, SS-18, SS-23 and SS-26.
Megan Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on Our Waller County Emergency Services would this project continue. There will be delayed response time due to the potential impact on county and private roads. There will be a need for new ESD facilities and equipment. This will greatly impact all of Waller County Tax payers. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NE-1, SS-18, SS-23 and SS-26.
Megan Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact this project has on the City Of Waller improvements. The future plan for the development of housing and commercial businesses will be greatly impacted due to it passing through the new Waller Town Center. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to LU-4, NE-1 and SC-19.
Megan Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on the Hewlett Packard Data Center. The proposed route will have very serious negative impacts on the property and the critical data center operations at the property. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NE-1 and SC-11.
Megan Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact On the Waller Independent School District. The proposed alignment will run through a large portion of Waller ISD's district. It will negatively impact the bus routes, which will cause Waller ISD to purchase additional school busses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NE-1 and SC-5.
Megan Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on property values and the tax base of Waller County, which is a historical minority population county. This project will create an obsolescence that will negatively impact: property values in Waller County. The proposed route will cause people to lose value of their property, and the decreased valuation of property	Refer to EJ-1, NE-1, SC-19 and VA-1.

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			will cause lower tax revenue collected. School districts, cities, emergency services and all public entities will lose income. This will reduce the services that are being provided to the citizens that pay the taxes. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	
Megan Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact of the quality of life. This includes issues for everyone living within the noise and vibration distance. And also on the appearance of the project that people will have to look at, particularly where the track is elevated. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to AS-1, NE-1 and NV-1.
Megan Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact this project will have on the Katy Prairie Conservancy. The prairie is biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles. Along with more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within 1 mile of the migratory bird sanctuary is going to cause bird collisions and accidents. There is also important wetlands that will be directly affected by a HSR corridor. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NE-1, RF-4, NR-2 and NR-3. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Megan Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact of economic development. There are dozens of roads planned which cannot be completed if the train cuts through. Stifling all future economic developments in all counties along the proposed route. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to SC-13.
Megan Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on flooding and drainage. Local environment impact includes the Spring Creek watershed where 5 creeks will cross the track of the HSR. And many other watersheds will be affected along the proposed HSR route. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to FP-1, NE-1, WW-1, WW-2 and WW-8.
Megan Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact of Historical Sites, waterfowl and Hunting. An Army Corp of Engineers Section 4 permit reports there are 4 archeological sites and 2 prehistoric/historic sites considered for inclusion in the National Register of Historical Places. Also the route cuts through the north end of one of the major wetlands in the region where duck hunting is vital to the economy. The waterfowl and hunting will be diminished, if not destroyed by a high speed train. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to CR-9, NE-1, NR-1, NR-2, RF-2 and WW-2.
Megan Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on Public Safety. There are no emergency services in the counties between Houston and Dallas that would be able to handle a disaster with a train going 200 miles per hour. The high speed train would pass within approximately 580 feet of a natural gas pipeline compressor station. This hazard has not even been addressed. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to EU-2, EU-6, EU-7, NE-1 and SS-18.
Nick Hesse	2/4/2018	Website	I am very concerned with the impact of Historical Sites, waterfowl and Hunting. Also the route cuts through the north end of one of the major wetlands in the region where duck hunting is vital to the economy. The waterfowl and hunting will be diminished, if not destroyed by a high speed train. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NR-1, NR-2, RF-2 and WW-2.
Nick Hesse	2/4/2018	Website	I am very concerned with the impact on flooding and drainage. Local environment impact includes the Spring Creek watershed where 5 creeks will cross the track of the HSR. And many other watersheds will be affected along the proposed HSR route. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to FP-1, NE-1, WW-1, WW-2 and WW-8.
Nick Hesse	2/4/2018	Website	I am very concerned with the impact on Public Safety. There are no emergency services in the counties between Houston and Dallas that would be able to handle a disaster with a train going 200 miles per hour. The high speed train would pass within approximately 580 feet of a natural gas pipeline compressor station. This hazard has not even been addressed. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to SS-12, SS-13, SS-18 and SS-23.
Nick Hesse	2/4/2018	Website	I am very concerned with the impact of economic development. There are dozens of roads planned which cannot be completed if the train cuts through. Stifling all future economic developments in all counties along the proposed route. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to TR-1 and TR-8.

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Nick Hesse	2/4/2018	Website	I am very concerned with the impact on the Waller Independent School District. The proposed alignment will run through a large portion of Waller ISD's district. It will negatively impact the bus routes, which will cause Waller ISD to purchase additional school busses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project.	Refer to SC-6 and SC-7.
Nick Hesse	2/4/2018	Website	It will negatively impact the bus routes, which will cause Waller ISD to purchase additional school busses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project.	Refer to SC-6 and SC-7.
Nick Hesse	2/4/2018	Website	The feasibility of this project is not there	Refer to PN-3 and PN-4.
Nick Hesse	2/4/2018	Website	I am very concerned with the impact on the Hewlett Packard Data Center. The proposed route will have very serious negative impacts on the property and the critical data center operations at the property.	Refer to SC-11.
Nick Hesse	2/4/2018	Website	The feasibility of this project is not there	Refer to PN-3 and PN-4.
Nick Hesse	2/4/2018	Website	I am very concerned with the impact this project has on the City of Waller improvements. The future plans for the development of housing and commercial businesses will be greatly impacted due to it passing through the new Waller Town Center.	Refer to LU-3, TR-1 and TR-8.
Nick Hesse	2/4/2018	Website	The feasibility of this project is not there	Refer to PN-3 and PN-4.
Nick Hesse	2/4/2018	Website	I am very concerned with the impact this project will have on the Katy Prairie Conservancy. The prairie is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles. Along with more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within 1 mile of the migratory bird sanctuary is going to cause bird collisions and accidents. There is also important wetlands that will be directly affected by a HSR corridor. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NE-1, NR-2, NR-3, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Nick Hesse	2/4/2018	Website	I am very concerned with the impact of the quality of life. This includes issues for everyone living within the noise and vibration distance. And also on the appearance of the project that people will have to look at, particularly where the track is elevated. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to AS-1, NE-1 and NV-1.
Nick Hesse	2/4/2018	Website	I am very concerned with the impact on property values and the tax base of Waller County, which is a historical minority population county. This project will create an obsolescence that will negatively impacts property values in Waller County. The proposed route will cause people to lose value of their property, and the decreased valuation of property will cause lower tax revenue collected. School districts, cities, emergency services and all public entities will lose income. This will reduce the services that are being provided to the citizens that pay the taxes. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NE-1 and VA-1.
Nick Hesse	2/4/2018	Website	I am very concerned with the impact on our Waller County Emergency Services would this project continue. There will be delayed response time due to the potential impact on county and private roads. There will be a need for new ESD facilities and equipment. This will greatly impact all of Waller County Tax payers. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NE-1, SS-18, SS-23 and SS-26.
Nick Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on our Waller County Emergency Services would this project continue. There will be delayed response time due to the potential impact on county and private roads. There will be a need for new ESD facilities and equipment. This will greatly impact all of Waller County Tax payers. The feasibility Of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NE-1, SS-18, SS-23 and SS-26.
Nick Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact this project has on the City Of Waller improvements. The future plan for the development of housing and commercial businesses will be greatly impacted due to it passing through the new Waller Town Center. The feasibility Of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to LU-4, NE-1 and SC-19.
Nick Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on the Hewlett Packard Data Center. The proposed route will have very serious negative impacts on the property and the critical data center operations at the property. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NE-1 and SC-11.
Nick Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on the Waller Independent School District. The proposed alignment will run through a large portion Of Waller ISD's district. It will negatively irnpact the bus routes, which will cause Waller ISD to purchase additional school busses to transport students and accommodate delays due to county and private roads being	Refer to NE-1 and SC-5.

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			irrpacted and/or closed by the proposed HSR project. The feasibility Of this project is not there. In closing a NO build should be as the only viable option in the final Environment Impact Statement.	
Nick Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on property values and the tax base Of Waller County, which is a historical minority population county. This project will create an obsolescence that will negatively impact property values in Waller County. The proposed route will cause people to lose value of their property, an the decreased valuation of property will cause lower tax revenue collected. School districts, cities, emergency services and all public entities will lose income. This will reduce the services that are being provided to the citizens that pay the taxes. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to EJ-1, NE-1, SC-19 and VA-1.
Nick Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact of the quality of life. This includes issues for everyone living within the noise and vibration distance. And also on the appearance of the project that people will have to look at, particularly where the track is elevated. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to AS-1, NE-1 and NV-1.
Nick Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact this project will have on the Katy Prairie Conservancy. The prairie is biologically diverse powerhouse with more than 300 species of birds, 110 species Of mammals, amphibians and reptiles. Along with more than 600 species Of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within 1 mile of the migratory bird sanctuary is going to cause bird collisions and accidents. There is also important wetlands that will be directly affected by a HSR corridor The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option.	Refer to NE-1, NR-2, NR-3 and RF-4. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Nick Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact On flooding and drainage. Local environment impact includes the Spring Creek watershed where 5 creeks will cross the track Of the HSR. And many other watersheds will be affected along the proposed HSR route. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to FP-1, NE-1, WW-1, WW-2 and WW-8.
Nick Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact of Historical Sites, waterfowl and Hunting. An Army Corp of Engineers Section 4 permit reports there a 4 archeological sites and 2 prehistoric/historic sites considered for inclusion in the National Register of Historical Places. Also the route cuts through the north end of one of the major wetlands in the the region Where duck hunting is vital tot the economy. The waterfowl and hunting will be diminished, if not destroyed by a high speed train. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to CR-9, NE-1, NR-1, NR-2, RF-2 and WW-9.
Nick Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on Public Safety. There are no emergency services in the counties between Houston and Dallas that would be able to handle a disaster with a train going 200 miles per hour. The high speed train would pass within approximately 580 feet of a natural gas pipeline compressor station. This hazard has not even been addressed. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to EU-2, EU-6, EU-7, NE-1 and SS-18.
Nick Hesse			Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact of economic development. There are dozens of roads planned which cannot be completed if the train cuts through. Stifling all future economic developments in all counties along the proposed route. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NE-1, PI-1 and TR-8.
Robert Hesse	2/4/2018	Website	I am very concerned with the impact of Historical Sites, waterfowl and Hunting. An Army Corp of Engineers Section 4 permit reports there a 4 archeological sites and 2 prehistoric/historic sites considered for inclusion in the National Register of Historical Places. Also the route cuts through the north end of one of the major wetlands in the the region where duck hunting is vital tot the economy. The waterfowl and hunting will be diminished, if not destroyed by a high speed train. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to CR-9, NE-1, NR-1, NR-2, RF-2 and WW-2. Based on this comment, there is not a way to identify the specific wetland that is being referenced.
Robert Hesse	2/4/2018	Website	I am very concerned with the impact on flooding and drainage. Local environment impact includes the Spring Creek watershed where 5 creeks will cross the track of the HSR. And many other watersheds will be affected along the proposed HSR route. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to FP-1, NE-1, WW-1, WW-2 and WW-8.

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Submitted By	Date Submitted	Submission Type	Comment	Response
Robert Hesse	2/4/2018	Website	I am very concerned with the impact on Public Safety. There are no emergency services in the counties between Houston and Dallas that would be able to handle a disaster with a train going 200 miles per hour. The high speed train would pass within approximately 580 feet of a natural gas pipeline compressor station. This hazard has not even been addressed. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to SS-12, SS-13, SS-18 and SS-23.
Robert Hesse	2/4/2018	Website	I am very concerned with the impact of economic development. There are dozens of roads planned which cannot be completed if the train cuts through. Stifling all future economic developments in all counties along the proposed route. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to TR-1 and TR-8.
Robert Hesse	2/4/2018	Website	The feasibility of this project is not there	Refer to PN-3 and PN-4.
Robert Hesse	2/4/2018	Website	I am very concerned with the impact on property values and the tax base of Waller County, which is a historical minority population county. This project will create an obsolescence that will negatively impact property values in Waller County. The proposed route will cause people to lose value of their property, and the decreased valuation of property will cause lower tax revenue collected. School districts, cities, emergency services and all public entities will lose income. This will reduce the services that are being provided to the citizens that pay the taxes.	Refer to LU-3, TR-1 and TR-8.
Robert Hesse	2/4/2018	Website	The feasibility of this project is not there	Refer to PN-3 and PN-4.
Robert Hesse	2/4/2018	Website	I am very concerned with the impact on our Waller County Emergency Services would this project continue. There will be delayed response time due to the potential impact on county and private roads. There will be a need for new ESD facilities and equipment. This will greatly impact all of Waller County Tax payers.	Refer to SS-23.
Robert Hesse	2/4/2018	Website	The feasibility of this project is not there	Refer to PN-3 and PN-4.
Robert Hesse	2/4/2018	Website	I am very concerned with the impact this project will have on the Katy Prairie Conservancy. The prairie is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles. Along with more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within 1 mile of the migratory bird sanctuary is going to cause bird collisions and accidents. There is also important wetlands that will be directly affected by a HSR corridor. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Please refer to RF-4, NE-1, NR-2, NR-3 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Robert Hesse	2/4/2018	Website	I am very concerned with the impact of the quality of life. This includes issues for everyone living within the noise and vibration distance. And also on the appearance of the project that people will have to look at, particularly where the track is elevated. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to AS-1, NE-1 and NV-1.
Robert Hesse	2/4/2018	Website	I am very concerned with the impact on the Waller Independent School District. The proposed alignment will run through a large portion of Waller ISD's district. It will negatively impact the bus routes, which will cause Waller ISD to purchase additional school busses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NE-1 and SC-5.
Robert Hesse	2/4/2018	Website	I am very concerned with the impact on the Hewlett Packard Data Center. The proposed route will have very serious negative impacts on the property and the critical data center operations at the property. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NE-1 and SC-11.
Robert Hesse	2/4/2018	Website	I am very concerned with the impact this project has on the City of Waller improvements. The future plans for the development of housing and commercial businesses will be greatly impacted due to it passing through the new Waller Town Center. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to LU-3, NE-1 and SC-19.
Robert Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on our Waller County Emergency Services would this project continue. There will be delayed response time due to the potential impact on county and private roads. There will be a need for new ESD facilities and equipment. This will greatly impact all Of Waller County Tax payers. The feasibility Of this project is not there. In closing a NO build Should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NE-1, SS-18, SS-23 and SS-26.
Robert Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact this project has on the City of Waller improvements. The future plan for the development of housing and commercial businesses will be greatly impacted due to it passing through the new Waller Town Center. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to LU-4, NE-1 and SC-19.
Robert Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement I am very concerned with the impact on the Hewlett Packard Data Center. The proposed route will have very serious negative impacts on the property and the critical data center operations at the property. The	Refer to NE-1 and SC-11.

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			feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	
Robert Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on the Waller Independent School District. The proposed alignment will run through a large portion of Waller ISDs district. It will negatively impact the bus routes, which will cause Waller ISD to purchase additional school busses to transport students and accommodate delays due to County and private roads being impacted and/or closed by the proposed HSR project. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NE-1 and SC-5.
Robert Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement I am very concerned with the impact on property values and the tax base Of Waller County, which is a historical minority population county. This project will create an Obsolescence that will negatively impact: property values in Waller County. The proposed route will cause people to lose value of their property, an the decreased valuation of property will cause lower tax revenue collected. School districts, cities, emergency services and all public entities will lose income. This will reduce the services that are being provided to the citizens that pay the taxes. The feasibility Of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to EJ-1, NE-1 and VA-1.
Robert Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact of the quality of life. This includes issues for everyone living within tl noise and vibration distance. And also on the appearance of the project that people will have to look at, particularly where the track is elevated. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to AS-1, NE-1 and NV-1.
Robert Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact this project will have on the Katy Prairie Conservancy. The prairie is biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles. Along with more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200MPH train barreling within 1 mile of the migratory bird sanctuary is going to cause bird collisions and accidents. There is also important wetlands that will be directly affected by a HSR corridor The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NE-1, NR-2, NR-3, RF-4, WW-1 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Robert Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact of economic development. There are dozens of roads planned which cannot be completed if the train cuts through. Stifling all future economic developments in all counties along the proposed route. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NE-1, PI-1 and TR-8.
Robert Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on flooding and drainage. Local environment impact includes the Spring Creek watershed where 5 creeks will cross the track of the HSR. And many other watersheds will be affected along the proposed HSR route. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to FP-1, NE-1, WW-1, WW-2 and WW-8.
Robert Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact of Historical Sites, waterfowl and Hunting. An Army Corp of Engineers Section 4 permit reports there a 4 archeological sites and 2 prehistoric/historic sites considered for inclusion in the National Register of Historical Places. Also the route cuts through the north end of one of the major wetlands in the the region where duck hunting is vital to the economy. The waterfowl and hunting will be diminished, if not destroyed by a high speed train. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to CR-9, NE-1, NR-1, NR-2, RF-2 and WW-2. For concerns about wildlife, please refer to Section 3.6, Natural Ecological Systems and Protected Species .
Robert Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on Public Safety. There are no emergency services in the counties between Houston and Dallas that Would be able to handle a disaster with a train going 200 miles per hour. The high speed train would pass within approximately 580 feet of a natural gas pipeline compressor station. This hazard has not even been addressed. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable Option in the final Environment Impact Statement.	Refer to EU-2, EU-6, EU-7, NE-1 and SS-18.
Sandra Hesse	2/4/2018	Website	I am very concerned with the impact on our Waller County Emergency Services would this project continue. There will be delayed response time due to the potential impact on our county and private roads. There will a need for new ESD facilities and equipment that will impact all of Waller County's taxes. The feasibility for the project is not there. In closing, a no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to SS-18, SS-23 and SS-26.

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Sandra Hesse	2/4/2018	Website	I am very concerned with the impact this project has on the City of Waller improvements. The future plans for the development of housing and commercial businesses will be greatly impacted due to it passing through the new Waller Town Center. The feasibility for this project is not there. In closing, a No build option should be chosen as the only viable option for the final Environmental Impact Statement.	Refer to LU-3 and NE-1.
Sandra Hesse	2/4/2018	Website	I am very concerned with the impact on the Hewlett Packard Data Center. The proposed route would have very serious negative impacts on the property and the critical data center operations at the property. The feasibility for this project is not there. In closing, a No build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to SC-11.
Sandra Hesse	2/4/2018	Website	I am very concerned with the impact on the Waller Independent School District. The proposed alignment will run through a large portion of Waller ISD's district. It will negatively impact bus route, which will cause Waller ISD to purchase additional school buses to transport student and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project. The feasibility for this project is not there. In closing, a No build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to SC-5.
Sandra Hesse	2/4/2018	Website	I am very concerned with the economic impact on property values and tax base of Waller County, which is a historical minority population county. This project will create an obsolescence that will negatively impact property values in Waller County. The proposed route will cause people to lose value of their property, and the decreased valuation of property will cause lower tax revenue collected. School district, cities, emergency services and all public entities will lose income. This will reduce the services that are provided to the citizens that pay the taxes. The feasibility for this project is not there. In closing, a No build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to BA-6, EJ-1, GN-2, GN-4, NE-1 and VA-1.
Sandra Hesse	2/4/2018	Website	I am very concerned with the impact on the quality of life. This includes issues for everyone living within the noise and vibration distance. And also the appearance of the project that people will have to look at, particularly where the track is elevated. The feasibility for this project is not there. In closing, a No build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to NV-1.
Sandra Hesse	2/4/2018	Website	I am very concerned with the impact this project will have on the Katy Prairie Conservancy. The prairie is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles. Along with more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within 1 mile of the migratory bird sanctuary is going to cause bird collisions and accidents. There is also important wetlands that will be directly or indirectly affected by a HSR corridor. The feasibility of this project is not there. In closing, a NO build option should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NR-2, NR-3, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Sandra Hesse	2/4/2018	Website	I am very concerned with the impact of economic development. There are dozens of roads planned which cannot be completed if the train cuts through. Stifling all future economic development in all counties along the proposed route. The feasibility of this project is not there. In closing, a NO build option should be chosen as the only viable option in the final Environment Impact Statement.	Refer to TR-8.
Sandra Hesse	2/4/2018	Website	I am very concerned with the impact on flooding and drainage. Local environment impact include the Spring Creek watershed where 5 creeks will cross the track of the HSR. And many other watersheds will be affected along the proposed HSR route. The feasibility of this project is not there. In closing, a NO build option should be chosen as the only viable option in the final Environment Impact Statement.	Refer to FP-1, WW-1, WW-2 and WW-8.
Sandra Hesse	2/4/2018	Website	I am very concerned with the impact of Historical sites, waterfowl and hunting. An Army Corp of Engineers Section 4 permit reports there are 4 archeological sites and 2 pre historic/historic sites considered for inclusion in the National Register of Historical Places. Also the route cuts through the north end of one of the major wetland in the region where duck hunting is vital to the economy. The waterfowl and hunting will be diminished, if not destroyed by a high speed train. The feasibility of this project is not there. In closing, a NO build option should be chosen as the only viable option in the final Environment Impact Statement.	Refer to CR-9, NR-1, NR-2, RF-2 and WW-2. For concerns about wildlife, please refer to Section 3.6, Natural Ecological Systems and Protected Species .
Sandra Hesse	2/4/2018	Handwritten	I am very concerned with the impact Of economic development. There are dozens of roads planned which cannot be completed if the train cuts through. Stifling all future economic development in all counties along the proposed route. The feasibility of this project is not there. In closing, a NO build option should I chosen as the only viable option in the final Environment Impact Statement.	Refer to NE-1 and TR-8.
Sandra Hesse	2/4/2018	Handwritten	I am very concerned with the impact this project will have on the Katy Prairie Conservancy. The prairie is biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles. Along with more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within 1 mile of the migratory bird sanctuary is going to cause bird collisions and accidents. There is also important wetlands that will be directly or indirectly affected by a HSR corridor. The feasibility Of this project is not there. In closing, a NO build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to RF-4, NR-2, NR-3, WW-1 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in

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				Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.
Sandra Hesse	2/4/2018		Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on our Waller County Emergency Services would this project continue. There will be delayed response time due to the potential impact on our county and private road. There will a need for new ESD facilities and equipment that Will impact all Of Waller County's taxes. The feasibility for the project is not there. In closing, a no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to NE-1 and SS-1.
Sandra Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on Public Safety. There are no emergency services in the counties between Houston and Dallas that Would be able to handle a disaster with a train going 200 miles per hour. The high speed train would pass within approximately 580 feet of a natural gas pipeline compressor station. This hazard has not even been addressed. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable Option in the final Environment Impact Statement.	Refer to EU-2, EU-6, EU-7, NE-1 and SS-18.
Sandra Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact of Historical Sites, waterfowl and Hunting. An Army Corp of Engineers Section 4 permit reports there a 4 archeological sites and 2 prehistoric/historic sites considered for inclusion in the National Register of Historical Places. Also the route cuts through the north end of one of the major wetlands in the the region where duck hunting is vital to the economy. The waterfowl and hunting will be diminished, if not destroyed by a high speed train. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to CR-9, NE-1, NR-1, NR-2, RF-2 and WW-2. For concerns about wildlife, please refer to Section 3.6, Natural Ecological Systems and Protected Species.
Sandra Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on flooding and drainage. Local environment impact include the Spring Creek watershed where 5 creeks will cross the track of the HSR. And many other watersheds will be affected along the proposed HSR route. The feasibility of this project is not there. In closing, a NO build option should be chosen as the only viable option in the final Environment Impact Statement.	Refer to FP-1, NE-1, WW-1, WW-2 and WW-8.
Sandra Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the economic impact on property values and tax base of Waller County, which a historical minority population county. This project will create an obsolescence that will negatively impact property values in Waller County. The proposed route will cause people to lose value of their property, an the decreased valuation of property will cause lower tax revenue Collected. School district, cities, emergency services and all public entities will lose income. This will reducing the services that are provided to the citizens that pay the taxes. The feasibility for this project is not there. In closing, a No build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to EJ-1, SC-19 and VA-1.
Sandra Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on the Waller Independent School District. The proposed alignment will run through a large portion Of Waller ISDs district. It will negatively impact bus route, which will cause Waller ISD to purchase additional school buses to transport student and accommodate delays due to County and private roads being impacted and/or closed by the proposed HSR project. The feasibility for this project is not there. In closing, a No build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to NE-1 and SC-5.
Sandra Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on the Hewlett Packard Data Center. The proposed route would have very serious negative impacts on the property and the critical data center operations at the property. The feasibility for this project is not there. In closing, a No build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to NE-1 and SC-11.
Sandra Hesse	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact this project has on the City of Waller improvements. The future plan for the development of housing and commercial businesses will be greatly impacted due to it passing through the new Waller Town Center. The feasibility for this project is not there. In closing, a NO build option should be Chosen as the only viable Option for the final Environmental Impact Statement.	Refer to LU-4, NE-1 and SC-19.
Sandra Hesse	2/6/2018	Handwritten	I am very concerned with the impact on the quality Of life. This includes issues for everyone living within the noise and vibration distance. And also the appearance of the project that people will have to look at, particularly where the track is elevated. The feasibility for this project is not there. In closing, a No build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to AS-1, NE-1 and NV-1.
Georgia Hickman	2/10/2018	Website	I am totally against the HSR going to and from, Dallas to Houston, Texas. All it will do is hurt the people of Texas. It will lower Land values And make property taxes higher, it will hurt the cattle industry and wildlife. It will hurt business along the Hwy. 45. It will hurt Texas Independence because of electrical grid, for a few people to ride a train. I truly hope and pray that this does not happen. sincerely, Georgia Hickman	Refer to EU-4, LU-11, NR-5, SC-15 and VA-1.
John N Hicks	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.

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			<p>their vision for the need of High Speed Rail in Texas.</p> <p>3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas.</p> <p>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</p> <p>5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.</p> <p>6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.</p>	
Sheila Hicks	2/6/2018	Handwritten	<p>I support the comments listed below and offer them as evidence supporting the "No Build Alternative"</p> <p>1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.</p> <p>2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas.</p> <p>3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas.</p> <p>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</p> <p>5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.</p> <p>6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.</p>	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Linda Higgins	2/15/2018	Website	I do NOT feel that the Dallas-to Houston High-Speed Rail system will benefit Texas; therefore, the project should be stopped. With the addition of lanes on Interstate 45 and the increase in the speed limit to 75 most of the way, the trip to Dallas is about 3.5 hours to drive.	Refer to PN-3.
Christina Hildebrand	1/28/2018	Website	we need this rail badly!	Comment noted.
Mark Hilderbrand	2/6/2018	Website	I support this private sector capital investment. Private operation of high speed rail is necessary and needed. Only capitalistic supply and demand can appropriately drive market cost and service price for a sustainable transportation service. Federally funded and highly subsidized light rail transit and commuter rail services have not provided a commensurate level of ridership impact with dollars invested. Amtrak has been a fiscal disaster and does not provide market driven service. Texas Central Partners HSR between Dallas (College Station) and Houston will provide business and commuters between Dallas and Houston a reliable and cost effective alternative to both commercial airlines and an alternative mode to driving a vehicle or Bus line taking much more travel time.	Comment noted.
Marty Hiles	1/29/2018	Oral	<p>All right, you-all. I started with Ken Cope about four years ago. We've been in opposition of the high speed rail, and we've done research on it in our group. And I looked at the environmental study. This thing's is 46-foot wide, and it drops off 40-plus slope and drainage ditch and fence; another 40-foot slope and a drainage ditch, and an access road is going to go all the way down to Dallas, across to Houston, and then another drain and a fence. 220 feet wide this thing is going to be. Now, you look -- and then by Texas statute they can take from the center line for two miles out in either direction, four-mile wide. I need your dirt. I need 20 million yards of work from Navarro just to build this thing. I need your dirt. I need your water. I need your land. Think about that. Four-mile wide this actually will run all the way down for a berm and wall basically is what you're looking at. That's pretty bad. Now you look at the impact. We know this thing is going to be subsidized, don't ask me how, because we've seen the contracts. Even though they are sealed with the Secretary of State, we've seen the contracts with the numbers and they went three times more with the ridership analysis to justify this thing. So it's just -- all the way around it's just not good. So you look at -- now you look at -- because it's going to be subsidized, all the property they've taken and destroyed, no taxes. Now the school district's going to suffer. They're going to raise your property taxes just to be able to have the kids go to school here. And then because it's subsidized, all the Texans will be paying higher property taxes. I mean, this thing is just not good any way you look at it. I'm giving you fear factors here because you need to be afraid of this thing. You need to go to the comment page and you need to take every issue you have one at a time and file it. The government deals with they've got a lot of voters or a lot of money. So you get on that comment page and any issue you have, you do one, send it in; one, send it in. It's volume. All of you do that. Get your neighbors to do that, too. Good. Another minute. So that's really what we're up against. It's -- and then, you know, like other people said, people want to know what the ridership analysis is. Well, they sealed it away. But we had a good idea. We sat down and we found in a piece of the contract for the formula. So then you take that, you take operating costs, all the maintenance costs, and then you get a five percent loan or a two percent interest loan, and you're looking at -- we</p>	Refer to GN-2, GN-4, LU-14, SC-3, SC-6, SC-8 and SC-19.

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			were looking at 250 per ticket up to 300 and something per ticket. And so it's going to be subsidized, because every high speed rail except two in the world are subsidized. This is no exception. So it's going to be subsidized. With that you all are going to suffer. School districts, your children, and no money for anybody out of this thing because they're not making a profit themselves. It's being subsidized. We just heard in D.C. \$13 million in the new transportation budget to fund this thing; federal money. They don't understand real problems out here. But anyway, I wanted to share it all with you so you'd know the facts. Thank you.	
Marty Hiles	1/30/2018	Oral	All right, you-all. I started with Ken Cope about four years ago. We've been in opposition of the high speed rail, and we've done research on it in our group. And I looked at the environmental study. This thing's is 46-foot wide, and it drops off 40-plus slope and drainage ditch and fence; another 40-foot slope and a drainage ditch, and an access road is going to go all the way down to Dallas, across to Houston, and then another drain and a fence. 220 feet wide this thing is going to be. Now, you look and then by Texas statute they can take from the center line for two miles out in either direction, four-mile wide. I need your dirt. I need 20 million yards of work from Navarro just to build this thing. I need your dirt. I need your water. I need your land. Think about that. Four-mile wide this actually will run all the way down for a berm and wall basically is what you're looking at. That's pretty bad. Now you look at the impact. We know this thing is going to be subsidized, don't ask me how, because we've seen the contracts. Even though they are sealed with the Secretary of State, we've seen the contracts with the numbers and they went three times more with the ridership analysis to justify this thing. So it's just all the way around it's just not good. So you look at now you look at because it's going to be subsidized, all the property they've taken and destroyed, no taxes. Now the school district's going to suffer. They're going to raise your property taxes just to be able to have the kids go to school here. And then because it's subsidized, all the Texans will be paying higher property taxes. I mean, this thing is just not good any way you look at it. I'm giving you fear factors here because you need to be afraid of this thing. You need to go to the comment page and you need to take every issue you have one at a time and file it. The government deals with they've got a lot of voters or a lot of money. So you get on that comment page and any issue you have, you do one, send it in; one, send it in. It's volume. All of you do that. Get your neighbors to do that, too. Good. Another minute. So that's really what we're up against. It's and then, you know, like other people said, people want to know what the ridership analysis is. Well, they sealed it away. But we had a good idea. We sat down and we found in a piece of the contract for the formula. So then you take that, you take operating costs, all the maintenance costs, and then you get a five percent loan or a two percent interest loan, and you're looking at we were looking at 250 per ticket up to 300 and something per ticket. And so it's going to be subsidized, because every high speed rail except two in the world are subsidized. This is no exception. So it's going to be subsidized. With that you all are going to suffer. School districts, your children, and no money for anybody out of this thing because they're not making a profit themselves. It's being subsidized. We just heard in D.C. \$13 million in the new transportation budget to fund this thing; federal money. They don't understand real problems out here. But anyway, I wanted to share it all with you so you'd know the facts. Thank you.	Refer to LU-14, GN-2, GN-4 and VA-1.
Debbie and Melvin Hill	1/31/2018	Website	My name is Debbie Hill I'm married to Melvin Hill We are against the High-Speed Rail for many reasons , We have had a small ranch in Our family for many years dated back from my dad and his parents which are all deceased. My children was raised here swimming in the pond hunting playing, watching Wildlife ,camping with their baseball teams, raising cattle Etc. This Is ours hot yours to take the memories from us this is ours to keep in the family and let the next generation of my family enjoy. This idea of you to destroy families and small town and the Beautiful land with a train is very unconstitutional! Tell me one thing who will this benefit ? not me Nor my neighbors, nor the small town but Dallas and Houston will get the benefit. Why dont you consider running this train right Over the top of 1-45 going straight over into Dallas and then to Houston Why? because they don't want the train right downtown Houston or right downtown Dallas Texas. TxDOT already owns 45 corridor from Dallas to Houston. Leave the little towns alone leave the farmers alone leave the people Of Texas alone. I moved from Houston to Streetman to get away from the pollution, noise, hustle and bustle and I go to our family farm just for a little getaway to enjoy the scenery and quietness and Wildlife because its settled in a bunch of woods and you're wanting to take it for a train. Think again this is my land you are trying to mess with, not yours.	Refer to BA-9, LU-11, NR-5, RF-2 and SC-19.
Donna Hill	1/31/2018	Email	The High Speed Rail that is proposed to be built between Dallas and Houston will be within 1/2 mile of my country home of twenty years. The only paved road to my house will be partially closed permanently. now understand that this NON- US company also will be condemning lands within 2 miles of their path for building materials. After our lands are raped clear, and IF they build this monstrosity, I will get to enjoy the sounds of it ripping through my area every 15 minutes making a sound like a low flying jet. Please stop this insanity now!	Refer to LU-14, TR-7, TR-8 and TR-10. For information about the Noise and Vibration analysis including mitigation measures, see Section 3.4, Noise and Vibration .
Melvin and Debbie Hill	1/31/2018	Letter	We are against the High-Speed Rail for many reasons , We have had a small ranch in our family for many years dated back from my dad and his parents which are all deceased. My children was raised here swimming in the pond, hunting, playing, watching Wildlife ,camping with their baseball teams, raising cattle Etc. This is ours not yours to take the memories from us this is ours to keep in the family and let the next generation of my family enjoy. This idea of you to destroy families and small town and the Beautiful land with a train is very unconstitutional! Tell me one thing who will this benefit ? not me Nor my neighbors, nor the small town but Dallas and Houston will get the benefit. Why dont you consider running this train right over the top of 1-45 going straight over into Dallas and then to Houston Why? because they dont want	Refer to BA-9, LU-11, NR-5, RF-2 and SC-19.

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			the train right downtown Houston or right downtown Dallas Texas. TxDOT already owns 45 corridor from Dallas to Houston. Leave the little towns alone leave the farmers alone leave the people of Texas alone. I moved from Houston to Streetman to get away from the pollution, noise, hustle and bustle and I go to our family farm just for a little getaway to enjoy the scenery and quietness and Wildlife because it's settled in a bunch of woods and you're wanting to take it for a train. Think again this is my land you are trying to mess with, not yours.	
Suzanne Hill	2/6/2018	Handwritten	In Grimes county the proposed line by Plantersville will go within 1 mile of High Point Elementary school. Not only the proximity to the school a concern it slices through the middle of the district boundaries for the students attending that elementary school. For many of the students that track will separate their access to the school from their home. That would require students to be forced to get to school only via high traffic roads such as Hwy 105 that have an underpass to get from one side to the other. The Plantersville-Stone ham area will be cut in half. The fire station will have limited access from one side that it serves not to mention other services being divided.	Refer to SS-23. The Project would be passing via viaduct in the Plantersville area. No roadway reroutes would be necessary in this location.
Bruce Hillegeist	3/5/2018	Oral	Bruce Hillegeist, President Greater Tomball Area Chamber of Commerce. It is my duty to be here this evening to represent the 725 Tomball Chamber members who, on May 16 of 2016, voted to endorse the high-speed rail project from Houston at Dallas. Texas is a business-friendly state growing in residential population and business and an alternative way to travel and for ability to keep our No. 1 status in the nation as a state. This project is very much needed, economically, safety wise to have -- for Texas to remain No. 1.	Comment noted.
Bruce Hillegeist	3/9/2018	Website	On behalf of the Greater Tomball Area Chamber of Commerce, I ask that the Federal Railroad Administration swiftly move forward with the approval of your environmental review and approval of the Texas Bullet Train that will connect Houston to North Texas in 90 minutes. The Texas Bullet Train will be an economic driver for the region, the state and our country. Not only does it plant the seed of a new industry in Texas and the United States, but it is projected to generate a \$36 billion economic impact over its first 25 years. The recent release of the Draft Environmental Impact Statement (DEIS) confirms this with detailed data and projections. We support this project because in part it will: * Create jobs for Texans - more than 10,000 direct jobs per year during construction and up to 1,000 jobs permanently when operational—at least 25% of them in rural counties along the route; * Increase tax rolls in ALL impacted counties - \$6.5 - \$7 billion net positive tax impact by 2040; * Bring the safest mass transportation technology in the world to Texas - Shinkansen trains boast a 53 year history with ZERO crashes or fatalities while in operation; * Be a cleaner way to travel - an environmentally-friendly alternative to flying or driving in an area where 4 of the counties served are already air quality non-attainment status; * Preserve land access for property owners - a majority of the 240-mile route will be built on elevated viaducts, allowing easy access from one side of the tracks to the other; * Give travelers with disabilities a safe, comfortable alternative to driving or flying - system meets or exceeds the requirements of the Americans with Disabilities Act (ADA). The need for this project is clear. According to the Texas Transportation Institute, I-45 will see an increase in vehicular traffic of more than 200% between Dallas and Houston by 2035 - and current state and local transportation plans cannot adequately address these growing concerns. We are excited to support the first true high-speed passenger train system in the United States - a transportation infrastructure project of national importance that will provide a safe, reliable and convenient travel alternative between Houston and North Texas and we ask that you expeditiously process the remaining steps in the review.	Comment noted.
Suzn Hilvers	2/8/2018	Email	Why we oppose the Houston>Dallas train: A) It will force land owners to give up their family's land. Would you want to give up your father's or grandfather's hard-won land, land that could be passed down to your children and theirs? B) It will ruin the living experience for hundreds of adjacent landowners and their families. Would you want rail alongside your pristine rural property? C) With a very clean, efficient and inexpensive direct bus system already going to Dallas, why is this needed? D) Riders will have to drive downtown-in traffic-to the station, pay to park, and wait for the train. The train will cost about 2/3 of a plane ticket, take 90 minutes to get to Dallas, and then riders will have no vehicle to get around town. Driving directly to Dallas is easier, cheaper, and doesn't take much more time, and you have your car. Businesspeople know this. Who is going to even ride this? E) The funds should instead be used to create badly-needed rail for Houston. This is an insane plan to line the pockets of bureaucrats. The people don't want it	Refer to BA-4, GN-2, GN-6, PN-3, SC-3.
Owen Hinds	2/7/2018	Website	If this works -- and from the status of high speed rail in other countries, I think it certainly can -- it could help spur enthusiasm and funding for similar ventures elsewhere in the country. The United States once had a passenger railway network unequaled in the world, and I think that reviving that could be of great benefit to the country in the future as air travel faces increasing fuel supply costs.	Comment noted.
Lynn Hipp	2/17/2018	Website	My wife and I are anxiously looking forward to being able to travel to Dallas via high speed rail. As a long term Houstonian (40 years) we have needed a transit resource such as this for many years. The selection of the train station being located at the Northwest Mall site is excellent. The area is an eyesore and it will be a great boost to the local neighborhoods and area.	Comment noted.
Stan Hirota	3/9/2018	Website	I think it will be a great alternative transportation option for business people travelling between Dallas and Houston. High Speed Rail is reliable, safe and punctual on time, which is incomparable to the experience travelling by air.	Comment noted.
Kathleen Hirschheim	3/9/2018	Website	I'm in full support of this project, it's long overdue! Can't wait!!	Comment noted.

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Christopher Hisle	3/9/2018	Website	I think this project is both a very good idea, one that I would ride to get to Dallas to watch Astros v Rangers, and also important to link Houston and College Station with the station planned near College Station. I would prefer the terminus to be in downtown, but I understand that would be costly, and would prefer to have the train than not have it.	Comment noted.
Lorie Hoagland	3/9/2018	Website	I object to the use of federal loans to fund the HSR project as it is suppose to be a private project.	Refer to GN-4.
Lorie Hoagland	3/9/2018	Website	I object to any and all tax dollars being used on the HSR project. This is a private company so they should find their own funding for this project.	Refer to GN-4.
Lorie Hoagland	3/9/2018	Website	I object to the HSR project as it will slow down the response time of police.	Refer to SS-23.
Lorie Hoagland	3/9/2018	Website	I object to the HSR project as is will slow response time for fire services.	Refer to SS-23.
Lorie Hoagland	3/9/2018	Website	I object to the HSR project as it will slow response time for ambulance service	Refer to SS-23.
Lorie Hoagland	3/9/2018	Website	I object to the HSR project as it will slow the flow of transportation in and around the rail project before and after completion.	Refer to TR-6 and TR-8.
Lorie Hoagland	3/9/2018	Website	I object to the HSR project in my area as it generates zero revenue to my county.	Refer to SC-19.
Lorie Hoagland	3/9/2018	Website	I object to the HSR project as it lowers property values in and around the project.	Refer to VA-1.
Lorie Hoagland	3/9/2018	Website	I object to the HSR project as the proposed route is to close to an elementary school.	Refer to SC-8.
Lorie Hoagland	3/9/2018	Website	I object to the HSR project as it will have no positive impact on my community.	Comment noted.
Steve Hoelke	2/7/2018	Website	This is a project that will benefit all across the nation by providing needed connectivity. Please support its completion.	Comment noted.
Jo Hoepfner	2/9/2018	Website	This project is doomed to failure, and we the taxpayers will be left holding the bag. Study after study has confirmed that successful financial viability is not only questionable, but highly unlikely. Proportionally speaking, the rail would benefit VERY few citizens of the State of Texas and when it fails, ALL will be left footing the bill while the "investors" walk away from it with zero impact on them financially. I am NOT against alternative forms of transportation, and for years have felt that a rail system from suburbia into Houston would make sense (think Chicago, Dallas). However, the slightest bit of research reveals that "According to a Hamilton Project (THP) post, of the more than 1,800 mass transit systems in the United States-including those running trains, buses, or other transport modes-only about two percent reported that fare revenue exceeded operating expenses in 2013." "In general, average losses per trip are smaller for larger metro systems. For instance, riders in the five largest systems-New York, Washington, DC, Boston, Chicago, and the San Francisco Bay Area-pay about a dollar less than the actual cost of each trip." WHY ON EARTH would you subject Texans to a fiasco such as this when time and time again these systems have proven to be financial failures that must then be subsidized by the citizens in the form of MORE TAXES! Enough already! The cost comparison to airline tickets touted by the TCR media blitz is a wash--by the time most people drive to the probable site of the station in the Northwest Mall area, pay to park, pay the fare and board the train, they could have easily flown to DFW or DAL for the same or less cost. There is no more convenience in taking the train than there is in flying. There is ZERO benefit to the citizens of Houston and the negative impact on the thousands of landowners between Houston and Dallas far outweighs any positives.	Refer to GN-2, GN-3, GN-4, GN-5, NE-1 and NE-9.
Kelly Hoerner	2/21/2018	Website	I am for it! As long as it doesn't become some cost boondoggle.	Comment noted.
Sean Hoernke	1/30/2018	Email	The Dallas to Houston High Speed Rail is destined to be a total disaster just like California. This is a pure land grab and money grab for our country with profits going to Japan and a few key politicians. The practical use of this train makes no sense to people either. In 3 hours you can drive a car and get wherever you want. In 90 minutes you take the train and another 90 minutes driving to/from train station on each end. This train has one thing and one thing only attached to it....money for Japan. Say no to this train!	Refer to PN-3.
MJ Hoffman	2/7/2018	Website	It is very important that the US follow the green lead of progressive nations when it comes to HSR, especially privately funded. The Dallas-Houston corridor is a perfect example for others to follow, and it's environmental impact will pale compared to automobile and jet exhaust fumes. Please note this favorably. Thank you.	Comment noted.
Brett Hogan	2/12/2018	Website	This is a project that needs to happen, both for the state and for the country. This is the right project at the right time.	Comment noted.
Carolyn Hokanson	2/6/2018	Handwritten	My family owns land on Binford Road in Harris County that is permanently impacted by the proposed high speed rail project between Houston and Dallas. I think the plan is a terrible idea that will have a devastating impact on all the landowners between Houston, Dallas and the one stop in between. It will result in an almost impossible barrier between East Texas and the rest of the state of Texas. It will hamper development in our area because of the noise, vibration and general ugliness of embankments, viaducts and high voltage transmission lines. There will be lots of high security fencing as well. While it may have some benefit to Houston and Dallas, it will cause great harm to those permanently impacted by the rail line. There are several ways to travel between Houston and Dallas: car, bus or 1 hour plane ride. I don't believe that the benefit, if any, is worth a 240 mile scar across Texas. I support the "No Build" option.	Refer to AS-1, BA-4, BA-6, BA-12, LU-11, NE-9, NV-1, PI-1, PN-3, TC-7 and TR-8.
Carolyn Hokanson	2/6/2018	Handwritten	I write to urge you to extend the time allowed for the public to review the Draft EIS issued by the FRA on December 22, 2017. The 15 day extension until March 9, 2018 is not sufficient. I have been unable to download the entire Draft EIS on my iPad. It is impossible to make sense of the enormous amount of information provided. I found 6 volumes of the report in book form in the Waller County Library in Hempstead! The study carrels in the library were too narrow to open the books completely. Often the legend that explained the page was lost in the	Refer to PI-1 and PI-3. Electronic materials of all hard copies were also available online at //www.fra.dot.gov/Page/P0700 . This site has been re-routed to

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			fold of the book. Each topic covered in the Draft EIS began in the Dallas area and hundreds of pages later, ended in the Houston area. Most people are interested in the environmental impact on their area. More tie is required to sift through this Draft EIS.	https://railroads.dot.gov/current-environmental-reviews/dallas-houston-high-speed-rail/dallas-houston-high-speed-rail .
Carolyn Hokanson	2/6/2018	Website	I attended the Public Hearing held February 6, 2018 in Waller County. My family has lived in the Waller/Spring Creek area since before the Civil War. We currently own farm land on Binford Road that my grandfather inherited in 1941. I support the "No Build" option because the high speed rail will cause irreparable damage to our community. In addition to the noise, vibration and impact of 68 trains a day. The East/West division of the land will forever change the nature of the area. I am very concerned that the embankment sections will act as a barrier to drainage and flooding will result. I believe that the environmental statement was prepared before Houston experience hurricane Harvey. The 100 year flood level designation will undoubtedly change. Texas Central needs to update their data and the public needs ample time to study the results.	Refer to BA-8, FP-1, GN-1, LU-11, NV-1, PI-1, PI-3, SS-17 and TR-8.
Carolyn Hokanson	3/1/2018	Letter	I am concerned about safety issues with the high speed rail proposed by Texas Central. They have stated that if it is a closed system so no collisions are possible. They expect to operate 34 trains in each direction traveling over 200 miles per hour, everyday between Houston and Dallas. While the track can be protected by fencing on the ground, how would it be protected from overhead dangers like birds or drones or small planes? If there was a power outage or single train had a problem, the whole system would have to stop. Since the system is closed to surface crossings, how could passengers be removed? It took hours for the Republican congressmen to be moved by bus after the Amtrak collision with a dump truck recently. Many of them were injured by the sudden stop and required medical assistance. A high speed rail accident in remote areas of Texas would be horrible. I support the "No Build" option.	Refer to SS-6, SS-7, SS-18 and SS-19.
Carolyn Hokanson	3/2/2018	Letter	Texas Central has not been forthcoming with the truth about road closures either. A copy of an early Texas Central publication addressed the issue of local road closures. A copy is attached. The first answer is "No" Texas Central will not be closing roads. Next, they say they expect "every existing public road will remain in service." They state that state, county and municipal agencies and governments are empowered to make decisions about roadways and that Texas Central is not. Then they admit that some roads may be closed by these entities. This is a deceptive answer that leads to no trust in Texas Central. I am for the "No Build" option. At our meeting, the FRA stated that the final decision had not yet been made and that all alignment alternatives were still under consideration.	Refer to BA-6, TR-6, TR-7 and TR-8.
Carolyn Hokanson	3/5/2018	Website	The order of speakers was mishandled at the March 5th meeting. The various political speakers and their surrogates were allowed to speak first. The Houston officials have nothing to lose in this discussion. Even if it is a financial disaster they know that the taxpayers will have to pay. It is all the people who live between Houston and Dallas that have everything to lose. That is why they are speaking out so loudly. Their homes, businesses and chosen way of life are all at risk. The high speed rail has no benefit to them. The elected officials were given special treatment. Even this form has a new box to designate the special status of the elected official. It was not on the form for the February 6th meeting in Waller. Perhaps that was because the Waller officials spoke against the rail. The Declaration of Independence proclaimed that all men were created equal, but this is clearly a case of some being more equal than others.	Comment noted.
Carolyn Hokanson	3/7/2018	Handwritten	Many people mentioned at the March 5th meeting that the Houston-Dallas high speed rail would be the first use of technology in the U.S. It may be the first use of the Japanese technology, but it would not be the first attempt of high speed rail. California voters approved a high speed rail project to connect major hubs in 2008. It was supposed to build 800 miles of track at a cost of \$34 billion. The state was only going to pay for a third of the cost. Ten years later, the costs are up to \$67 billion and the state is having to pay the difference. The California high speed rail was supposed to be in service by 2020. The completion date has now been changed to 2029. Texas should learn from California's expensive nightmare.	Refer to BA-4, GN-4 and TC-2.
Carolyn Hokanson	3/8/2018	Letter	The Schultz family has been living in the Waller/Spring Creek area for generations. William Schultz and his wife, Caroline, had 3 small children aged 4, 6 and 8 when William died in August, 1865. He is buried in the family cemetery on a portion of his land. Two months after William died, Caroline's older son, Eddie, got sick and died and was buried next to his father. Caroline was a 36 year old widow with two young children to raise in post-Civil War Texas and yet she still managed to stay on the land. When she died in 1897, she was buried next to William and Eddie in the family cemetery. Our family is descended from Caroline's surviving sons, Charles and his son Edward. Our parents and grandparents taught us to love this land and to understand the importance of this land to our family. The thought that a private, for profit, entity, with no rails and no trains could claim the right to our land just makes my blood boil. I support the "No Build" option.	Refer to BA-6.
Carolyn Hokanson	3/9/2018	Handwritten	Many people spoke at the March 5th meeting about the importance of anticipating the future needs of Houston and Dallas. One man spoke about his family's property north of Houston that was needed to build a reservoir during a drought in 1950. The area around the lakes was highly prized and many expensive homes were built during hurricane Harvey. Many of these homes flooded because the water couldn't be drained away fast enough. A similar problem occurred on the west side of Houston when the Addicks and Barker dams could not contain all of the water. Many homes were flooded downstream. The point is that you cannot anticipate all of the future problems when plans are made.	Refer to GN-2, GN-4, SS-15, SS-16 and SS-17.

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			Thirty years ago, almost no one had a home computer. There was no internet. There were no cell phones. Presentations were made with an overhead projector. There were no video conferences. I think the projections of the number of people wanting to ride a train to Dallas are vastly overblown. I support "No Build."	
Diane Holland	2/6/2018	Website	NO BUILD! I am strongly against the High Speed Rail! It is economically not viable, it destroys peoples' property and value. It guts the heart of Texas. There is no return in investments. It destroys our beautiful state and will eliminate God's House of worship. It will destroy historical land marks and creates many health conditions.	Refer to CR-4, GN-4 and NE-1.
Justin Holland, District 33 Representative	2/23/2018	Email	Thank you for contacting me. My staff and I read all emails sent to this address and will do my best to respond in a timely manner. Each piece of constituent correspondence is recorded so that I can refer to the opinions expressed on various matters as they come before the Texas House. It is an honor to serve the citizens of Rockwall and Collin counties. As your State Representative, I appreciate you taking the time to relay your concerns and provide me with pertinent information. Sharing your viewpoints helps me to more effectively represent your interests, which is always my top priority. If you are writing in regards to a specific situation in which you are requesting assistance from a state agency, we will continue to process your request and will contact you soon. If you did not provide your complete name, address, and phone number please do so now so that we may more easily get in touch with you. If you need immediate assistance, please contact my office at (512) 463-0484. Thank you again for your correspondence. It is an honor to work for you in the Texas House.	Comment noted.
Brian Holloway	2/27/2018	Website	I am opposed to the current train route as it would destroy a charitable ranch named Morgan Legacy Farm which is located near FM 709 and 3194. This facility is already developed with multiple amenities including guest houses, a lodge, a fully operational rodeo arena, horse and colt barn, several large fishing ponds. The proposed path would destroy many of these amenities including: the guest houses and rodeo arena; and block accessibility to key areas of the property thus, rendering it useless for fulfilling its primary purpose. I also understand the proposed route will cause water issues and have significant negative impact on the environment and migratory birds. I believe it is important to recognize that this facility has served as an R&R facility for many involved with and serving in our military. Not only that, but also a place for young boys and their fathers to experience fishing, hunting, and learning horseback riding away from the city. What's best, is that the owners of this wonderful facility do not charge a dime for the use. Please seriously consider saving this property by considering a route move north that parallels an existing power line. This makes much more sense and would be significantly less detrimental to the environment and this wonderful property.	Refer to LU-5.
Kelly Holub	2/6/2018	Oral	I live in Waller County, and I live three miles from the rail line. I work every day for a company in Dallas. I have never once had to go to Dallas. So I think this train is useless because the majority of people nowadays telecommute. I mean, we have over 2,000 employees and the majority of them work from home. So I don't see the use of it. And then addressing of the flooding. If we have property that's never flooded and it floods after the train is built, who is going to be responsible for that? That's my comment. Let me say, we have lived here for 25 years, owned the property for 30 years and don't want any kind of noise or thing affecting the environment. Thank you.	Refer to FP-1, NV-1, WW-1 and WW-2.
Robin Holzer	2/27/2018	Website	I strongly support the Dallas <> Houston High Speed Rail project known as the Texas Bullet Train. This train will become my family's preferred travel option between Houston and Dallas. This tiny, quiet train will pose minimal adverse impacts, and each of the stations will attract significant economic development. Because railroads must pay property taxes, all of the infrastructure along this line will confer significant ad valorem value to all of the counties along the route. Thanks for soliciting public input. Please help build this train!	Comment noted.
Jerry Homan	1/30/2018	Email	Please consider answering the following three questions that I have: 1. DO PRELIM PLANS ANTICIPATE ANY SHARING OF THE EXISTING Union pacific RR R.O.W. OR NOT? 2. DO WE KNOW WHEN ACQUISITION OF PROPERTY WILL BE INITIATED? 3. DO WE KNOW WHO THE STATE OF TEXAS WILL IDENTIFY AS THE AUTHORIZED CONDEMNING AUTHORITY WILL BE?	Refer to BA-5, ED-2 and TC-7.
Lauren Honeycutt	3/9/2018	Email	My name is Lauren Honeycutt and my daughter wrote the attached letter in opposition to the high speed train. I apologize it is in pencil and it is hard to read. I have typed it as well below. Dear Public Servants, I am the first granddaughter of these people on whose land you want to build a train. I suggest you don't bother building a train because you are risking wild life. Here's something you should know. My grandparents had TPWD come and they found out they have Houston Toad. Now you have to agree not to build that train. Second, you are making my cousins and I very mad and unhappy. My cousins love Flynn and you are close to ruining a family land carried on my my great great great grandparents to my whole family. I will do anything to stop these people from building that train. My cousins will do anything to stop you and I hope you agree with me, so don't build that train. My cousin Alena and I	Refer to NE-8, NR-4 and NR-5. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural

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			are going to live in Flynn and if you build that train it ruins all our dreams and memories. My two uncles and aunt and Dad lived there and you would ruin the memories of Flynn. Here's something to think about: I will stand and keep writing letters until you don't build that train. (Will you please read this to the people who want to build the train)	Ecological Systems and Protected Species, Mitigation Measures. For information regarding the Endangered Species Act and federally listed species with potential to occur within the Project see Section 3.6.4, Affected Environment. Section 3.6.4.2, Protected Wildlife Species , discusses federally and state-listed species reported by USFWS and TPWD. All species listed as threatened or endangered by either the ESA or by state for Navarro County are included in Section 3.6.8, Protected Wildlife Species with Potential to Occur within the Study Area.
Russell Honma	2/16/2018	Website	To: Texas Central, Board of Directors High Speed Rail Transit Project: From: Russell Honma, International Business & Transportation Consultant, APEC Master Plan Author APEC Hawaii: Subject: Recommendations & Comments on Texas Central Project: Aloha ! Thank you for giving me an opportunity to provide comments on the Texas Central High Speed Rail Transit Project going from Dallas to Houston. As you know the Texas Central shall be the Nations first High Speed Rail Transit Project show casing Japan High Speed Rail Transit 'Shinkansen' Project in the North America. Whereas, the National Railroad Act, specifies that United States shall implement at least three(3) High Speed Rail Transit System in the United States under the U.S., Department of Transportation, Federal Transit Administration rules & regulations. Therefore, the Texas Central shall meet those requirements and obtain federal fundings. Whereas, under the President Donald Trump recent announcement of establish an 'Infrastructure Plan' of US\$ 200 Billion dollars for design, construction and development of infrastructure in Airports, Highways and Railroad Projects in the United States. Therefore, Texas Central shall meet those requirements and obtain federal monies to fund the infrastructure of the Texas Central Rail Transit Project. Whereas, Japan shall be investing US\$ 450 Billion dollars to create 700,000 jobs in the U.S. soil and some of those monies can be used for the Texas Central High Speed Rail Transit Project. The monies will be a 'low interest' loan from Bank of Japan and their financial affiliations such as, Mitsubishi Tokyo Bank, Mitsu Sumitomo Bank, Mizho, Daichi and etc.. If you have any questions or need more information please contact me at: .Best wishes & All goes well ! Russell Honma APEC Master Plan Author APEC Hawaii	Refer to GN-4.
Brian Hood	3/1/2018	Website	It should be highlighted and the public made aware, that almost all high speed rail in the world loses money and must be subsidized by the respective governments and I would propose that the this high speed rail project would require the same. Buyer beware.	Refer to GN-4 and NE-1.
Michael Hoover	3/6/2018	Email	I personally would like high speed rail under the right circumstances. There are many issues that need to be addressed. Eminent domain is the major issue. No land owner wants to have his property taken from them in the name of progress. I have some ideas on how to overcome those issues BUT it will alter your economics. 1. Purchasing property at what is perceived as market value is not acceptable. Ag property is significantly less than residential or commercial property. 2. You will need to pay up for such property because you will be devaluing the remaining owners property or dividing it. You need to discuss with land owners the loss of income from taking their property (loss of ag, livestock, added cost such as fences devaluing remain property). No one wants to live close to a loud train. 3. How will the rails be isolated from the owners remaining property (fences)? Property protection is a key concern. Anyone can walk a train track. 4. Offer some type of profit sharing on a percentage basis (such as a royalty payment) on profits. 5. The tracks must be for high speed passengers trains only. If High speed trains are not profitable after a certain amount of time (10 years) then shut the system down and the property goes back to the owners. BUT the rails must stay in place and maintained so if/when High speed rail becomes financially favorable again the infrastructure is in	Refer to ED-1 and ED-2. The Project design includes security fencing, physical barriers, and an intrusion detection system to secure the entire right of way. Intrusion detection sensors on perimeter fencing, closed circuit television, security lighting, and warning devices would be employed to prevent unauthorized access, secure the entire Project right of way, and promote early detection of potential threats.
Savanna Hoover	2/17/2018	Website	I think this will be an excellent way to connect people in Texas. I wish we were doing a hyperloop. I think there should be a stop in College Station. Texas representatives should transfer funding for the Trans-Texas Corridor to this project instead. I don't see any actual EPA statements though. Is this a coal powered train? How will that impact our atmosphere in Texas? Please inform the public of these repercussions. I imagine it would reduce car traffic on I-35 and other major roads however, which would be excellent. Thanks & Gig 'Em, Savanna Hoover.	Refer to BA-4, GN-7 and TC-6. See Section 3.2, Air Quality for expected impacts to air quality.
Susan Horn	2/6/2018	Oral	Hi, my name is Susan Horn. have no big credentials. I have no big statistics. I just have some common sense. As I'm sitting here, these guys up here, this is their job. They were given the task of looking at environmental and safety. That's what they do, okay? My question is: If the guys back there should be the ones sitting up here. Just because the guys back there had a great idea that wasn't even funded, why do they get to pay our -- use our taxpayers' dollars to hire them to look into something that nobody wants? When they look at this project, this great idea, did they do a needs assessment? Is there a need to have a train from Dallas to Houston and back? I would say no. What politicians do they	Refer to GN-4, NE-1, NE-5, PI-3 and PN-3.

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			know that got it through to here? Why is the onus put on us to defend their job -- which they're doing as well as they can with the resources they have, probably. Okay. I feel bad for you-all, really. Okay. Why is the onus on us to ask for more time to evaluate a survey or a study that should never have been done in the first place? Find out what politicians gave them the okay to let it go to this stage in the first place. Thank you.	
Tyler Horn	2/5/2018	Handwritten	Why was the Harris county meeting held outside the county seat? Reaching the meeting required undue driving and directly targeted a biased representation of the opinion of residents of the county. People living in the city were put to the back of the line for the rural and suburban commuters who use city infrastructure daily to conduct business. FRA should seek a more balanced opinion from county residents! The environmental advantages plainly exceed the disadvantages, but expressing this by speaking was prohibited because city-dwellers were sidelined. I support the rail as a local landowner.	Refer to PI-11.
Tyler Horn	3/5/2018	Oral	Good evening. My name is Tyler Horn: and I want to start off by apologizing for my outburst earlier when a gentleman in the first hearing went over time. I was at the previous meeting in Cypress. I made it late because of traffic, getting out of Houston and one of the frustrations I've had with this process is that at least at these two meetings: I felt like Harris County residents' meetings have been hijacked by people who don't live in the county. So there are real concerns along every stage of this process, but at this meeting: from what I've heard: there have been many people who don't live here. And what I would like to hear is how: as a resident who lives 1.3 miles from this: how this will impact my quality of life. Will I be able to hear the train? The 290 redesign. The on and off ramps. How is my access to the station going to be? So when a person goes over time or when people who aren't in the county where this process is being held: I feel like Harris County residents' voices are being hijacked. That said: I sympathize with those of you who expressed the concerns about the way that Texas Central has treated you. And if any of that is true, I would urge Texas Central to treat all Texans with respect, because no matter how much the people on the end points need this tram: we also need the people in the middle. Finally: as you probably guessed: I do support this train and my environmental perspective on this: as it might impact the environment: is what happens if it's not built? If both end points double in size — I got on 45 — or I'm sorry, 290 at Highway 6 to get up to Fort Worth last weekend and I would have gladly paid to take the train and I'm a middle class person. And my friend whom I went to visit would gladly pay to take the train to see me. And the companies I have worked for in Houston would all: every one of them: pay to take the train because it's more reliable: on time, don't have to wait on security: don't have to drive to Hobby. Lastly: a couple points I'd like to: in my mind: address are the end-point connectivity. So Dallas has got it going on and Houston is a little behind on that point. But we still go to the airports and they don't connect any high-speed rail. So I don't understand why that's such a big obstacle. And being so close in town, it gives us the opportunity, induce demand: as you mentioned; and, also, the City is going to keep growing their public transit infrastructure. So this just helps us focus that infrastructure in a more constructive way. And lastly, I'd like to say that at that point, you know, if the project doesn't become viable, it's still got a lot of financing from the outside: you know: if it gets built and they end up needing public funds: we're not talking about — this is debt I would be happy to take on and pay in my old age. Trillion-dollar deficit reform just got passed into law and nobody is griping about that in this meeting. So I'm not afraid of a little bit more debt that promotes our economy. That said: I do genuinely apologize for interrupting, if you're still here, or: you know, and disorderly conduct. Thank you	Comment noted.
Jacquelyn Hornell	2/5/2018	Email	THE IMPACT OF A HIGH SPEED RAIL LINE ON THE VALUE OF MY PROPERTY WILL BE NEGATIVE. IT CAN ONLY BE TO THE NEGATIVE BECAUSE OF THE BLOCKING OF ROADS THAT CURRENTLY CROSS WHERE THE LINE IS PROPOSED TO BE CONSTRUCTED AND OPERATED. THE POTENTIAL BLOCKAGE COULD LIMIT CIRCULATION WITHIN THIS PART OF THE COUNTY NEGATIVELY AFFECTING LIFE SAFETY AND EMERGENCY MANAGEMENT SERVICES INCLUDING FIRE FIGHTING. WE ALMOST LOST OUR HOME IN 2011 TO WILD FIRES. IF IT WASN'T FOR EMERGENCY SERVICES BEING ABLE TO GET TO OUR HOME QUICKLY, WE WOULD HAVE LOST EVERYTHING. THEREFORE, THE NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION IN THE FINAL ENVIRONMENTAL IMPACT STATEMENT.	Refer to SS-23, TR-10 and VA-1.
Jacquelyn Hornell	2/5/2018	Website	THE IMPACT OF A HIGH SPEED RAIL LINE ON THE VALUE OF MY PROPERTY WILL BE NEGATIVE. IT CAN ONLY BE TO THE NEGATIVE BECAUSE OF THE BLOCKING OF ROADS THAT CURRENTLY CROSS WHERE THE LINE IS PROPOSED TO BE CONSTRUCTED AND OPERATED. THE POTENTIAL BLOCKAGE COULD LIMIT ACCESS TO MY PROPERTY AND GENERAL CIRCULATION WITHIN THIS PART OF THE COUNTY. THEREFORE, THE NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION IN THE FINAL ENVIRONMENTAL IMPACT STATEMENT.	Refer to TR-10 and VA-1.
Jacquelyn Hornell	2/6/2018	Handwritten	This project will negatively impact my property. This area of Texas has been dealt several severe and catastrophic flooding events that has devastated the region. By building this rail, it will create even more impermeable cover to divert water to homes and businesses. (SIC) and raised tracks will impact the flow of flood waters negatively and cause more flooding when future rain event occurs. The no build option should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to FP-1, WW-1 and WW-2.
Jacquelyn Hornell	2/6/2018	Email	THE NEGATIVE IMPACT ON THE NATIVE WILDLIFE AND VEGETATION IN THE AREA IS OF GREAT CONCERN. THE NOISE OF A CONTINUOUS TRAIN RUNNING THROUGH UNDEVELOPED FOREST WILL NEGATIVELY IMPACT WILDLIFE AND MIGRATORY BIRDS DUE TO NOISE POLLUTION. VEGETATION WILL BE REDUCED FOR FORAGING ANIMALS DUE NOT ONLY TO THE FOOTPRINT OF THE HIGH SPEED RAIL BUT ALSO THE AREAS	Refer to NR-1 and NR-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species

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			WHERE CONSTRUCTION EQUIPMENT WILL BE STATIONED. THEREFORE, THE NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION IN THE FINAL ENVIRONMENTAL IMPACT STATEMENT.	and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Jacquelyn Hornell	2/6/2018	Email	THE ECONOMICAL FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL IS IN QUESTION. SOME HAVE CONCLUDED THAT THE PROPOSED HIGH SPEED RAIL WILL NOT HAVE THE RIDERSHIP THAT THE PROPOSED OWNERS / OPERATORS ARE CLAIMING. IN ADDITION, SOME HAVE CONCLUDED THAT THE COST TO CONSTRUCT AND OPERATE THE PROPOSED HIGH SPEED RAIL WILL EXCEED THE OWNERS / OPERATORS PROJECTIONS. IF THE PROPOSED HIGH SPEED RAIL FAILS TO OPERATE WITH A PROFIT AND / OR IS MORE COSTLY TO BUILD AND / OR OPERATE, IT WILL MOST LIKELY END UP BECOMING THE RESPONSIBILITY OF THE TEXAS TAX PAYER TO BAIL IT OUT. THEREFORE,	Refer to GN-2, GN-3 and NE-1.
Jacquelyn Hornell	2/6/2018	Email	THE BASES OF THE ENVIRONMENTAL IMPACT STUDY AS DEFINED IN ITS INTRODUCTION IS THAT THE "FRA HAS THE AUTHORITY TO REGULATE THE SAFETY OF RAILROADS, INCLUDING THIS PROJECT." IT HAS NOT BEEN ESTABLISHED THAT THE PROPOSED HIGH SPEED RAIL MEETS THE DEFINITION OF RAILROADS THAT THE FRA HAS THE AUTHORITY TO REGULATE.	Refer to NE-1
Jacquelyn Hornell	2/6/2018	Email	THE IMPACT OF A HIGH SPEED RAIL LINE ON THE VALUE OF MY PROPERTY WILL BE A NEGATIVE ONE. CAN ONLY BE TO THE NEGATIVE BECAUSE OF THE NOISE CREATED BY THE TRAINS WHICH ENCROACH ON THE SIRE-NITY OF LIVING OUT IN THE COUNTRY.	Refer to NV-1 and VA-1.
Spencer Hornell	2/6/2018	Email	THE BASES OF THE ENVIRONMENTAL IMPACT STUDY AS DEFINED IN ITS INTRODUCTION IS THAT THE "FRA HAS THE AUTHORITY TO REGULATE THE SAFETY OF RAILROADS, INCLUDING THIS PROJECT." IT HAS NOT BEEN ESTABLISHED THAT THE PROPOSED HIGH SPEED RAIL MEETS THE DEFINITION OF RAILROADS THAT THE FRA HAS THE AUTHORITY TO REGULATE. THEREFORE, THE NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION IN THE FINAL ENVIRONMENTAL IMPACT STATEMENT.	Refer to NE-1.
Spencer Hornell	2/6/2018	Email	THE ECONOMICAL FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL IS IN QUESTION. SOME HAVE CONCLUDED THAT THE PROPOSED HIGH SPEED RAIL WILL NOT HAVE THE RIDERSHIP THAT THE PROPOSED OWNERS / OPERATORS ARE CLAIMING. IN ADDITION, SOME HAVE CONCLUDED THAT THE COST TO CONSTRUCT AND OPERATE THE PROPOSED HIGH SPEED RAIL WILL EXCEED THE OWNERS / OPERATORS PROJECTIONS. IF THE PROPOSED HIGH SPEED RAIL FAILS TO OPERATE WITH A PROFIT AND / OR IS MORE COSTLY TO BUILD AND / OR OPERATE, IT WILL MOST LIKELY END UP BECOMING THE RESPONSIBILITY OF THE TEXAS TAX PAYER TO BAIL IT OUT.	Refer to BA-6, GN-2 and NE-1.
Spencer Hornell	2/6/2018	Email	THE IMPACT OF A HIGH SPEED RAIL LINE ON THE VALUE OF MY PROPERTY WILL BE NEGATIVE. IT CAN ONLY BE TO THE NEGATIVE BECAUSE OF THE BLOCKING OF ROADS THAT CURRENTLY CROSS WHERE THE LINE IS PROPOSED TO BE CONSTRUCTED AND OPERATED. THE POTENTIAL BLOCKAGE COULD LIMIT CIRCULATION WITHIN THIS PART OF THE COUNTY NEGATIVELY AFFECTING LIFE SAFETY AND EMERGENCY MANAGEMENT SERVICES INCLUDING FIRE FIGHTING. WE ALMOST LOST OUR HOME IN 2011 TO WILD FIRES. IF IT WASN'T FOR EMERGENCY SERVICES BEING ABLE TO GET TO OUR HOME QUICKLY, WE WOULD HAVE LOST EVERYTHING. THEREFORE, THE NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION IN THE FINAL ENVIRONMENTAL IMPACT STATEMENT.	Refer to SS-23 and VA-1.
Spencer Hornell	2/6/2018	Email	THE IMPACT OF A HIGH SPEED RAIL LINE ON THE VALUE OF MY PROPERTY WILL BE NEGATIVE. IT CAN ONLY BE TO THE NEGATIVE BECAUSE OF THE BLOCKING OF ROADS THAT CURRENTLY CROSS WHERE THE LINE IS PROPOSED TO BE CONSTRUCTED AND OPERATED. THE POTENTIAL BLOCKAGE COULD LIMIT ACCESS TO MY PROPERTY AND GENERAL CIRCULATION WITHIN THIS PART OF THE COUNTY. THEREFORE, THE NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION IN THE FINAL ENVIRONMENTAL IMPACT STATEMENT.	Refer to TR-1, TR-6, TR-7, TR-8, TR-10 and VA-1.
Spencer Hornell	2/6/2018	Email	THE IMPACT OF A HIGH SPEED RAIL LINE ON THE VALUE OF MY PROPERTY WILL BE A NEGATIVE ONE. IT CAN ONLY BE TO THE NEGATIVE BECAUSE OF THE NOISE CREATED BY THE TRAINS WHICH ENCROACH ON THE SIRENITY OF LIVING OUT IN THE COUNTRY. THEREFORE, THE NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION IN THE FINAL ENVIRONMENTAL IMPACT STATEMENT.	Refer to NV-1 and VA-1.
Spencer Hornell	2/6/2018	Website	THE NEGATIVE IMPACT ON THE NATIVE WILDLIFE AND VEGETATION IN THE AREA IS OF GREAT CONCERN. THE NOISE OF A CONTINUOUS TRAIN RUNNING THROUGH UNDEVELOPED FOREST WILL NEGATIVELY IMPACT WILDLIFE AND MIGRATORY BIRDS DUE TO NOISE POLLUTION. VEGETATION WILL BE REDUCED FOR FORAGING ANIMALS DUE NOT ONLY TO THE FOOTPRINT OF THE HIGH SPEED RAIL BUT ALSO THE AREAS WHERE CONSTRUCTION EQUIPMENT WILL BE STATIONED.	Refer to NR-1 and NR-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
James Hoss	2/6/2018	Handwritten	No comment at This time.	Comment noted.

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Kendall Hotz	2/26/2018	Website	As a tax paying citizen and private land owner in Texas, I am strongly opposed to this disaster train project. This project will do little to nothing to relieve any traffic congestion on I-45 between Houston and Dallas. The primary cause of traffic is due to freight trucks and this train project doesn't remove any freight trucks from the road. In addition, I do not believe it will relieve any commuters from the roads due to ticket cost being comparable to that of a Southwest flight by THSR's own admission. They are basically attempting to offer a service that is cost comparable to airline flights and take longer and want us to believe that it will somehow relieve traffic. Auto commuters are driving because they already can't afford that type of travel price or just prefer the convenience of their own private vehicle. No incentive to use the train equals massive infrastructure project bankruptcy that will need to be funded with taxpayer bailouts or left to rot since the tracks are not compatible with any other rail system in the US. I do not want that pile of garbage running through my property in central Texas nor do I want the habitat of my wildlife destroyed for the sake of a few greedy businessmen. There is no bullet train project in the world that has ever operated without massive infrastructure cost assistance from govt (taxpayers) and this will be no different considering the projected ridership by THSR is far less than existing ridership numbers in ASIA for similar projects that still needed a bailout. I am strongly opposed to this project.	Refer to BA-12, GN-2, NE-1, NR-5, PN-3 and SC-3.
Matthew Hotz	2/26/2018	Website	As a tax paying citizen and private land owner in Texas, I am strongly opposed to this disaster train project. This project will do little to nothing to relieve any traffic congestion on I-45 between Houston and Dallas and the primary cause of traffic is due to freight trucks and this train project doesn't remove any freight trucks from the road. In addition, I do not believe it will relieve any commuters from the roads due to ticket cost being comparable to that of a Southwest flight by THSR's own admission. They are basically attempting to offer a service that is cost comparable to airline flights and take longer and want us to believe that it will somehow relieve traffic. Auto commuters are driving because they already can't afford that type of travel price or just prefer the convenience of their own private vehicle. No incentive to use the train equals massive infrastructure project bankruptcy that will need to be funded with taxpayer bailouts or left to rot since the tracks are not compatible with any other rail system in the US. I do not want that pile of garbage running through my property in central Texas nor do I want the habitat of my wildlife destroyed for the sake of a few greedy businessmen. There is no bullet train project in the world that has ever operated without massive infrastructure cost assistance from govt (taxpayers) and this will be no different considering the projected ridership by THSR is far less than existing ridership numbers in ASIA for similar projects that still needed a bailout. I am strongly opposed to this project.	Refer to BA-12, CR-3, GN-2, GN-4, NE-1, NR-5 and PN-3.
Randy Hotz	3/9/2018	Website	A number of my family and friends own property along the proposed route. Most will see their properties cut in half, with no ability to make beneficial use of what remains. I have also heard that an undisclosed provision will render properties as far away as 5 miles on either side with also be affected and again not be able to be beneficially used. This is nothing more than a play from people outside the state to come in and start a project, suddenly "discover" that it's not profitable, receive a bailout from the State of Texas, and move on with us left holding the bag.	Refer to GN-4, LU-7, LU-14, NE-1 and VA-1.
Kenneth Houdek	3/4/2018	Website	I am a property owner of the proposed route of the high speed rail. I am in great opposition of the project due to its great impact on my livelihood. I am a full time farmer and the project will take land out of production, cause problems moving equipment from field to field due to the low clearance underpasses, 14 ft. will barely allow semi-trucks to pass, farm equipment needs at least 18 ft. for safe clearance. This project will also devalue my property when it comes time for me to sell my property and retire. The other problems we will have are fire protection, police and medical response times, bus routes will have to be changed, costing more money to schools and the county. This project has nothing to offer us and to anyone along its route except a lot of noise, inconvenience, and a sore sight to look at for the rest of our lives. HIGHLY SADDEN, Kenneth Houdek	Refer to AS-1, ED-2, SC-5, SC-6, SC-7, SC-8, TR-8 and VA-1.
Brenda House	2/26/2018	Website	Would love to have this... Every other country has transit.. We need it	Comment noted.
Calvin House	1/29/2018	Website	My name is Calvin V. House and am 79 years old. I live at [...] which is located in the Western edge of Harris County. I wish to voice my objection to the proposed high speed rail between Dallas and Houston for the following reason: The peace and serenity of country life would be destroyed each time a 205 mile, per hour train goes by their residence or business approximately every 25 minutes. At the very first Texas Central Rail meeting that was held, a sound track was introduced to the public, it was equivalent to a jet airplane going by. This could not be a very peaceful place to live with their families more retirement homes. I propose that the only viable alternative would be that the No Build option be chosen in the final environmental impact statement.	Refer to BA-6 and NV-1.
Calvin House	1/29/2018	Website	My name is Calvin V. House and am 79 years old. I live at [...] which is located in the Western edge of Harris County. I wish to voice my objection to the proposed high speed rail between Dallas and Houston for the following reason: This proposed train would go through the middle of my entire 350 acres on an East to West direction. I have a 40 acre of land fronting 2,294' on the major road of Katy-Hockley. Texas Central Rail wants 100% of my frontage, South and North of the proposed high speed rail. I also have 777' of frontage on Becker Road to the North. All together Texas Central Rail would take approximately 14 acres of the 40 acre tract. This is not right that a group of private investors, as well as the Japanese taking our land we worked all our lives for. The No Build Option should apply in this case.	Refer to ED-2.
Calvin House	1/29/2018	Website	My name is Calvin V. House. I live at [...] which is located in the western edge of Harris County. For the following reason, I would like to voice my objection to the proposed high speed rail between Houston and Dallas. There will be hundreds of miles of unsightly power lines through	Refer to AS-1.

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			the middle of Texas, next to homes, businesses, through crops, ranch land and people's lifetime dreams of their retirement. It is not right that a private group of investors could force farmers, ranchers and retirees from their homes and a means to make a living on their land. For this reason, the No Build option should be applied to this project.	
Calvin House	1/29/2018	Website	My name is Calvin V. House. I live at [...] which is located in the Western edge of Harris County and I would like to voice my objection to the proposed high speed rail between Houston and Dallas for the following reasons. The safety of the proposed train from Houston and Dallas should be a big concern of anyone that would consider riding it. Below are examples: a. If an animal, such as cattle, deer, hog, coyote or horse should get in the way of a 200 mile per hour train, it would derail the train. b. Would also be a good target for terrorism. It would only take a small bomb. c. Any malfunction in either engine or cars at that speed would result in a tremendous loss of lives, All security and safety standards of Senate Bill 975 passed in 2017 Texas State Legislature should apply to a high speed rail also. If these standards are not followed, then a "No Build" option should be in effect for this private railroad.	Refer to SS-2, SS-6, SS-7, SS-9, SS-12 and SS-13.
Calvin House	1/29/2018	Website	My name is Calvin V. House. I live at [...] which is located in the Western edge of Harris County. I am voicing my objection to the proposed high speed rail line between Houston and Dallas for the following reason: The need and purpose, at this time, has not been established for a \$20 billion project. I am not against progress or a means to transport people, but this is not the time or place for this rail. It will not be cost effective. I propose that the only viable alternative would be that the No Build option be chosen in the final environmental impact statement.	Refer to NE-1 and PN-3.
Calvin House	1/29/2018	Website	My name is Calvin V. House and am 79 years old. I live at [...] which is located in the Western edge of Harris County. I wish to voice my objection to the proposed high speed rail between Dallas and Houston for the following reason: The bullet train cannot be cost effective when the price charged would be the same as an airline ticket, or now it has been decided at \$199 per person one way. If 6,000 riders a day make the trip and each way would take an extra hour of time, more than an airline, it will take approximately 75 years to pay the construction cost alone. I cannot think how any business minded person would consider such a project of this type. For that reason, I think the No Build option should apply to this proposed high speed rail.	Refer to BA-6, BA-12, GN-4, NE-1, PN-3 and SC-3.
Calvin House	1/29/2018	Website	My name is Calvin V. House. I live at [...] which is located in the Western edge of Harris County. I would like to voice my objection to the proposed high speed rail from Houston to Dallas. I own a wedding venue called House Estate which is our only business. With this unnecessary approximate \$20 billion dollar, unprofitable train going past every 25 minutes at 200 miles per hour and being within 750 feet. it would destroy every wedding. It would totally shut our business down completely. The weddings at House Estate are held in my grandfather's home that was built n 1890. I take a lot of pride in this business and certainly do not want it ruined. The No Build option should apply to stop a private company that is not even a railroad from shutting my business down.	Refer to ED-2, VA-1 and VA-4.
Calvin House	1/29/2018	Website	My name is Calvin V. House and am 79 years old. I live at [...] which is located in the Western edge of Harris County. I wish to voice my objection to this proposed high speed rail between Dallas and Houston for the following reason: If this rail would be allowed to be built through the middle of Texas, all property values would be reduced tremendously. Therefore, all school, state and county taxes would also be reduced according to the property values, As a result of this lower valuation, all taxes would be raised to get the same amount of money. All Texas property owners would pay more, not just the rail people that are affected. I propose that the only viable alternative would be to apply the No Build Option in the final environmental impact statement.	Refer to ED-2, VA-1 and VA-4.
Calvin House	1/29/2018	Website	My name is Calvin V. House, 15419 House Rd, Hockley Texas 77447, and have lived at this location all my life and do not plan to move. In am in opposition to the proposed high speed train from Dallas to Houston, Texas. It would completely divide my 360 acres, in Western Harris County, property. Property values would be reduced, in my opinion, by at least 75%. If this happens, all school, county and state tax money will also be reduced proportionally to land values. It is a shame a person works all their lives on their land and an unprofitable train would come through and destroy everything. This is not right!!! The No Build Option should apply in this case. It would destroy my life's work that I am very proud of.	Refer to ED-2, VA-1 and VA-4.
Calvin House	1/29/2018	Email	My name is Calvin V. House and am 79 years old. I live at [...] which is located in the Western edge of Harris County. I wish to voice my objection to the proposed high speed rail between Dallas and Houston for the following reason: This proposed train would go through the middle of my entire 350 acres on an East to West direction. I have a 40 acre of land fronting 2.294' on the major road of Katy-Hockley, Texas Central Rail wants 100% of my frontage, South and North of the proposed high speed rail. I also have 777' of frontage on Becker Road to the North. All together Texas Central Rail would take approximately 14 acres of the 40 acre tract. This is not right that a group of private investors, as well as the Japanese taking our land we worked all our lives for. The No Build Option should apply in this case.	Refer to ED-2, LU-7, NE-1, NE-9, VA-4.
Calvin House	1/29/2018	Email	My name is Calvin V. House and am 79 years old. I live at [...] which is located in the Western edge of Harris County. I wish to voice my objection to the proposed high speed rail between Dallas and Houston for the following reason: The peace and serenity of country life would be destroyed each time a 205 mile per hour train goes by their residence or business approximately every 25 minutes. At the very first Texas Central Rail meeting that was held, a sound track was introduced to the public, it was equivalent to a jet airplane going by. This could not be a	Refer to NV-1 and VA-4.

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			very peaceful place to live with their families more retirement homes. I propose that the only viable alternative would be that the No Build option be chose in the in final environmental impact statement.	
Calvin House	1/29/2018	Email	My name is Calvin V. House and am 79 years old. I live at [...] which is located in the Western edge of Harris County. I wish to voice my objection to the proposed high speed rail between Dallas and Houston for the following reason: The bullet train cannot be cost effective when the price charged would be the same as an airline ticket, or now it has been decided at \$199 per person one way. If 6,000 riders a day make the trip and each way would take an extra hour of time, more than an airline, it will take approximately 75 years to pay the construction cost alone. I cannot think how any business minded person would consider such a project of this type. For that reason, I think the No Build option should apply to this proposed high speed rail.	Refer to GN-4 and NE-1.
Calvin House	1/29/2018	Email	My name is Calvin V. House. I live at [...] which is located in the Western edge of Harris County. I am voicing my objection to the proposed high speed rail line between Houston and Dallas for the following reason: The need and purpose, at this time, has not been established for a \$20 billion project, I am not against progress or a means to transport people, but this is not the time or place for this rail. It will not be cost effective. I propose that the only viable alternative would be that the No Build option be chosen in the final environmental impact statement.	Refer to NE-1 and PN-3.
Calvin House	1/29/2018	Email	My name is Calvin V. House. I live at [...] which is located in the Western edge of Harris County. For the following reason, I would like to voice my objection to the proposed high speed rail between Houston and Dallas. There will be hundreds of miles of unsightly power lines through the middle of Texas, next to homes, businesses, through crops, ranch land and people's lifetime dreams of their retirement. It is not right that a private group of investors could force farmers, ranchers and retirees from their homes and a means to make a living on their land. For this reason, the No Build option should be applied to this project.	Refer to AS-1.
Calvin House	1/29/2018	Email	My name is Calvin V. House. I live at [...] which is located in the Western edge of Harris County and I would like to voice my objection to the proposed high speed rail between Houston and Dallas for the following reasons. The safety of the proposed train from Houston and Dallas should be a big concern of anyone that would consider riding it. Below are examples: If an animal, such as cattle, deer, hog, coyote or horse should get in the way of a 200 mile per hour train, it would derail the train. b. Would also be a good target for terrorism. It would only take a small bomb. Any malfunction in either engine or cars at that speed would result in a tremendous loss of lives, All security and safety standards of Senate Bill 975 passed in 2017 Texas State Legislature should apply to a high speed rail also. If these standards are not followed, then a "No Build" option should be in effect for this private railroad. Federal Railroad Administration	Refer to SS-2, SS-6, SS-7, SS-9, SS-12 and SS-13.
Calvin House	1/29/2018	Email	My name is Calvin V. House. I live at [...] which is located in the Western edge of Harris County. I would like to voice my objection to the proposed high speed rail from Houston to Dallas. I own a wedding venue called House Estate which is our only business. With this unnecessary approximate \$20 billion dollar, unprofitable train going past every 25 minutes at 200+ miles per hour and being within 750 feet, it would destroy every wedding. It would totally shut our business down completely. The weddings at House Estate are held in my grandfather's home that was built in 1890. I take a lot of pride in this business and certainly do not want it ruined. The No Build option should apply to stop a private company that is not even a railroad from shutting my business down.	Refer to VA-4.
Calvin House	1/29/2018	Email	My name is Calvin V. House. I live at [...] which is located in the Western Edge of Harris County. I would like to voice my objection to the proposed high speed rail from Houston to Dallas. I own a wedding venue called House Estate which is our only business. With this unnecessary approximate \$20 billion dollar, unprofitable train going past every 25 minutes at 200+ miles per hour and being within 750 feet, it would destroy every wedding. It would totally shut our business down completely. The weddings at House Estate are held in my grandfather's home that was built in 1890. I take a lot of pride in this business and certainly do not want it ruined. The No Build option should apply to stop a private company that is not even a railroad from shutting my business down.	Refer to NE-1, PN-3 and VA-4.
Calvin House	1/29/2018	Email	My name is Calvin V. House, [...] I've lived at this location all my life and do not plan to move. I am in opposition to the proposed high speed train from Dallas to Houston, Texas. It would completely divide my 360 acres, in Western Harris County property. Property values would be reduced, in my opinion, by at least 75%. If this happens, all school, county, and state tax money will also be reduced proportionally to land values. It is a shame a person works all their lives on their land and an unprofitable train would come through and destroy everything. This is not right!!! The No Build should apply in this case. It would destroy my life's work that I am very proud of.	Refer to VA-1 and VA-4.
Calvin House	1/29/2018	Email	My name is Calvin V. House. I live at [...] which is located in the edge of Harris County and I would like to voice my objection to the proposed high speed rail between Houston and Dallas for the following reasons. The safety of the proposed train from Houston and Dallas should be a big concern of anyone that would consider riding it. Below are examples: a. If an animal, such as cattle, deer, hog, coyote or horse should get in the way of a 200 mile per hour train, it would derail the train. b. Would also be a good target for terrorism. It would only take a small bomb. c. Any malfunction in either engine or cars at that speed would result in a tremendous loss of lives, All security and safety standards of Senate Bill 975 passed in 2017 Texas State Legislature should apply to a high speed rail also. If these standards are not followed, then a "No Build" option should be in effect for this private railroad.	Refer to SS-2, SS-6, SS-7, SS-9, SS-12 and SS-13.

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Calvin House	1/29/2018	Email	My name is Calvin V. House and am 79 years old. I live at [...] which is located in the Western Edge of Harris County. I wish to voice my objection to the proposed high speed rail between Dallas and Houston for the following reason: If this rail would be allowed to be built through the middle of Texas, all property values would be reduced tremendously. Therefore, all school, state, and county taxes would also be reduced according to property values. As a result of lower valuation, all taxes would be raised to get the same amount of money. All Texas property owners would pay more, not just the rail people that are affected. I propose that the only viable alternative would be to apply the No Build Option in the final environmental impact statement.	Refer to VA-1 and VA-4.
Calvin House	1/29/2018	Email	I wish to my to the proposed high speed rail between Dallas Houston for the following reason: The bullet train cannot be cost effective when the price charged would be the me as an airline ticket, or now it has at \$199 per person one way. If 6,000 riders a day make the t p and each way Would take an extra hour of time. more than an airline, it will take approximately 75 years to pe the construction cost alone. I cannot think how any business minded person would consider such a project of this type	Refer to BA-12, GN-4, NE-1, PN-3 and SC-3.
Calvin House	1/29/2018	Email	My name is Calvin V. House. I live at [...] is the edge Of Harris County. For the following reason, I would like to voice my objection to the proposed high speed rail between Houston and Dallas. There will be hundreds of of unsightly power lines through the middle of Texas, next to homes, businesses, through crops, ranch land and people's lifetime dreams of their retirement. It is not right that a private group of investors could force farmers, ranchers and retirees from their homes and a means to make a living on their land. For this reason, the No Build option should be applied to this project.	Refer to GN-2, GN-3, ED-2, LU-7, NE-1, NE-9 and VA-4.
Calvin House	2/5/2018	Oral	My name is Calvin house. I live at [...], which is in the Western part of Harris County. Now, Texas Central wants to run a rail through my property, which I got 350 acres of land. They want to run through the middle of it all the way down going east and west direction, almost to Waller County before they turn and go to Dallas. I've got a wedding facility called House Estate. We do weddings and receptions, company parties, and everything else. That's very near this rail that's coming through our property. With a train coming through here that sounds like a jet plane going 205 miles an hour every 25 minutes, there's no way that we're going to ever have weddings at our facility in the future. We'll have to shut the doors. And we've been in this business for -- since 1998, and this property was given to my great grandfather, a league of land from Stephen F. Austin and the state of Texas, and it's been in our family for four generations. Now, also on the western part of my property I've got a 40-acre property over there that joins a major road, Katy Hockley, and they want to take 2,000 foot of my frontage on Katy Hockley road, and 777 feet of frontage on the north side of Katy Hockley and Becker Road. That means they're going to take a hundred percent of my frontage on 40 acres of my property, which I won't have anything left. Now, that's about 16 acres of this 40 acres they're taking. That's not right that they can come in there and take all my property. I farmed this land all my life, I run cattle on it, and I take a lot of pride on my property as well as my wedding facility. So I don't think this is a viable program that Texas Central wants to come up and show us that they can make money out of it. There's been a formula that has been -- that I've been told--now, I don't know if it's the truth or not--but if they have 6,000 riders a day going back and forth Dallas to Houston and they charge the same price that an airline ticket charges--it takes an hour and a half for the train, 30 minutes for an airplane--it will take 75 years to pay back that \$18 billion. There's no way that this investor will put their money into something like this. I can't see it. So, therefore, I'm against the rail, and the no build option should be exercised in this situation.	Refer to ED-2, GN-2, GN-3, LU-7, NE-1, NE-9, PN-3 and VA-4.
Calvin House	2/6/2018	Oral	Good afternoon_ Calvin House. I live on House Road in Hockley, Texas. Now, this proposed railroad to go through the center of my property. Texas Central came to me six different times in 19 - in 2016, said, "We're going to go through your property. We're going to do the surveying. We're going to do core samples and whatever else we want to do." And I said, "No: you're not: not Without eminent domain power." They never could prove it They said, "Well: we're going to sue you." So they sued me. We went to court in Houston: Judge Halbach's court We had five of our attorneys with Texans Against High-Speed Rail there representing me and all the other property owners. They had seven of their high-dollar layers there Judge Halbach ruled in our favor, they cannot come on our property, do any surveying. That ruling is still in effect to this day. Nobody can go on — they can't come on anybody's property at this date. I've got a wedding facility that's about 500 feet from this proposed rail called House Estate. We do weddings and we do all kind of parties and everything else lfs going to put us out of business if it comes through this property of ours. Our residence is real close to it, also. We don't like the sound of all this noise and vibration: whatever else is going to be with this high-speed train going 205 miles an hour. Another point I want to make is that you heard about all the train: rails: crashes: and different things in the last year of all the different train wrecks. Well: what happens if one of these trains was going 205 miles an hour? How many people would have got killed? All these representatives and senators on this one train ran into this garbage truck: it would kill quite a few of our people. Another point I want to make is that: you know: when I went to school: the shortest distance between two points is a straight line. If we got to this rail: why can't we go from Houston to Dallas by the way of 45? Makes a whole lot more sense than coming out here and ruining 8 to 10,000 acres of valuable farmland and people's homes. That's --that's what got to say. And if you have a chance: look at Channel 11 tonight at 10 o'clock We got a little deal on there that they come out to our place today. Thank y'all	Refer to BA-9, SS-12, SS-13 and VA-4.

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Calvin House	3/5/2018	Oral	Good afternoon. My name is Calvin House. I'm out in the western part of Harris County. I've got about 350 acres of land. Texas Central wants to come through the center of my property, which I'm certainly against it because it's going to ruin the values of all this property out in this area. This property has been in my family for four generations and I take a lot of pride in it. Now, we have a report here from the Reason Foundation, Policy Brief No. 139. If you happen to get this in your mail or order it, it shows that the feasibility of this train on the ridership that was going to be taking place. Now, they show -- they show that if the same price that an airline ticket is, that it's going to be in -- go in the hole for \$537 million a year for the next 40 years. They will not have the ridership to ride this train. And another thing is, the problem of -- this might make a pretty good terrorist attack, also, that they can sabotage this train and ruin millions of dollars. This thing is 18 to \$20 billion. Now, another scenario this thing is that if we have 6,000 riders a day riding this train and it's going back and forth to Dallas every 25 minutes at 200 miles an hour, that it will take 75 years to pay this construction cost back. Now, how many people would want to get into a business venture like this? It's not right. So do we want to have the Japanese to own a strip of land all the way to Dallas, 8 to 10,000 acres of prime property that's farms and ranches? This is not right. We need to have a better understanding of what's going to happen for the people of Texas. The Texans are not going to be riding a train for an hour-and-a-half when they can jump on an airplane for 30 minutes. I am certainly against this project. Thank you.	Refer to GN-2, GN-3, NE-1, PN-3, SC-3, SS-7, VA-1 and VA-4.
Pam House	2/5/2018	Oral	Hello. My name is Pam House, and I'm married to Calvin. And I married into this family, and I've heard stories of my husband getting up in the middle of the night to go out on the rice fields. When everybody else was sleeping, he was out working very hard, and it breaks my heart to see what's happening to the land we live on. I have a little grandson that's seven. He lives in Pasadena. There's not a lot of room for him to run and play. And he comes out to our place, and we'll get on the dune buggy and go riding around, and he said, Grammy, can I get out and run? And I said, Sure, baby. Get out. And that little boy runs and plays. How he's he going to do that with a big old train going by. It's hard on us people that live out in the country to see our way of life going down the drain. Another fact, though, is the biggest reason for the difference between Texas Central's ridership estimated at 5.9 million per year and my much lower estimate of 1.4 per year is that Texas Central relies heavily on predicting that a large number of Texans will switch from passenger vehicles to rail, even though Texas Central commissioned a study of the Lone Star Market Study that implied only five percent of the automobile travelers will switch to high-speed rail. We all need to step up, protect our children, protect our grandchildren, and protect ourselves. And I'm for the no ride -- the no -- No Build. I am. I'm for that.	Refer to GN-2.
Pam House	2/6/2018	Oral	Good evening. I'm Pam House, and I off of House Road. We are in Harris County, but we go to our kids go to Waller School District and all. I did have something here I'm going to read to you. There we go. "The biggest reasoning for" — it just changed. The ridership is not what it should be on this. Texas Central is saying they have a certain number of ridership when it's not the truth_ It is way under what they're saying. So the money coming in is not going to be what they are promising_ It's all here: I promise. But I want to tell you something personal. My husband has lived on this land for all of his life. His great-grandfather was granted from Stephen F Austin a league of land in 1831 His parents: they fanned it His grandparents fanned it: his father's farmed it. My husband was a rice fanner for 32 years. And we had a tree farm there. We took the house his parents — grandparents built in 1890 and we restored it and made it into a wedding facility_ We were the first ones that got married there. And my son and his wife have gotten married there, and my grandson thinks he owns the place: and we hope one day to pass it down to them. And I don't understand how somebody can come in and say: "Yes, you worked your land all this time. You've got out in the middle of the night" he did: when the levies was breaking. He's gone out with the cattle and worked the cattle and stuff How can they come in and say: "You can't have your land. You can't pass it down to your children and to your grandchildren and all." And I think ifs just morally "Tong. Thank you.	Refer to GN-2, GN-4 and VA-4.
Pamela House	2/1/2018	Email	My name is Pamela A. House and I live at [...] which is located in the Western edge of Harris County. I wish to voice my objection to the proposed high speed rail between Dallas and Houston for the following reason: This proposed train would go through the middle of our entire 350 acres on an East to West direction. We have a 40 acre of land fronting 2.294' on the major road of Katy-Hockley. Texas Central Rail wants 100% of our frontage, South and North of the proposed high speed rail. We also have 777' of frontage on Becker Road to the North. All together Texas Central Rail would take approximately 14 acres of the 40 acre tract. It is not right that a group of private investors, as well as the Japanese, can take our land we worked all our lives for. The No Build Option should apply in this case.	Refer to BA-6, ED-2 and LU-7.
Pamela House	2/1/2018	Email	My name is Pamela A. House and I live at [...] which is located in the Western edge of Harris County. I wish to voice my objection to the proposed high speed rail between Dallas and Houston for the following reason: If this rail would be allowed to be built through the middle of Texas, all property values would be reduced tremendously. Therefore, all school, state and county taxes would also be reduced according to the property values. As a result of this valuation, all taxes would be raised to obtain the same amount of money. All Texas property owners would pay more, not just the rail people that are affected. I propose that the only viable alternative would be to apply the NO Build Option in the final environmental impact statement.	Refer to ED-2, VA-1 and VA-4.
Pamela House	2/1/2018	Email	My name is Pamela A. House and I live at [...] which is located in the Western edge of Harris County. I wish to voice my objection to the proposed high speed rail between Dallas and Houston for the following reason: The peace and serenity of country life would be destroyed	Refer to NV-1 and NV-6.

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			each time a 205 mile per hour train goes by our residence and wedding facility approximately every 25 minutes. At the very first Texas Central Rail meeting held, a sound track was introduced to the public which was equivalent to a jet airplane going by. This could not be a very peaceful place to live families or retirement homes. I propose that the only viable alternative would be that the No Build option be chose in the in final environmental impact statement.	The wedding facility is outside the range of where there would be noise impacts from HSR operations.
Pamela House	2/1/2018	Email	My name is Pamela A. House and I live at [...] which is located in the Western edge of Harris County. I wish to voice my objection to the proposed high speed rail between Dallas and Houston for the following reason: The bullet train cannot be cost effective when the price charged would be the same as an airline ticket at \$199 per person one way. With the proposed 6,000 riders a day making the trip and each way would taking an extra hour, it will take approximately 75 years to pay the construction cost alone. I cannot think how any business minded person would consider such a project of this type. For that reason, I believe the NO Build option should apply to this proposed high speed rail.	Refer to GN-4 and NE-1.
Pamela House	2/1/2018	Email	My name is Pamela A. House and I live at [...] which is located in the Western edge of Harris County. I am voicing my objection to the proposed high speed rail line between Houston and Dallas for the following reason: At this time, the need and purpose of this train has not been established for a \$20 billion project. I am not against progress or a means to transport people, but this is not the time or place for this rail. It will not be cost effective. I propose that the only viable alternative would be that the No Build option be chosen in the final environmental impact statement.	Refer to NE-1 and PN-3.
Pamela House	2/1/2018	Email	My name is Pamela A. House and I live at [...] which is located in the Western edge of Harris County. I would like to voice my objection to the proposed high speed rail between Houston and Dallas for the following reasons. The safety of the proposed train from Houston and Dallas should be a big concern of anyone that would consider riding it. Below are examples: If an animal, such as cattle, deer, hog, coyote or horse should get in the way of a 200 mile per hour train, it would derail the train. Would also be a good target for terrorism. It would only take a small bomb. Any malfunction in either engine or cars at that speed would result in a tremendous loss of lives, All security and safety standards of Senate Bill 975 passed in the 2017 Texas State Legislature should apply to a high speed rail also. If these standards are not followed, then a "No Build" option should be in effect for this private railroad.	Refer to SS-2, SS-6, SS-7, SS-9, SS-12 and SS-13.
Pamela House	2/1/2018	Email	My name is Pamela A. House and I live at [...]. In am in opposition to the proposed high speed train from Dallas to Houston, Texas. It would completely divide our 360 acres located in Western Harris County. In my opinion, property values would be reduced by at least 75%. If this happens, all school, county and state tax money will also be reduced proportionally to land values. My husband has worked all his life on our land and an unprofitable train would come through and destroy everything. This is not right!!! The No Build Option should apply in this case.	Refer to ED-2, VA-1 and VA-4.
Pamela House	2/1/2018	Website	My name is Pamela A. House and I live at " _ " which is located in the Western edge of Harris County. For the following reason, I would like to voice my objection to the proposed high speed rail between Houston and Dallas. There will be hundreds of miles of unsightly power lines through the middle of Texas, next to homes, businesses, through crops, ranch land and people's lifetime dreams of their retirement. It is not right that a private group of investors could force farmers, ranchers and retirees from their homes and a means to make a living on their land. For this reason, the NO Build option should be applied to this project.	Refer to AS-1, ED-1, ED-3, NE-1 and NE-8.
Pamela House	2/1/2018	Website	My name is Pamela A. House and I live at " _ " which is located in the Western edge of Harris County. I would like to voice my objection to the proposed high speed rail from Houston to Dallas. My husband and I own a wedding venue called House Estate which is our only business. With this unnecessary \$20+ billion dollar unprofitable train going past every 25 minutes at 200+ miles per hour and being within 750 feet of our venue, it would destroy every wedding and our financial livelihood. It would totally shut our business down completely. The weddings at House Estate are held in my husband's grandfather's home that was built in 1890. We take a lot Of pride in this business and certainly do not want it ruined. The No Build option should apply to stop a private company that is not even a railroad from shutting our business down.	Refer to CR-11 and VA-4.
Pamela House	2/1/2018	Website	My name is Pamela A House and I live at " _ " which is located in the Western edge of Harris County. I wish to voice my objection to the proposed high speed rail between Dallas and Houston for the following reason: The peace and serenity of country life would be destroyed each time a 205 mile per hour train goes by our residence and wedding facility approximately every 25 minutes. At the very first Texas Central Rail meeting held, a sound track was introduced to the pubic which was equivalent to a jet airplane going by. This could not be a very peaceful place to live families or retirement homes. I propose that the only viable alternative would be that the No Build option be chose in the final impact statement.	Refer to NV-1 and NV-6. The wedding facility is outside the range of where there would be noise impacts from HSR operations.
Pamela A. House	2/1/2018	Email	My name is Pamela A. House and I live at [...] which is located in the edge of Harris County. I wish to voice my objection to the proposed high speed rail between Dallas and Houston for the following reason: This proposed train would go through the middle of our entire 350 acres on an East to West direction. have a 40 acre of land fronting 2.294' on the major road of Katy-Hockley. Texas Central Rail wants 100% of our frontage, South and North of the proposed high speed rail. We also have 777' of frontage on Becker Road to the North. A1 together Texas Central Rail would take approximately 14 acres of the 40 acre tract. It is not right that a group of private investors. as well as the Japanese, can take our land we worked all our lives for. The No Build Option should apply in this case.	Refer to ED-2.

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Pamela A. House	2/1/2018	Email	I wish to voice my to the proposed high speed rail between Dallas and Houston for the following reason: The bullet train cannot be cost effective when the price charged would be the same as an airline ticket at \$199 per person one way. With the proposed 6.000riders a day making the trip and each way would taking an extra hour. it will take approximately 75 years to pay the construction cost alone. I cannot think how any business minded person would consider such a project of this type. For that reason, I the No Build option should apply to this proposed speed rail.	Refer to GN-4, NE-1, PN-3 and SC-3.
Pamela A. House	2/1/2018	Email	My name is Pamela A. House and I live at [...] which is is located in the Western Edge of Harris County. I am voicing my objection to the proposed high speed rail line between Houston and Dallas for the following reason: At this time, the need and purpose of this train has not been established for a \$20 billion project. I am not against progress or a means to transport people, but this is not the time or place for this rail. It will not be cost effective. I propose that the only viable alternative would be that the No Build option be chosen in the final environmental impact statement	Refer to GN-2, GN-4, NE-1 and PN-3.
Pamela A. House	2/1/2018	Email	My name is Pamela A. House and I live at [...] which is is located in the Western Edge of Harris County. For the following reason, I would like to voice my objections to the proposed high speed rail between Houston and Dallas. There will be hundreds of miles of unsightly power lines through the middle of Texas, next to homes, businesses. through crops, ranch land and people's lifetime dreams of their retirement. It is not right that a private group of investors could force farmers, ranchers and retirees from their homes and a means to make a living on their land. For this reason, the No Build option should be applied to this project.	Refer to AS-1 and ED-1.
Pamela A. House	2/1/2018	Email	My name is Pamela A. House and I live at [...] which is located in the Western edge of Harris County. I would like to voice my objection to the proposed high speed rail between Houston and Dallas for the following reasons. The safety of the proposed train from Houston and Dallas should be a big concern of anyone that would consider riding it. Below are examples: a. If an animal, such as cattle, deer, hog, coyote or horse should get in the way of a 200 mile per hour train, it would derail the train. b. Would also be a good target for terrorism. It would only take a small bomb. c. Any malfunction in either engine or cars at that speed would result in a tremendous loss of lives, All security and safety standards of Senate Bill 975 passed in the 2017 Texas State Legislature should apply to a high speed rail also. If these standards are not followed, then a "No Build" option should be in effect for this private railroad.	Refer to SS-2, SS-6, SS-7, SS-9 and SS-12.
Pamela A. House	2/1/2018	Email	In my opinion. property values would be reduced by at least 75%. If this happens, all school, county and state tax money will also be reduced proportionally to land values, My husband has worked all his Me on our land and a train would come through and destroy everything. This is not right	Refer to ED-2 and VA-1.
Pamela A. House	2/1/2018	Email	I would like to voice my objection to the high rail from Houston to Dallas. My husband and I own a wedding called House Estate which is our only business. With this unnecessary \$20+ billion dollar train going past 25 minutes at 200+ miles per hour and being within 750 feet of our venue, it would destroy every wedding and our financial livelihood. It would totally shut our business down completely. The weddings at House Estate are held in my husband's grandfather's home that was built in 1890. take a bit of pride in this business and certainty do not want it ruined. The No Build option should apply to stop a private company that is not even a railroad from shutting Our business Federal Railroad Administration	Refer to BA-6 and VA-4.
Gladys House-El	3/5/2018	Handwritten	1. Who Will Be the Contract Compliance Officer? 2. How will low-moderate persons be considered for jobs? 3. Contract awards; will such be with justice to ensure moorish population of reasonable percentage? (contractors) 4. Socioeconomic - 34 homes to be replaced how/where? will moorish communities be displaced? 5. Water impact - clarity how wetlands, streams etc. will be respected.	Refer to GN-4, NE-1, SC-4, SC-22 and WW-2. The EIS identifies the Le May/Le Forge neighborhood in Dallas County as an Environmental Justice neighborhood directly impacted by the Project. The Project footprint would directly displace 14 homes, creating a divided, remnant neighborhood. FRA recommends the acquisition of all 34 homes within the neighborhood and the relocation of the residents within the greater Cedar Crest Community. Details regarding impacts to this and other neighborhoods are available in Section 3.14.5.2.2, Socioeconomic and Community Facilities, Impacts to Community Character and Cohesion . For the EIS, public outreach was done to reach as many Environmental Justice communities as possible. FRA is not part of the property acquisition process. Mitigation measures for displacements and acquisitions can be found in Section 3.13.6, Land Use, Avoidance, Minimization and Mitigation . Mitigation measures for

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				Environmental Justice communities in are located in Section 3.18.6, Environmental Justice, Avoidance, Minimization and Mitigation.
Gladys House-El	3/5/2018	Oral	Gladys House-El. And what happens if this project is totally scrapped, denied, rejected? That's my first question. Second question is jobs. I've heard 10,000 jobs and then 1500 permanent jobs, but it's the jobs for Americans. So what about Moorish people -- that's basically African American or black people -- M-O-O-R-I-S-Hor M-O-O-R-S. Who will be the contract compliance officer to ensure that fairness and justice in hiring and awarding contracts to Moors will be done? Basically, those are my concerns.	Refer to BA-6, GN-4, NE-1, SC-4 and SC-22. If the Project is not approved or TCRR withdraws its proposal then no action will be taken to construct the Project. Section 3.14.5.2.3, Socioeconomic and Community Facilities, Economic Impacts includes an estimation of permanent employment and earnings impacts. The Project would create direct employment in the intermediate counties at Maintenance of Way Facilities and the Brazos Valley Intermediate Station. Some indirect growth in supporting industries is also expected (See Tables 3.14-20 and 3.14-21 in the Final EIS). While some of the station area employment may require specialized training, much of the anticipated job growth would not. Ticketing agents, security personnel, grounds keeping and maintenance positions as well as employment growth in supporting industries or adjacent hospitality services could largely be filled from the existing unemployed labor pool. As a company operating within the State of Texas, TCRR must comply with any state laws related to fair hiring practices. FRA does not have a regulatory responsibility with respect to the contractors/firms that TCRR hires/employs.
Gary W Houston	2/1/2018	Email	There is not now (and has not been for at least the past 40 years) a direct rail connection between Houston and Dallas, two of the largest metropolitan regions in the USA and the two largest cities in the South. Any minor environmental or agricultural disruptions can be tolerated in pursuit of this greater national objective.	Comment noted.
Houston Chapter of the American Council of Engineering Companies	3/9/2018	Website	The Houston Chapter of the American Council of Engineering Companies is a business organization comprised of over 200-engineering member companies in the Houston metropolitan area. We are writing to express our overall support for the Texas Central Railway High-speed Rail Project (HSR) connecting Houston to Dallas. This project will be a benefit to thousands of Texans and provide for a proven and safe alternative mode of transportation between two of our largest cities in Texas. There are many other beneficial factors which make this project worthy of FRA approval, such as: reduced traffic congestion; employment opportunities; minimal environmental impacts and, due to the private financing of the project our state and local transportation funds will not need to be used for this project but instead be retained for local projects. However, with all that said, there is a design concern that has come to our attention that we believe needs to be addressed in order to alleviate potential negative impacts. Use of Berms. While the majority of the project will be built as a viaduct, in some areas of Northwest Harris County the proposed design will be berms. The berm structures may cause disruption to drainage patterns in the area if they are built without adhering to state and local drainage criteria. Based upon the recent historical rain event that our region experienced with Hurricane Harvey, as well as other major rain events over the past three years which caused major flooding, it is critical that whatever is built must adhere to sound engineering design principals which are spelled out in our state and local drainage regulations. We request the FRA require the HSR Project to meet those regulations as they pertain to drainage criteria. We believe the HSR Project will be a benefit to our region but, there is the potential for flooding risks in those areas where berms will be built instead of the viaducts that must be taken into consideration. Thank you for your consideration of our point of view.	Comment noted.
Houston Sierra Club	2/8/2018	Website	Enclosed are the comments of the Houston Regional Group of the Sierra Club (Sierra Club) about Texas Central High-Speed Railway's Dallas to Houston High Speed Rail Project (DHHSR) and the Federal Railroad Administration's draft environmental impact statement (DEIS) that has been released for public review and comment. The Sierra Club is concerned about landscape level (regional), ecosystem, and wildlife habitat issues in the Houston Area. The proposed route of the DHHSR would pass 1/2 mile from the northern boundary of the Katy Prairie Conservancy's (KPC) Warren Ranch Preserve (WRP). The WRP has been protected by KPC, a certified land trust, for restoration of part of the "Katy Prairie" (a total of about 20,000 acres have been protected by KPC via fee acquisition and or conservation easements) for tallgrass, riparian, and other habitats. The KPC Preserves also provide significant flood control and water quality benefits for the Houston Area. The WRP has the largest operating cattle ranch in Harris County. It is the location of Warren Lake and the Matt Cook Wildlife Viewing Platform where large and important populations of endemic and migratory birds and waterfowl reside each year. In addition, Sand Post Oak Mottes and Saline Barrens provide unusual habitats, like important space for the federally endangered Texas Prairie-Dawn Flower (<i>Hymenoxys texana</i>). Scheduled runs of the DHHSR will occur about every 30 minutes and will cause noise pollution, light pollution, vibration pollution, and	Refer to NR-1, NR-2, NR-5 and RF-4. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .

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			commercial development activities that will impact bird and wildlife use, the natural setting, aesthetics, solitude, and natural sounds of the WRP. The DHHSR would disturb visitors who come to enjoy Warren Lake and the Matt Cook Wildlife Viewing Platform to observe birds, like Bald Eagles, and other wildlife (White-tail Deer). Because the Matt Cook Wildlife Viewing Platform is open seven days a week, people come from the Houston Area and around the world to use the platform. People bird here, and participate in educational activities scheduled throughout the year. The DHHSR would reduce visitor enjoyment and use of these areas. This is of concern since the WRP is in the Central Flyway and has been designated a Global Important Bird Area by the National Audubon Society. Birds approach the WRP by flying over the route of the DHHSR. Impacts on bird behavior and use of the WRP would be unavoidable. The Sierra Club requests that the FRA choose an alternative that is as far from the KPC Preserves as possible to ensure that environmental impacts will be minimized or avoided. The FRA should require that the applicant, Texas Central High-Speed Railway, work with the KPC to ensure that environmental impacts are kept to a minimum. Mitigation measures that reduce environmental impacts on KPC Preserves must be implemented and coordinated between the sponsor of the DHHSR and the KPC. The Sierra Club appreciates this opportunity to provide these comments. Thank you.	
Eric Howard	2/16/2018	Website	I am in total support of the proposed high speed rail line between Houston and DFW. This is a transformational proposal whose time has come. This easy, safe and environmentally friendly option for travel across Texas will add value to millions of our citizens lives - not only economically but in opening the minds and hearts to modern travel!49	Comment noted.
Felicity Hoyt	3/9/2018	Website	This privately funded project is only possible in Texas. For once Texas can lead our country's infrastructure into the 21st century. The success of this project can provide a model for cities across the county. I only wish such a project could exist in the Northeast Corridor where the dream of high speed rail is not attainable on existing track and within rights of way currently within a few yards of residences or rising ocean coastline Come on Texas. Show us how it's done!	Comment noted.
Xiao Hu	3/8/2018	Website	TCR DEIS - Drainage and detention In south Texas, drainage is a major topic of concern for all residents and the government. Every proposed project is required to supply new independent adequate drainage and detention to be identified and implemented and NOT push the "run off" into existing drainage systems. According to the Appendix F_TCR Constructability v4 Report Section 2.6, it states TCR would incorporate existing drainage systems into design approach. This can not be allowed. I live in the Stone Gate neighborhood. The drainage ditches built around this neighborhood were designed to prevent flooding to our homes. In 2015 and 2016, we received 20 +/- inches of rain in a 12 hour or less timeframe. The drainage ditches worked but were at capacity, no homes flooded but some streets were under water. In 2017 we were hit with Hurricane Harvey that dumped 50/- inches of rain. The drainage ditches failed to protect the homes due to the amount of rain, the runoff, the over flow of Cypress Creek and the over flow of Addicks reservoir. We could not get out of the neighborhood for days, and numerous homes were under water. TCR proposes to build a 65 foot super structure that is 48 feet wide and a 12 to 15 foot wide access road that will be abutting the drainage ditch. The rain "run off" of the super structure will erode the ditches. This will cause additional flooding problems when we get torrential rain storms, tropical storms or hurricanes. Homes that never flooded before will flood as a result of this structure and road since TCR is not providing their own independent detention and drainage that is adequate for the amount of impervious area they are creating. The drainage ditch along Stone Gate was not designed for TCR's capacity. After reviewing the alignment sheets and project footprint drawings, I found that from Loop 610 to Fry Road, TCR will be adding 175.43 acres of impervious cover (that does not include the station area) while only adding 20 acres of detention from Jones Road to Fry Road. There is no drainage detention provided from Loop 610 to Jones Road. That includes zero detention ponds or drainage at the station locations. 1.3 acres of detention will also being removed. Harris Counties existing infrastructure has proven it can not support this type of increase. The environmental consequences caused by flooding has some of the most devastating impacts. Flooding can decimate key ecosystems functions and biodiversity, spread unknown contaminates, loss of human life, damage to property, loss of merchantable crops, loss of livestock and deterioration of health due to waterborne diseases. DEIS, Impervious Cover and Detention page 3.8-26 states "construction of stations and other infrastructure in highly urbanized areas would contribute additional volumes of stormwater runoff to existing stormwater drainage systems. Increasing stormwater runoff flow rates and volume would increase the risk of flooding in areas that are lacking storm water infrastructure or in areas where existing infrastructure cannot support an increase." Since it is not feasible or possible for TCR to supply adequate detention and its own independent drainage, I request the Federal Rail Administration to implement the No Build Alternative. Respectfully,	Refer to FP-1, SS-17, WW-1 and WW-2. The entire route from Loop 610 to Fry Road, with the exception of where the route crosses Beltway 8, would be constructed on viaduct allowing for free movement of water.
Xiao Hu	3/8/2018	Website	RE: Dallas to Houston High-Speed Rail, DEIS. Research based on need and viability. Mr. Kevin Wright, The Federal Highway Administration documented the "Peak Period Congestion on National Highway System 2012" which shows congestion currently exists between Houston and San Antonio along I-10 as well as San Antonio to Dallas along I-35. They also documented on the "Peak Period forecast for 2035" which shows the demand is highly congested on I-10 as well as I-35 but NOT Houston to Dallas on I-45. According to TXDOT Statewide planning map website, three traffic congestion monitoring sites between San Antonio to Dallas (I-35), Houston to San Antonio (I-10) and Dallas to Houston (I-45), the I-45 route has the least growth consistently over the past 10 years, which pales in comparison to the San Antonio to Dallas (I-35) corridor which has about three time more daily volume. Station No. 110703 along I-35 route between San Antonio to Dallas had a daily	Refer to AQ-7, BA-2, GN-2, GN-3, NE-1 and PN-3.

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			<p>volume from 2006 to 2016 from 85,000 to 110,703 with only one year reporting decreased volume. Station No. 45180 along I-10 from San Antonio to Houston had a daily volume from 2006 to 2016 from 37,000 to 45,180 with one year of significant decrease. Whereas Station No. 236H88A along I-45 route from Houston to Dallas between Harris County and the City of Madisonville has a daily volume from 2007 to 2016 from 32,000 to 35,762. A fractional increase over 10 years, five of which had a decrease in daily volume. This information provided by TXDOT and Federal Highway Administration does not support claims made by Texas Central to justify constructing a high speed rail from Houston to Dallas. The FRA board did approve the Oklahoma City - South Texas Corridor project which addresses the need and the only need for mass transit to Dallas. Even by projections from the Federal Highway Administration, Houston to Dallas still would not provide enough ridership to sustain the proposed Texas Central HSR project. If the Federal Highway Administration shows no need, it is critical that Texas Central provide the evidence displaying their interpretation of Purpose, Need and Viability since section ES.4 Purpose of and Need for the Project lacked substantial proof and substance. Predictions being made on forecasted growth does not take in consideration, that Houston may continue to have 500 year floods from here on as predicted by the National Weather Services which does look at data objectively. This will cause a decrease in growth, simply because people will move out of the Houston area since rebuilding year after year has an emotional, financial or psychological toll on people's lives. By the evidence of data from the Federal Highway Administration and TXDOT statewide planning map, there is not enough evidence to support Texas Central proposed High Speed Rail from Houston to Dallas. I ask the Federal Rail Administration to consider the No Build Alternative at this time. Respectfully, XIAOHU</p>	
Xiao Hu	3/8/2018	Website	<p>RE: TCR DEIS - Hazards Disturbance of all the hazardous waste sites could potentially put the public in harms' way. According to the EPA Toxic Release Inventory, it shows Harris County to be one of the most polluted counties in Texas. Once polluted and hazardous waste areas are disturbed it opens the door to releasing all sorts of toxins that could harm the public. This is a proven fact as it has already happened in other parts of Harris and Galveston Counties. A good example of this is the dioxin waste pit sites on the San Jacinto River, that have been exposed due to flood water and storm damage weather events which released the dioxin into neighborhoods causing cancer cells or pockets within the communities. These toxins seeped into the ground and water. It took years for people to discover this since so many parties did their best to deny and hide relevant information that endangered human life and the environment. To this day there is no permanent solution to this environmental disaster. The route along Highway 290 (Utility Corridor) is no different. According to the DEIS, 307 hazmat sites were identified in Harris County. Forty six (46) are adjacent to the limits of disturbance (LOD) and twenty nine (29) are inside the LOD, however only forty (40) out of these seventy five (75) sites will be investigated. A site that was not appropriately rated was the Wyman Gordon properties (which have changed hands in the last two years). If research on all the previous owners is performed in the Harris County Judicial courts along with Wyman Gordon, you will find that people have sued Wyman and Cameron Forge because employees have died of different types of cancers from the products or by-products or hazardous waste that Cameron and Wyman Gordon used and disposed of on and off site. Additional concerns stated in the public forum, are, that TCR understated their construction workspace and if the record of decision and the final EIS are issued, nothing prevents TCR and its third party vendors to stay strictly within the footprint that was reviewed. Thus, meaning those sites they listed as low and outside of the reviewed footprint would be disturbed and no oversight on these hazmat sites would occur, nor would a proper investigation be done on these sites. These sites would not be properly cleaned thus causing contaminants to be exposed that would put the public in harms' way. The FRA can not be 100% certain that construction of the HSR will not release toxins in the environment. The FRA also can not be 100% certain, all relevant information about hidden hazardous sites have been given to you or reviewed. These will be discovered after construction starts and then there will be no oversight of how those sites will be handled. If the federal government won't protect the people, then who will? The Utility Corridor (route along Highway 290) is not a viable solution as there are too many factors going against it. Due to the numerous road closures, such as the Beltway 8 which is a main thoroughfare, road relocations, the pipelines and utility relocations, not enough adequate drainage thoroughfare, road relocations, the pipelines and utility relocations, not enough adequate drainage or detention and the numerous hazmat sites that would be disturbed. I am requesting the No Build Alternative be implemented. Respectfully, XIAOHU</p>	Refer to BA-5, HZ-1, HZ-2 and LU-14.
Xiao Hu	3/8/2018	Website	<p>RE: Texas Central DEIS, Road congestion While the FRA was in town, you got to experience fake news as well as some gamesmanship moves by Texas Central and the City of Houston with the Mayor participating. If memory serves millions of Texans correctly, both the Mayor of Houston and Texas Central took the opportunity to hold a special news conference to publicly announce the Houston Train Station location. They lied, causing the public to believe the FRA had given TCR and the City of Houston insider information. This false announcement came just hours before the Houston public hearing. Then another fake news story was being circulated, claiming that construction on Highway 290 would be completed by the end of 2018. Thus again deceiving the public and attempting to influence a federal agency with a false narrative in favor of the high speed rail. These two heavily publicized reports are still being circulated. So here's some facts to chew on. TXDOT has taken 8 plus years to get less than 50% of Highway 290 constructed. So by mid 2019 they will possibly be done with the first 50%. Then TXDOT will have to work on the second 50% of the highway project. Since the past is generally a foreteller of the future, it will take TXDOT much more</p>	Refer to GN-6, GN-9, PN-3, TR-4 and TR-5.

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			<p>than one year to finish Highway 290. Another nightmare construction project to add to the mix, Loop 610 has begun to create a double decker which will cause delays for two or more years. Now according to the DEIS, TCR wants to add to the anguish of the daily commuters by altering, relocating and/or closing 97 to 105 roads that feed into Loop 610 and Highway 290. Now let's say that Texas Central's projections of ridership are not fabricated. The 5 million proposed passengers will cause 3 million more vehicles to be added to the already heavily congested freeways and side streets. NO, this certainly isn't a recipe for disaster. Really people enjoy utter grid lock, road rage and not being able to get to their destination within Houston. Then let's say we have a major hurricane during the next three years, Highway 290 is one of the major evacuation routes. Adding Texas Central's chaos to two major highway construction projects will ensure there will be fatalities during regular commutes and especially during a hurricane evacuation. The problem isn't getting from Dallas to Houston or vice versa. The problem is getting around within Dallas and within Houston. The City of Houston supports this project because the City is financially bankrupt and would grab pennies while stepping over dollars. Commuters are already burdened with a failed freeway system. This project will ensure continued grid lock and frustrations. While Texas Central openly admits they will not fix the congestion within the cities, it is an admission this project will greatly contribute to increased congestion within the cities. I'm sure that will be great for business. If people can't get to the proposed train station, then no one will take the train. Texas Central has put the cart a mile in front of its horses. Allow the City of Houston and the Gulf Coast Rail District to address the alternatives to fixing the congestion within the City of Houston before adding a High Speed Rail from Houston to Dallas. This will provide sensible travel arrangements that will clearly indicate where the need for the High Speed Rail is truly warranted. I ask the Federal Rail Administration to consider the No Build Alternative at this time. I ask the Federal Rail Administration to consider the No Build Alternative at this time. Respectfully, XIAO HU</p>	
Xiao Hu	3/8/2018	Website	<p>RE: AS-MM#1 Public Outreach - Lack of involvement of the Stone Gate Community As per the Section 3.10.6.1 Mitigation Measures - The following Mitigation Measures (MM) would minimize the aesthetic and scenic impacts of Build Alternatives A through F. AS-MM#1 Public Outreach—Public Meetings with Impacted Neighborhoods. As part of the LID approach, TCRR shall continue to incorporate stakeholder input into design throughout the project to inform their decision-making process. Prior to construction, TCRR or its contractors shall present visual impact mitigation strategies to the following neighborhoods: Saddle Creek Forest Development (Grimes and Waller counties), Plantation Drive (Grimes and Waller counties), Mallard Crossing (Harris County), Stone Creek Ranch (Harris County), Mallard Crossing (Harris County), Stonegate (Harris County) and White Oak Falls (Harris County). For all other residential areas, public comments from the Draft EIS will be incorporated into the Final EIS. The responses and comments would be used to guide mitigation measures implemented during construction and operation of the HSR system. I am a Stone Gate homeowner. I have lived here for 16 years with one address. I have been following the Texas Central High Speed Rail project from 2014 when CLS contacted me to see if my home was for sale on two occasions. I have requested verbally and in writing that the Stone Gate neighborhood be involved, be notified and included in open house meetings and requested a neighborhood meeting for the residents. At the initial open house meeting at the Tin Hall in 2014, very few residents were sent an email from the HOA 30 minutes before the meeting. Not every homeowner got the email as many are not on the list. This gave no one time to plan to attend that meeting from the start.</p> <p>The Stone Gate neighborhood was excluded from this process while the DEIS was being prepared, so our input was not included as the Section above indicates. However, Texas Central reps met with the Townlake neighborhood two miles up the road from Stone Gate and the proposed route. Here's the problem with this process. TCR and its third party vendors have not included all homeowners in the Stone Gate community. They may have a public outreach after the March 9th comment period is over. That means Stone Gate residence concerns will not be part of the Final EIS. That's a huge problem. I am requesting the following: Certified return receipts letters be sent to everyone in Stone Gate inviting them to a community meeting sponsored by Texas Central. An advance notification of two weeks to allow residents to make allowances in their schedule to attend. The meeting time to be set at 7pm to allow residence who have longer commute times to attend. The meeting to be set at a location to accommodate all community members and close to our neighborhood. Details of how TCR will mitigate sound disturbance, vibrations, decreased land values, visual pollution and other concerns of the community. The comments from this meeting must be included in the final DEIS or a decision of the No Build Alternative should be selected. Respectfully, XIAO HU</p>	Refer to PI-1 and PI-4.
Xiao Hu	3/8/2018	Website	<p>RE: TCR DEIS - Noise pollution impact I live in the Stone Gate neighborhood that will abut the proposed high speed rail project. Homes here range from one story to two stories in height and trees average about 30 /- feet. There is nothing above forty feet that would block or limit noise. As I stated in the public hearing on February 5th, 2018, the noise disturbance was grossly under stated in the DEIS. I live 1,665 feet from the UPRR tracks. I hear the train in my house with the TV on and the windows closed. This train is not traveling faster than 35 mph. On any given day of the week, I also hear the daily activities from a business that is 7,872 feet from my house. This company which is at ground level drops pipe, moves metal and uses forklifts. In front of the Stone Gate neighborhood off of Highway 290 and Barker Cypress road, the proposed super structure will be 65 to 70 feet above the ground. According to the DEIS, "when trains are on elevated structures, the noise is</p>	Refer to NV-1 and NV-7. Despite their higher speed, HSR trains are shorter and generate less noise and vibration than typical freight trains. A construction noise assessment, consistent with FRA guidance, has been conducted for the project and will be further refined during engineering and design as construction details are determined. The distances quoted are for noise impact, and not audibility of a source of noise.

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			<p>increased, partially due to the loss of sound absorption by the ground and partially due to the extra sound radiation from the bridge structure". In the Appendix E Combined Tech Memo Set 1 of 2, the construction of the structure will involve the use of pile drivers (Pile Hammer & ACC. D46-32: 100-125K-ft-lb PILE HMR 252 (64), 350HP VIB HMR/EXT I416 264 (65) and SWINGING LEADS 252 (64)), hydraulic hammers, backhoes, dozers, excavators, graders, loaders, cranes, rollers, compactors, man-lifts, trucks, air compressors, generators and welders. According to the study, the noise generated by these activities will not go beyond 220 feet during the day and up to 600 feet away during the night. There is absolutely no way these activities and the use of heavy construction equipment will be contained in the limits of disturbance as set out in the Tech Memo. According to the report "Dealing with Vibration and Noise from Pile Driving" by W. Allen Marr P.E., states "vibrations and noise may extend thousands of feet away from the pile driving activities". In addition to this report, independent research was conducted of sound sampling for pile driving activities, hammer drivers and other heavy construction equipment stated above. The noise impacts as indicated in the DEIS are completely false, flawed and a misrepresentation to get a favorable decision from the Federal Rail Administration. As I stated above, I clearly hear daily operations from Howco Group that is 7,872 feet away as a crow flies. When cars are racing at ground level on Highway 290, traveling at speeds of 100 mph or more, that sound can clearly be heard inside my home with the TV on and windows closed at approximately 1,700 feet away. Not only is the results of noise disturbance in the DEIS a flat out lie, it is so incredibly misleading to say that the noise disturbance of construction activities will just stop at 600 feet when heavy construction equipment will be used. It is also a fabrication to facts to say the daily operations would not be heard beyond 220 feet when the high speed rail will be elevated 65 feet in the air traveling at 185 to 200 mph, metal on metal, with no natural or manmade barrier to absorb the noise. Up to sixty eight (68) times a day from 5:30 am to 11:00 pm. And we are being told essentially the sound waves will just fall out of the air at the distance of 220 feet. Sound waves can't possibly go beyond that point. This is preposterous.</p> <p>So when people bought their homes they had an expectation of relative peace. We purchased not only our home but the atmosphere surrounding it, thus setting a precedent of what was to be expected. Our homes are surrounded by a golf course and other residential structures, not a monstrous massive super structure that would generate a noise nuisance to our environment. The prolonged construction phase of 3 to 5 years and daily operations of the proposed high speed train will have detrimental affects on home values, quality of life and peaceful entitlement. This is extremely unreasonable to expect residences to endure this type of nuisance. I request the Federal Rail Administration to consider the No Build Alternative. Respectfully, XIAO HU</p>	
Doc Hubbard	1/29/2018	Oral	<p>I want to be clear. We fought the Japanese in World War II to get their butts out of our country. We don't want them back. I want to be clear about that. I know when my boots are being pissed on and somebody's calling it rain. This is our county. I've got a lot of friends I've seen here leave tonight that have to go home because they have to get up and go to work tomorrow. If they want to fight, let them bring it. I say let's run them the hell out of here. This is our county, this is where we live, generations of our families have lived here. You guys and cowboys, I've known a lot of you-all. I know how tough you are. I know the Navarro rifles statues in Navarro County up there at the courthouse. There's still a lot of us old farts around to fight. So you people back there that work for the Japanese company, I spent some time in Japan over there, and I know what they are, too. They are the most dishonorable people I've ever laid eyes on. They're not coming over here and tell us how we live, and they're not going to build this monstrosity through our county because we're going to fight. If they go to our neighbor's house and try to tear it down, we're going to fight them. You can be damn sure about that. We're not going to run. You can send all the federals in that you want to. I promise you, the sheriff and all of them will lay their badges down and stand with us. Amen? That's enough.</p>	Comment noted.
Doc Hubbard	1/29/2018	Website	<p>I want to be clear. We fought the Japanese in World War II to get their butts out of our country. We don't want them back. I want to be clear about that. I know when my boots are being pissed on and somebody's calling it rain. This is our county. I've got a lot of friends I've seen here leave tonight that have to go home because they have to get up and go to work tomorrow. If they want to fight, let them bring it. I say let's run them the hell out of here. This is our county, this is where we live, generations of our families have lived here. You guys and cowboys, I've known a lot of you-all. I know how tough you are. I know the Navarro rifles statues in Navarro County up there at the courthouse. There's still a lot of us old farts around to fight. So you people back there that work for the Japanese company, I spent some time in Japan over there, and I know what they are, too. They are the most dishonorable people I've ever laid eyes on. They're not coming over here and tell us how we live, and they're not going to build this monstrosity through our county because we're going to fight. If they go to our neighbor's house and try to tear it down, we're going to fight them. You can be damn sure about that. We're not going to run. You can send all the federals in that you want to. I promise you, the sheriff and all of them will lay their badges down and stand with us. Amen? That's enough.</p>	Comment noted.
Eddy Hubbard	3/9/2018	Website	<p>After reading any information that is available about the project, I do not support the proposed bullet train project. First, not much is known about price of a ticket. It's not even expensive to fly or even drive to Houston now, so I am questioning how is this will be the best option. Second, I do not support taking people property away. If it's the person legally owned property, companies should not have the right to use eminent domain. Third, while I support making public transportation for everyone, we should consider economic impact. If the project gets approved, how will this sustain jobs?. Once construction is complete, what happens to the builders once the project is complete? They have a</p>	Refer to ED-1 and SC-3.

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			job for only two maybe four years at best. The project will likely run into delays because of environment obstruction or another natural disaster. This project does promote more travel between Dallas & Houston; but I doubt this will be frequently used or even the best solution. This project would be better traveling from Dallas to Austin.	
Ellis Hubbard	2/12/2018	Website	I think this will eventually be a boon for all parties concerned.	Comment noted.
Eddy Hubbard	3/9/2018	Website	Third, while I support making public transportation for everyone, we should consider economic impact. If the project gets approved, how will this sustain jobs?. Once construction is complete, what happens to the builders once the project is complete? They have a job for only two maybe four years at best. The project will likely run into delays because of environment obstruction or another natural disaster. This project does promote more travel between Dallas & Houston; but I doubt this will be frequently used or even the best solution. This project would be better traveling from Dallas to Austin.	Refer to SC-4.
Craig Hublinski	2/6/2018	Oral	Hello, I'm Craig. I want to turn your attention to this -- let me ask a question, because something just really jumped out at me. And if you read it, there's been some talk about the noise mitigation, but one thing it says, it says, "Where sound barriers are not feasible or desirable, building sound insulation may be a better choice for reducing indoor noise." Now, think about that. Okay. People have moved out to the country to get away from the noise, okay. They've taken and they've invested their money in it. They come -- they now have this railroad coming through -- if it ever were to get built. They're going to want to take the people's-- landowners' land. They want to then make the homeowner live next to a railroad and now, if there's a sound problem, they say, "Hey, you can put more insulation in and you take care of the sound problem." Now, my grandfather used to have a saying for stuff like that. People that ask too much, he would say, "That's asking a little bit too much to do for a dime." It just -- it don't make any sense when - when the FRA's going to -- and I want to remind the FRA, y'all do not work -- I mean y'all do not work for Texas Central Railroad; y'all work, really, for us. Y'all are supposed to take care of our requirements. Okay. So if this were to ever go, y'all need to make sure that if a landowner -- if he currently sits in front of his house and the noise that he has to listen to is at 20 decibels, when this is done, he needs to be able to still sit in front of his house and the noise level is still 20 decibels. And it doesn't matter if they have to put a -- put the train in a tunnel, and they have to pay for it, it's not y'all's responsibility to assure that Texas Central Railroad's project is profitable. Y'all are supposed to take care of the landowner and y'all are supposed to take care of us and allow these people that have spent their life savings to enjoy their property. Thank you.	Refer to NE-1 and NV-1. Where mitigation is required and sound insulation is deemed the most appropriate form of mitigation, TCRR would be responsible for completing that work and the associated costs.
Will Huckin	3/9/2018	Email	I am writing to inquire about the need for mitigation/ mitigation specific projects to offset potential 404 impacts with the newly proposed rail. My firm, NeoVerde LLC has been in the mitigation banking business for over 10 years now. We would be interested and instrumental in facilitating these needs. Please let me know steps I need to take or whom I should contact to inquire further. I look forward to hearing back.	Comment noted.
Alberto Huerta	1/29/2018	Oral	My name is Alberto Huerta and I would like to have it made. That's all.	Comment noted.
Mitchell Huff	3/9/2018	Website	High-Speed Rail connecting Houston and Dallas will result in significant economic benefits to the entire state of Texas. This project will help to modernize public infrastructure and will demonstrate the benefits of high-speed rail in the US. The draft EIS is a first step in addressing all of the various environmental concerns. The public benefit of this project for a region of 12 million people should be heavily weighted in the discussions involving the project's merit.	Comment noted.
Jacob Hugentobler	1/26/2018	Website	I support this project, no matter its costs or environmental impact. This is a good use of private funding and should receive my government's blessing.	Comment noted.
Jacob Hugentobler	2/28/2018	Website	I support this train no matter what environmental impact is ultimately found, if any. The train is desperately needed to connect major metropolitan areas, and I pledge to take my car off the road if I have a reliable, fast train as substitute transportation.	Comment noted.
Holly Hughes	3/1/2018	Website	Please consider an alternate route north of the power lines to preserve the historical, charitable and ecological importance of Morgan Legacy Farm, located on FM 709 and 3194, which will be effectively destroyed by the presently considered route. The Morgan Family has been extremely generous to community organizations, First Responders, in the use of its wonderful facilities. It would be tragic for all the good to be lost when other good options are many.	Refer to LU-5.
Holly Hughes	3/7/2018	Website	REROUTE TO NORTH OF POWER LINES. Please use the alternate route north of the power lines to preserve the historical, charitable and ecological importance of Morgan Legacy Farm, located on FM 709 and 3194, which will be effectively destroyed by the presently considered route. The Morgan Family has been extremely generous to community organizations, First Responders, in the use of its wonderful facilities. It would be tragic for all the good to be lost when other good options are many.	Refer to LU-5.
Joseph Hughes	2/25/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally	Refer to LU-5.

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			thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and proved less damage to the county long term.	
Indian Guides	3/8/2018	Website	My hope is that you will Save Morgan Legacy Farm (located near FM 709 and 3194) by amending the proposed route. The Morgan Creek Ranch has been used by former YMCA Indian Guide Leaders and their sons to provide ranch awareness activities. Change the route!	Refer to LU-5.
Joseph Hughes	3/8/2018	Website	Morgan Legacy Farm is providing a heart healthy service to Navarro County. My hope is that you will Save Morgan Legacy Farm (located near FM 709 and 3194) by amending the proposed route. Morgan Creek Ranch changes lives! Move the train! Change the route!	Refer to LU-5.
Joseph Hughes	3/8/2018	Website	Morgan Legacy Farm is providing a service to Corsicana and the surrounding area. My hope is that you will Save Morgan Legacy Farm (located near FM 709 and 3194) by amending the proposed route. Morgan Creek Ranch changes lives! Move the train! Change the route!	Refer to LU-5.
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Joseph Hughes	3/8/2018	Website	My hope is that you will Save Morgan Legacy Farm (located near FM 709 and 3194) by amending the proposed route. Change the route!	Refer to LU-5.
Joseph Hughes	3/8/2018	Website	My hope is that you will Save Morgan Legacy Farm (located near FM 709 and 3194) by amending the proposed route. Find another way. Change the route!	Refer to LU-5.
Joseph Hughes	3/8/2018	Website	My hope is that you will Save Morgan Legacy Farm (located near FM 709 and 3194) by amending the proposed route. Morgan Creek Ranch changes lives! Move the train! Change the route!	Refer to LU-5.
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Joseph Hughes	3/8/2018	Website	Morgan Legacy Farm is providing a healthy service to Navarro County. My hope is that you will Save Morgan Legacy Farm (located near FM 709 and 3194) by amending the proposed route. Morgan Creek Ranch changes lives! Move the train! Change the route!	Refer to LU-5.
Joseph Hughes	3/8/2018	Website	Morgan Legacy Farm is providing an important service to Navarro County. My hope is that you will Save Morgan Legacy Farm (located near FM 709 and 3194) by amending the proposed route. Morgan Creek Ranch changes lives! Move the train! Change the route!	Refer to LU-5.
Joseph Hughes	3/8/2018	Website	Morgan Legacy Farm is providing a service to Navarro County. My hope is that you will Save Morgan Legacy Farm (located near FM 709 and 3194) by amending the proposed route. Morgan Creek Ranch changes lives! Move the train! Change the route!	Refer to LU-5.
Joseph Hughes	3/8/2018	Website	Morgan Legacy Farm is providing a life saving service to Navarro County. My hope is that you will Save Morgan Legacy Farm (located near FM 709 and 3194) by amending the proposed route. Morgan Creek Ranch changes lives! Move the train! Change the route!	Refer to LU-5.
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Joseph Hughes	3/8/2018	Website	Morgan Legacy Farm is providing educational services to Corsicana and the surrounding area. My hope is that you will Save Morgan Legacy Farm (located near FM 709 and 3194) by amending the proposed route. Morgan Creek Ranch changes lives! Move the train! Change the route!	Refer to LU-5.
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Joseph Hughes	3/8/2018	Website	My hope is that you will Save Morgan Legacy Farm (located near FM 709 and 3194) by amending the proposed route. Morgan Legacy Farm is a natural preserve. The unspoiled natural beauty of the land and the tranquility of the setting is too special to cast aside. Move the train! Change the route!	Refer to LU-5.
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Katie Hughes	2/25/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and proved less damage to the county long term.	Refer to LU-5.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

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Donna Hull	1/30/2018	Email	I am very opposed to this high speed railroad. I believe it is a useless waste of taxpayer money and is not going to be as successful as originally thought. I also live in Leon County and do not believe that a foreign company should be able to come in and take land. The projected path of the train will come right next to the school that I teach at and that my children attend. I do not plan on standing idly by and watching this happen. I plan to fight it to the highest courts. There could be a derailment at any point in time yes that means at 3:15 when our buses or taking precious cargo home. Your ill thought ideas and your stupid train are not more important than the lives of my children or any other child that attend that school. Thank you for letting me leave my opinion. I know you will probably not ponder the thought that you are endangering the lives of kids, or even read this for that matter. But I promise you, you will be hearing more from me. See you in court	Refer to ED-1, GN-2, GN-4, NE-1, SC-8, SS-12 and SS-13.
Donna Hull	1/30/2018	Oral	Good Evening. Many of you know me. My name is Donna Hull and I am a teacher here at Leon and I come to you tonight to talk to you about a different aspect of why I'm against the high-speed rail. I received this picture this morning from my mother. I honestly don't have a speech. I didn't realize I was going to want to speak until I walked through the doors. This is a picture my mother sent me this morning. This is my school. This is where my kids go to school. The school that I love. I come up here every day for all the kids. How many of you have kids in the school? How many of you have grandkids in the school? The projected path puts it within one-quarter of a mile from our school. One-quarter. Less than one-quarter. Our babies get on those busses in the morning and they come to school. They get on the busses at 3:15 and they go home. They cannot promise us that a derailment cannot happen close to our babies. What if something were to happen on the buses? Or something were to happen when we are taking them on a field trip. There are too many what-ifs for any of this to be good. For any of it to be anywhere near this school. And if I get emotional on this, I do apologize. These are my two daughters. Callie is posing after she got baptized. That's Grayson and I after the one-act play three years in a row. Their safety is worth more to me than a 90-minute commute from Houston to Dallas and it ought to be worth more to everyone here and in the state of Texas or any school it comes near. My two daughters are worth way more than your stupid train.	Refer to SC-8, SS-12 and SS-13.
Jessie Hull	2/16/2018	Website	I would love to see this rail developed and would visit Houston more often if it was!	Comment noted.
Bob Humphrey	2/5/2018	Oral	I'm Bob Humphrey. I'm amazed at all you wonderful and talented speakers here, and I'm No. 46 and they haven't said a thing about what I wanted to say. Ms. Coffey spoke earlier about the Shinkansen, or whatever they call it, technology being 60 years old, and the young man in the back talked about wanting to ride a high-speed rail. I think we all can see that. When we look at the pictures of these over here, they're very futuristic. But, in fact, the way we see technology change today, the gentleman over here talked about rail is rail. That is not true. There is linear rail now, there is the rail that comes out of Europe that meets the high-speed requirements and does a lot more in terms of high-speed curves rather than straight lines. There's a whole lot more to it than that. Texas deserves not the used car but a new car, and I just don't believe that what they're providing us here is a straight shot at getting what we deserve in Texas at the time. They tout that this is supposed to be a privately-funded rail with the help from some lenders. And who are the lenders? Well, so far they don't have any. They've got \$300 million raised out of \$20 billion needed. And that \$20 billion does not include the acquisition of the right of ways. And I don't know what -- and now they already increased the amount of right of way they want from 3,000, I understand, to 8,000 acres. Okay? We fought TCR. We went to Austin to try to get the state to take a look at this and make sure that public money, Texans Against High-Speed Rail did, that public money wasn't used for the purpose of this rail because they said it was private, but they were beating on the doors of state, and they fought us every step of the way until we got House Bill 975 passed. They wanted -- they did not want us to be able to prevent them from using that public money. And where are they today? They're in Washington, D.C., they're at the White House steps, and they got their hand out, and they're looking for money through the RRI program, the TIFIA program, that one of them is designed specifically for buy America, and they're also looking at getting involved in Trump's infrastructure scheme that they've got here. Without the government safety net, they will have no private funding at all. So contact your congressman. Their real purpose of this is to build, operate, and transfer, and I believe -- and from -- what I mean by that, build it, operate it, and transfer it to the public and let us have it and take care of it. Finally, I want to chide the public, our media, Channel 2, 11, and 13, we are not getting a fair shake out of this. This looks like everything we've ever seen in the way politics are operated and run today -- big money and people control. The little guy doesn't have a chance. We don't get the press releases that they do. We've tried. They stay out of us. Okay? We need to be after our people here publicly. We need to hammer them and get something started, otherwise we're going to be in real trouble.	Refer to BA-4, GN-4, LU-14, NE-1, PN-3, SC-22 and TC-2.
Bob Humphrey	2/6/2018	Oral	I'm Bob Humphrey. I live here in the Waller area. I pay Harris County taxes; I have Waller politics to contend with. How many people here tonight are not - does this rail not come directly over? How many? All you guys look around; it's directly affecting you. These are your neighbors. They support you. It's like 50 years ago when you had a barn burn, neighbors came and helped. We need to bind together and take care of our neighbors. Just because one person is hurt doesn't mean we're going to move it over and let somebody's else's ox be gored okay? We need to stick together. We've heard here tonight about the financial viability of the project. And I just wanted to add a couple things. Initially, it was a part of the DEIS. It was later removed. Other rails that were being considered by the FRA: One by Amtrak, one in Florida, all of those include the financial aspect of it. Texas Central publicly insists that it's a properly funded rail. And they say "with the addition of the help	Refer to GN-4, NE-1 and PN-4.

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			of lenders." Who are the lenders? None, as of now. In the last three years, they have only been able to raise 300 million of the 18 billion. And that's to build the track, not buy the right-of-way. That's 1 or 2 percent of all that's required of private money in this deal. What they've done is they went to the State. We shut them off at the State level. They are now at the steps of the White House, looking at Trump, wanting this new infrastructure bill that comes up -- to be included in that bill to run their railroad through us. Here's the deal: If they do that, when the bill is passed, I understand that the way it is, the Congress up there divides all the money among the states for infrastructure. Well, guess what? They've got ahead of the line. They have cut what Texas is going to get, they're already taken that out. The State Legislature who takes that money and distributes it through Texas and the people that need it don't get the benefit of it. These guys are hogs at the trough, okay? Let's no-build this. Alright?	
Bob Humphrey	3/5/2018	Oral	Yeah, Mr. Scofield gave me his time. Can I take it? Yes. I'm speaking for Randy Scofield. My name is Bob Humphrey. I live in Harris County. He works for and represents people in Harris County that have land in that area. A lot has been said tonight about all the different issues, about the DEIS, about all the conflicts, all the things that are bad, but the thing that really strikes me tonight is the fact that I cannot believe that after we've heard all that's gone on about how TCRR has treated the landowners and everybody else, that they have, once again, stooped to one more low in the fact that they've paraded all of these associations through here for their benefit, okay? And then on top of that, that makes it worse, is the fact that they bring children, our young adults in here, who really don't have a clue about what's going on, and tell them lies that they come up here and repeat and those lies are the fact. There's a young lady here tonight, a very nice lady, said it's private. It's private. Private money. We also had Sylvester Turner's representative up here say, it is private money. It's private money. That's a lie. And when they tell us that they voted for the -- or pushed for the 977 House Bill where no state money could be used, they fought us every step of the way to the last minute. They lied and they're lying now. When they say they -- they have eminent domain, they was -- they sued Calvin House in court, in District Court 333, September 2016. They got a summary judgment against them. Calvin did. They lied. They do not have eminent domain, but you would make these young people here believe all of those lies. I -- it's beside me how these people can come and stand to look at us. They're our own neighbors and our own -- the people we see every day. How can they, for money, stand up and lie like this? The ridership. They claim they're going to haul 13,000 people a day. Well, Southwest Airlines, we're told, carries 1800 a day. Okay? They're going to put 13,000 people and take them out of their cars at a ridership of \$200 one-way trip? That's not possible. You've taken out of the EIS the financial viability aspect of it because if you look -- took a hard look at it, we, as Americans in Texas, are going to be paying for this, all of us. It's coming out of our pocketbook. And finally, they've been to -- they've been three or four years trying to raise private money, private. \$18 billion is what they claim. That's not the acquisition of the land. That's the property. I mean, that's the building of the rail. They've been able to raise about 300 million, 150 million of that is cash. The rest of it is in kind. That's less than 1 percent. They've been to the hedge funds in New York. They will not put any money up with them. They will put money with anything, but they won't put it with this. Now they're in Washington, D.C. and they're looking for a safety net from the federal government. If they can get that, then they can get these other people in because they'll have a guarantee. We need to stop them and stop them now. This is a no build. Thank you.	Refer to ED-1, ED-2, GN-2, GN-4, NE-1 and SC-3.
Bob Humphrey	3/9/2018	Website	State and Federal requirements directing both TXDOT and FRA To coordinate with county and local elected authorities and Agencies were not just ignored but denied them, which Makes the current DEIS void as the rule of law was Denied to those entities.	Refer to NE-1.
Bob Humphrey	3/9/2018	Website	State and Federal requirements directing both TXDOT and FRA To coordinate with county and local elected authorities and Agencies were not just ignored but denied them, which Makes the current DEIS void as the rule of law was Denied to those entities.	Refer to NE-1.
Bob Humphrey	3/9/2018	Website	The DEIS is deficient in that the required study of endangered species was woefully ignored. Bald eagles nest and hunt in this area. I see them regularly Especially in mating season. The AECOM had approved access to a very Small percentage of the rail route and could hardly have done their job When looking for and observing species such as the red wolf, Texas Horned Toad, bald eagle and a dozen other protected and endangered Species as listed by Texas Parks & Wildlife in the affected counties. Deny this EIS and have TCR provide a complete environmental assessment.	Refer to NR-3 and NR-4.
Bob Humphrey	3/9/2018	Website	The financial viability of this project was removed from the Current DEIS early on in the process. TCR has always Insisted that this was a privately funded rail. Their on Documents show that they have only raised just over \$100 million-of the 18 billion needed for construction, That doesn't include right of way acquisition., in the Last three years. Their revenue is based on a ridership Of 13,000 a day at \$50 a ticket more the the airlines Charge one way. The airlines carry fewer than 2000 Passengers daily currently. These are the numbers in the DEIS. THIS IS NOT A VIABLE ALTERNATIVE AND A NO BUILD DIRECTIVE SHOULD BE GIVEN. THIS SHOULD NOT BECOME A TAXPAYER BURDEN " THE EMPEROR HAS NO CLOTHES "	Refer to BA-6, GN-2, GN-4, PN-4 and SC-3.
Bob Humphrey	3/9/2018	Website	Please include the attached High Speed Rail study in the comments for the DEIS.	Comment noted.
Donny Hunter	3/7/2018	Website	I support the development of a future high-speed rail line. This seems to be the only way to relieve the congestion on IH 35 and improve the train in the golden triangle of Texas.	Comment noted.

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Bill Huntsinger	2/3/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: The proposed HSR plan does not provide for the intent or funding to address the adverse impact to the major thoroughfare plan and roadway grid of Waller County. Waller County does have the funding capacity to do so - thus leaving our citizens at risk in case of emergencies, our school children to suffer from even longer busrides at our expense, and our properties further diminished in value due to lack of access as a result of the rail. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SC-6, SC-7, SC-8 and LU-11.
Bill Huntsinger	2/3/2018	Website	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: The EIS does not provide a professional and audited financial report from the Applicant or public sector addressing the financial feasibility and potential risk exposure to the public. There has been NO Full Disclosure. The public should NEVER be engaged in or invested in a private sector project that leaves the public at further financial risk or obligation for a failed and under performing venture that will at some point require subsidies or favorable financial treatment. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement".	Refer to BA-6 and NE-1.
Amber Hurd	2/18/2018	Website	The Texas HSR will be life changing and will have a positive impact on air quality by eliminating cars from our clogged highways. Texans deserve a mass transit system that is reliable and clean. I hope you consider the positive impact this will have on our future generations.	Comment noted.
Bill Hurles	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Mary E Hurst	2/20/2018	Letter	This letter is written in response to letter dated December 19, 2017, from Mr. Michael Johnson, Supervisory Environmental Protection Specialist, advising of the release of the Draft Environmental Impact Statement for the Dallas to Houston High-Speed Rail Project (the "Project"). My sister (Sharon Hurst Hibbert) and my brothers John T. Hurst and Edward P. Hurst) and I together own approximately 675 acres in central Grimes County, Texas, which our father and grandfather owned before us. The December 19, 2017 letter from Mr. Johnson advises us that the Project "could either directly or indirectly impact your property." In 2017, we were forced under threat of condemnation to grant Centerpoint Energy Houston Electric, L.L.C. an easement for placement of a high voltage electric transmission line across our property, adjacent to an existing CNP electric transmission line easement already encumbering our property. By this letter, I voice the strongest possible opposition to the Project for the following reasons: 1. Two existing major electric transmission lines encumbering our property create more than our share of "public good" contribution to the welfare of the residents of Dallas and Houston who will benefit from the project. Even assuming that the Brazos Valley station is actually constructed (in my mind, a dubious promise at best), the project will hold little benefit and great negative impact to the landowners of Grime County generally and particularly those landowners whose property is impacted by the Project. 2. The aspects of the Project that we object to most as negatively impacting our property include without limitation the following: (a) introduction visually, audibly, and by vibration of the urban and industrial landscape to a rural retreat, 24 hours per day, 7 days per week, and 365 days per year; (b) impairment of the marketability of our property for recreational purpose because of the undesirability of proximity to increase electro-magnetic fields and the public's general misgivings and fear of the same, whether or not justified; (c) significantly increase vehicular and manpower activity in, on, and around the proposed right-of-way 24/7/365 needed to service and maintain Project infrastructure and moving assets. 3. Vehicular access to our property by means of FM 1774, as well as vehicular access to other property we own in central Grimes County with significant proximity to the preferred "utility corridor" route by means of FM 2819 and CR 149, may well be significantly impaired and made significantly more circuitous if these local roads (FM 1774, FM 2819, and/or CR 149) are not afforded costly underpass and/or overpass improvements at crossing with the proposed right-of-way. Please note that our family has over decades elected to forego higher returns that might likely have been realized on other investments in order to retain ownership of rural acreage. That is a choice that we have had the right to make. Taking what we have worked to keep is not the right of a privately owned enterprise intending to profit at the expense of those who will be so negatively affected.	Refer to AS-1, ED-1, ED-2, GN-4, NV-1, NV-5, SC-19, TC-4, TR-6, TR-7, TR-8, TR-10 and VA-1.

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Albert Iandoli	2/10/2018	Letter	My name is Albert Iandoli and live at [...]. The proposed Texas High Speed Rail will go directly thru my property. I will lose acreage, lose my timber and lose value to my property. I also will lose the ability to hunt on my property. I moved from Massachusetts 3 years ago to retire in this rural community. If the HSR goes thru it will not only generate noise but be an eye sore that is directly seen from my back porch. It will disturb all the wildlife on my property. I sincerely hope this project does go thru.	Refer to AS-1, LU-7, NR-1, NV-1 and RF-2.
Doris Iandoli	12/28/2017	Email	My husband and I are against the proposed Texas High Speed Rail. We do not feel it is fiscally sound. Reason Foundation's analysis indicates that Texas Central has exaggerated ridership and under estimated costs! We as taxpayers need full disclosure of costs. We do not believe Texas Central will be able to build this without public subsidies. We do not want to bail out a sinking ship!	Refer to GN-2, GN-3 and NE-1.
Sheereen Ibtesam	3/8/2018	Website	I am writing to express my strong support for the Texas Bullet Train project and urge the Federal Railroad Administration to move forward with the timely review and approval of the project. It is a transformational transportation project that will connect the two economic hubs of Texas, Houston and North Texas, with one stop in the Brazos Valley, while respecting Texas lands and providing a safe, convenient and clean alternative to flying and driving. The recent release of the Draft Environmental Impact Statement (DEIS) confirms this conclusion with detailed data and projections. The Texas Bullet Train will utilize the world's safest mass transportation technology, the Shinkansen system, which has had zero crashes or fatalities in 53 years of operation. The project is expected to create more than 10,000 direct jobs per year during construction and more than 1,500 jobs permanently when operational -- at least 25% of them in rural counties along the route. It will be an economic driver for the state as well as all counties along the route. As an electric train, this system will also be the best environmental alternative as 4 of the counties served are already air quality non-attainment status. This innovative new industry reduces road congestion, improves local economies and creates new jobs for Texans. I welcome a faster, safer and cleaner transportation alternative to reduce congestion because it's good for Texas!	Comment noted.
Andy Icken (City of Houston)	3/5/2018	Oral	I'm Andy Icken. I'm the Chief Development Officer of the City of Houston. Mayor Turner would be here, but he has another commitment tonight. We speak in support of this project. There are many reasons that this -- we support this project, not the least of which is the job creation and the economic impact that Chris has already talked about. More importantly, from the City's viewpoint, we face -- and I think some of you may be aware of, that Mayor Turner, in his very first speech to TXDOT in January of 2016, pointed out that we need to make changes in the way mobility occurs in this area. We can't continue to widen roads. We are going to have to find alternative means of getting people from here to other places they want to be. What's particularly appealing to us about this project is this project is entirely financed from the private sector. There is no public sector involvement in this. Yes, the City of Houston is the supporter, and we run three airports in this city. This project will compete with that, but we think that's highly desirable from the City's point of view. And in fact, the airlines that operate out of our airports are supportive of this project as long as it is privately financed in one way. We do support the discussion of the selection recently of Texas Central Railroad of the Northwest Mall area. This an area that is has been deficient in investment over time. We think it can bring jobs to the area; and in fact, there's a multiplier effect of jobs in this area to allow for development. Lastly, this project itself will need connectivity to other parts of the city and other job areas in the city. Discussions have begun; and Metro, Texas Central Railroad and the City are committed to finding efficient ways that that connectivity, the so-called last mile, occurs from this station to other employment centers. Thank you.	Comment noted.
Darin Iglehart	2/20/2018	Website	I think this is to far from Union Station Surely there is a closer location to Place this position.	Refer to GN-7, GN-8 and TR-3.
Brian Illgen	1/30/2018	Email	We are going to cut through the environment for what? So we can say we have a high speed rail. That is the only reason. There is only going to be a few that will actually use the rail and many who will lose property not to mention the wildlife and general environment. If we had a real need then yes by all means. But there is not a need. It is a dream and bragging rights. And that is a poor excuse to change the environment along the route. And they cannot say there will not be any impact. That is a lie. Even a small impact is an impact. Thank you for the opportunity to speak me peace.	Refer to GN-2, NE-1, NE-9, NR-5 and PN-3.
Bryan Illgen	3/9/2018	Website	There are many factors to the impacts on our environment. Do we really need this rail to better life and have any impact on the environment at all? There is no doubt there is a so called "acceptable" level on impact. But any impact on a project that is not needed is not acceptable. Speaking of Houston. An already congested area will be more congested. Land owners up and down the line who do not want the property split in two will be forced to do so. Think about how they will get from one side to the other without a crossing. Also livestock will be restricted. Then wildlife patterns interrupted. Plus all the many Texans opposed to this idea. The heartbreak they will feel when fellow Texans are hurt. On yes that is an impact. We always here private companies say deal with it. Please do not be a part of this catastrophe.	Refer to LU-11, NE-9, NR-5 and NR-6.
Peter Imhoff	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.

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John Inabnett	3/8/2018	Letter	<p>WHL Dallas 45 LLC ("WHL") is writing to provide its comments to the December 2017 Draft Environmental Impact Statement ("DEIS") for the Dallas to Houston High-Speed Rail project (the "Project"). WHL is the owner and developer of Prime Pointe Industrial Park ("Prime Pointe"), a 3,000 acre master planned, rail-sewed industrial park located at 1-45 and East Wintergreen Road in southern Dallas County in the cities of Hutchins, Lancaster and Wilmer. A map of Prime Pointe is enclosed with this letter. Prime Pointe is strategically located next to Union Pacific Railroad's Dallas Intermodal Terminal ("DIT"). Prime Pointe offers rail-served sites for commercial and industrial development and operation. Prime Pointe receives rail service from Union Pacific via a spur track off of the main line that runs through DIT. Prime Pointe is the largest development in the Dallas County Inland port area and is leading the effort to create thousands of jobs and billions of dollars of economic growth for an underserved and underdeveloped area of Dallas. The 2016 Project alignment ran through Prime Pointe, and WHL appreciates the fact that Texas Central Railroad ("TCR") designed the Project to avoid bisecting Prime Pointe. Since 2016, significant warehouse and distribution centers have been built at Prime Pointe, which reinforce the importance of preventing TCR from interfering with the operation and growth of Prime Pointe. WHL objects to any Project plans or alignments that would limit access to Prime Pointe or disturb its growth and operations. In order to avoid any negative impact on Prime Pointe and to 6023556 &#8226;&#8222;2 ps000.0004S046) allow Prime Pointe to grow in the future, Prime Pointe requires all TCR road crossings in the vicinity of Prime Pointe and DIT to be grade-separated, specifically including but not limited to the major thoroughfares of West Belt Line Road, Greene Road, East Pleasant Run Road, West Wintergreen Road, Lancaster Hutchins Road and Interstate 20. All grade-separated structures along the West side of Prime Pointe should be built in conformance with Union Pacific's standard vertical clearance for overhead bridges, 23'-6", to allow for future railroad extensions. Prime Pointe further objects to the location of a TCR service facility south of Pleasant Run Road and requires plans for this facility to be relocated. WHL appreciates the efforts of TCR to accommodate Prime Pointe and looks forward to continuing to work with TCR regarding the Project. If you have any questions or require additional information from WHL, please coordinate directly with Mike Rader at 817-310-5595 or mikender@prime45.net. WHL DALLAS 45 LLC a Delaware limited liability company By: WHL Dallas 45 Manager LLC, a Delaware limited liability company, its manager By: Kane Russell Coleman Logan p C, a Texas professional corporation, its sole member By: Enclosure 6023556 v2 allow Prime Pointe to grow in the future, Prime Pointe requires all TCR road crossings in the vicinity of Prime Pointe and DIT to be grade-separated, specifically including but not limited to the major thoroughfares of West Belt Line Road, Greene Road, East Pleasant Run Road, West Wintergreen Road, Lancaster Hutchins Road and Interstate 20. All grade-separated structures along the West side of Prime Pointe should be built in conformance with Union Pacific's standard vertical clearance for overhead bridges, 23'-6", to allow for future railroad extensions. Prime Pointe further Objects to the location of a TCR service facility south of Pleasant Run Road and requires plans for this facility to be relocated. WHL appreciates the efforts of TCR to accommodate Prime Pointe and looks forward to continuing to work with TCR regarding the Project. If you have any questions or require additional information from WHL, please coordinate directly with Mike Rader at [...] or [...].</p>	Refer to ED-2.
Fred Infortunio	2/6/2018	Oral	<p>Hi, all. My name is Fred Infortunio. I live in Harris County in the Tomball area. I'm also running for House District 130, which covers part of this area. I would definitely do what I can -- if I get there -- to bring down this project. There's no way that this is -- this project is financially feasible. The harm that they are proposing to do for the landowners is horrific, and they did not do an adequate Environmental Impact. I'm not going to need the three minutes. I wanted to give you my opinion and my backing if I get to Austin.</p>	Refer to GN-4, NE-1 and NE-9.
Alyssa Ingram	2/24/2018	Website	<p>I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.</p>	Refer to LU-5.
Carol Isbell	3/9/2018	Website	<p>My husband and I are residents of Leon County and are OPPOSED to Texas Central Dallas to Houston high speed rail project. The project will negatively affect emergency response times for medical, sheriff and fire departments, divide private property, damage surface spring and creeks, close roads, disrupt natural habitat of wildlife and change forever our rural way of life. Our emergency services will be disrupted and compromised with longer response times due to road closures and inconvenient rerouting. The DEIS statement states impact times are not</p>	<p>Refer to LU-2, LU-11, NR-5, SS-23, TR-8 and WW-2.</p> <p>For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species</p>

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			<p>expected to be significant. This project is not worth a single loss of life due to slowed ER response times! The division of property will cause undue and unfair burdens on land owners for beef , swine and poultry production and the ability to feed and water animals. Agriculture use whether is for crop production feed families, the general public or livestock will be disrupted. This will likely cause an increase in grocery prices with decreased supply. Why create the Berlin Wall in TExas? Texas is a relatively dry state most of the time and with the proposed construction of the rail surface springs and creeks which farmers, ranchers and wildlife depend on will be damaged. The natural habitat of wildlife will be destroyed. Road closures and rerouting of roads will cause traffic congestion like many people have never seen before as the public changes the travel routes forever. Many rural landowners will be making huge sacrifices as a result of the project. This project hurts the most who will benefit the least. Please do not let the rail project destroy our rural way of live and lives!</p>	<p>and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</p>
Carol Isbell	NA	Website	<p>I am a resident of Leon County and opposed to the dallas to Houston high speed rail and disagree with the short time span we were allowed to comment and review the DEIS thank you</p>	<p>Refer to PI-3.</p>
Scott Isbell	3/9/2018	Website	<p>I am a resident of Leon County and Oppose the dallas to Houston high speed rail project. I also feel that residents were not given a sufficient amount of time to completely review the DEIS on the FRA website. Texas Central had several years to prepare and we had very little time to review the materials and lies submitted by Texas Central!</p>	<p>Refer to PI-3.</p>
James Isensee	2/16/2018	Website	<p>I fully support the development of high speed rail between major cities in Texas and this particular project between Houston and Dallas. This project 1) is environmentally friendly, especially as an increasing amount of electrical power is being generated by renewables sources and lower-carbon emitting gas-fired power plants; 2) will help reduce traffic on I45 between Houston and Dallas and future capital expenditures to address congestion; 3) will increase the real estate values within several miles of station locations; 4) provide an economic and more environmentally friendly and safe alternative to ground and air transportation modes between Houston and Dallas; and 5) is way past due being developed.</p>	<p>Comment noted.</p>
Alexander Ivanoff	3/9/2018	Website	<p>Dear FRA, I am writing to express my strong support for the Texas Bullet Train project and urge the Federal Railroad Administration to move forward with the timely review and approval of the project. It is a transformational transportation project that will connect the two economic hubs of Texas, Houston and North Texas, with one stop in the Brazos Valley, while respecting Texas lands and providing a safe, convenient and clean alternative to flying while adding the equivalent of several additional lanes of I-45, paid for by the private sector. The recent release of the Draft Environmental Impact Statement (DEIS) confirms this conclusion with detailed data and projections. The Texas Bullet Train will utilize the world's safest mass transportation technology, the Shinkansen system, which has had zero crashes or fatalities in 53 years of operation. The project is expected to create more than 10,000 direct jobs per year during construction and more than 1,500 jobs permanently when operational -- at least 25% of them in rural counties along the route. Coming from a rural part of New York, I can attest to the importance of that. It will be an economic driver for the state as well as all counties along the route. As an electric train, this system will also be the best environmental alternative as 4 of the counties served are already air quality non-attainment status. This innovative new industry reduces road congestion, improves local economies and creates new jobs for both Texans and Americans as a whole. I welcome a faster, safer and cleaner transportation alternative to reduce congestion, because it's good for Texas and good for America. Sincerely, Alexander Ivanoff</p>	<p>Comment noted.</p>
Reanne Ivie	1/30/2018	Oral	<p>So I have a few questions. One would be that there are numerous studies that show that cattle get stressed at anything above 80 decibels. It affects their fertility, visibility, heart rate and it causes hypoglycemia. I am sure that it not only has a negative effect on cows but goats, chickens, pigs and humans. I am concerned about the wind and the electromagnetism. The impact that that has on humans, bees, birds, our soil, water. Does the wind blow fertilizer off our crops? Does the wind itself have an affect on string or seeded crops, and hay. I'd like to know how they screen their workers. What kind of workers are you going to have? What types of security screenings are in line because this is a transportation type system and cutting off the path of some of the emergency responders? I'd like to know where the waste from their work is going. Like the brown water they have from new construction. I would like to know how they are going to take care of their workers in these rural areas trying to build in eight and ten hour shifts. A lot of the counties and small cities can't support feeding these people lunch. There are not restrooms near. The Sheriff and the emergency management coordinator were not notified and were not consulted. I would like to know how the rerouting of roads in the country is going to impact our emergency system in that county. If they are going to need our first responders to deal with emergencies on the train or rail emergencies. Are they going to pay to train our first responders for rail emergencies. And I want to know if they are going to police their own station. Are they going to have something a kin to what is in Dallas where they have DART, the Dallas Area Rapid Transit Police? I would like to know if we are going to have to work their own station. That's it.</p>	<p>Refer to BA-3, NR-1, PI-1, SC-4, SS-9, SS-7, SS-23 and TR-8. TCRR will adhere to all Federal and State employment regulations as well as any additional employment screening needs that may result from its System Security Plan as described in Section 3.16.6, Safety and Security, Avoidance, Minimization and Mitigation, SS-CM#8. 1. Effects of EMF: The Draft Environmental Impact Statement (Draft EIS) discussed the health effects of EMF. Please see Section 3.15.2, Electromagnetic Fields, Health Effects of EMF: "Reputable authorities on the subject of EMFs include the World Health Organization (WHO) and the International Commission on Non-Ionizing Radiation Protection (ICNIRP). The ICNIRP determined that humans can perceive EMFs in some situations and that perception can be annoying, although not physically harmful. To prevent those acute health effects and annoyance, the ICNIRP developed guidelines for human exposure to low-frequency EMF. The ICNIRP states that "adherence to these restrictions protects workers and members of the public from adverse health effects from exposure to low-frequency EMF." As part of this effort, the ICNIRP also reviewed</p>

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				<p>"epidemiological and biological data concerning chronic conditions" (i.e., effects on the neuroendocrine system, neurodegenerative disorders, cardiovascular effects, reproduction and development effects and cancer) and "concluded that there is no compelling evidence that they are causally related to low-frequency EMF exposure." Additionally, the ICNIRP concluded that insufficient reliable research exists to determine if a link is possible between the adverse health effects and long-term, elevated EMF exposure. The ICNIRP stated that more research is necessary in these areas. "The U.S. National Institutes of Health tasked the National Institute of Environmental Health Sciences (NIEHS) with studying and making recommendations on EMF and human health. The NIEHS published reports outlining their interpretations and recommendations. The NIEHS concluded that for most health outcomes, no evidence is present that EMF exposure has adverse health effects."</p> <p>2. EMF and Distance from the tracks: As stated in the Draft EIS, Section 3.15.4, Electromagnetic Fields, Methodology, EMFs fall off markedly with distance from the source. EMFs are expected to be at ambient levels within 500 feet of the alignment. "The inverse square law applies to EMF. The inverse-square law means that EMF levels would substantially decrease with increased distance from the source. Therefore, for the purposes of this analysis, the EMF Study Area is defined as 500 feet from the centerline of the HSR track. Beyond this distance, the EMF would be below background levels."</p> <p>3. EMF and Environment, wildlife, and residents: Potential effects to human beings are discussed in point #1 above. No reputable research on the effects of EMFs and wildlife/environment have been conducted, although several studies that have been questioned by the scientific community are available on the internet. However, since EMF levels follow the inverse-square law, the effect to wildlife and the environment are expected to be negligible. EMFs do not affect soil or water. As defined in Section 3.15.1, Electromagnetic Fields, Introduction: "All sources of electricity produce both electric and magnetic fields. Electric fields result from the strength of the electric charge, and magnetic fields are produced from the motion of the charge. Together, the combination of electric and magnetic fields are referred to as "electromagnetic fields." "Because air and water are not sources of electricity, they are not affected by EMFs.</p> <p>4. Wind and Environment: During operation, the trains induce airflow (i.e., generate wind) along the sides and at the end of the train (known as wake). Studies summarized by FRA in 1999 show that the strength of the airflow depends on the distance from the train, the train's geometry (i.e., the shape of the nose and end of the HSR), and the operating speed of the HSR. FRA found that the airflow dissipates in less than 1 second (FRA 1999). Other studies found that wind generated by the train has a velocity of approximately 10 percent of the train velocity at a distance of approximately 10 feet from the train (Neppert and Sanderson 1977; Sterling and Baker 2010). An extrapolation of these studies for a train traveling at 220</p>

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				<p>mph indicates that the wind gust of approximately 22 mph would last less than 1 second at a distance of approximately 10 feet from the guideway.2. EMF and Distance from the tracks: As stated in the Draft EIS, Section 3.15.4, Electromagnetic Fields, Methodology, EMFs fall off markedly with distance from the source. EMFs are expected to be at ambient levels within 500 feet of the alignment. "The inverse square law applies to EMF. The inverse-square law means that EMF levels would substantially decrease with increased distance from the source. Therefore, for the purposes of this analysis, the EMF Study Area is defined as 500 feet from the centerline of the HSR track. Beyond this distance, the EMF would be below background levels." 3. EMF and Environment, wildlife, and residents: Potential effects to human beings are discussed in point #1 above. No reputable research on the effects of EMFs and wildlife/environment have been conducted, although several studies that have been questioned by the scientific community are available on the internet. However, since EMF levels follow the inverse-square law, the effect to wildlife and the environment are expected to be negligible. EMFs do not affect soil or water. As defined in Section 3.15.1, Electromagnetic Fields, Introduction: "All sources of electricity produce both electric and magnetic fields. Electric fields result from the strength of the electric charge, and magnetic fields are produced from the motion of the charge. Together, the combination of electric and magnetic fields are referred to as "electromagnetic fields." "Because air and water are not sources of electricity, they are not affected by EMFs. 4. Wind and Environment: During operation, the trains induce airflow (i.e., generate wind) along the sides and at the end of the train (known as wake). Studies summarized by FRA in 1999 show that the strength of the airflow depends on the distance from the train, the train's geometry (i.e., the shape of the nose and end of the HSR), and the operating speed of the HSR. FRA found that the airflow dissipates in less than 1 second (FRA 1999). Other studies found that wind generated by the train has a velocity of approximately 10 percent of the train velocity at a distance of approximately 10 feet from the train (Neppert and Sanderson 1977; Sterling and Baker 2010). An extrapolation of these studies for a train traveling at 220 mph indicates that the wind gust of approximately 22 mph would last less than 1 second at a distance of approximately 10 feet from the guideway.</p> <p>Table 3.5-3: Hazardous Materials Sites from Historical Maps Review summarizes the landfills near the Build Alternatives that may receive solid waste generated during the construction and operation of the Project. Wastewater generated during the construction-period that would not be connected to an existing wastewater treatment system would be trucked to a treatment plant for proper disposal as discussed in Section 3.9.5.2.1, Utilities and Energy, Utilities.</p>

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Rheann Ivie	1/29/2018	Oral	Good afternoon. Thank you all for showing up here this afternoon and for fighting for our county. My name is Rheann Ivie. I am one of three female-owned ranchers in Navarro County. It is a dying breed. I am raising the next rancher right beside me. So I'm here tonight to fight not just for your land and my land, but for her land. I came tonight thinking this was mostly about the environmental impact, and we have -- we raise laying hens, beef cattle, we have a cow-calf operation, and she raises pigs. So we have Googled several different places and looked at the effects of noise on our food supply, on livestock performance, and on stress as well. Those of you that raise pigs, you will agree with me that it is very easy to stress a pig. I cannot imagine the amount of decibels that a jet engine going by every 30 minutes, what that will do to my child's prize-winning pigs. Our hay fields. Someone brought up the fact that we have wild hogs. Folks, if you think there's not a hog problem in the state of Texas, it will become absolutely rampant with something like this. We have hay fields that are near where they're going to put the lines in at, and I have heard that you cannot shoot within a mile of it. Two miles? Well, I'm here to tell you, I have to keep hogs out of my hay fields and I have to keep coyotes away from my calves. It is a part of my everyday life. It's what I do in the evenings when I get home. It's part of ranching. It's going to cease to exist. We cannot let something like this come in and take our land and our children's land. We can't let something like this invade our county and other counties out of convenience. It's not going to be convenient for us. It's not going to be convenient for the small rural counties around us. It will only benefit the Dallas area and the Houston area. I wish I had something more poignant to say. I will say in a world of organics and people who want organics and less pesticides and everything else, to keep your livestock de-stressed, you can't have trains going by every 30 minutes. It's not going to help. It's not going to happen. We're a dying breed, and I am so grateful that my whole community has come out to support all the other ranchers. Thank you.	Refer to NR-1 and RF-2.
Institute of Policy Innovation	3/7/2018	Website	On behalf of the Institute for Policy Innovation (IPI), a free-market public policy research organization that closely follows regulatory policy nationally as well as in the State of Texas, I am writing to express my strong support for the Texas Bullet Train project and urge the Federal Railroad Administration to move forward with the timely review and approval of the project. It is a transformational transportation project that will connect the two economic hubs of Texas, Houston and North Texas, with one stop in the Brazos Valley, while respecting Texas lands and providing a safe, convenient and clean alternative to flying and driving. The recent release of the Draft Environmental Impact Statement (DEIS) confirms this conclusion with detailed data and projections Texas Central Partners has demonstrated a sensitivity to the needs of the environment along the proposed pathway, as well as sensitivity to the needs of landowners along the route. They have already decided to elevate a greater portion of the rail project than originally anticipated in response to these concerns. The Texas Bullet Train will utilize the world's safest mass transportation technology, the Shinkansen system, which has had zero crashes or fatalities in 53 years of operation. The project is expected to create more than 10,000 direct jobs per year during construction and more than 500 jobs permanently when operational at least 25% of them in rural counties along the route. It will be an economic driver for the state as well as all counties along the route. As an electric train, this system will also be the best environmental alternative as 4 of the counties served are already air quality non-attainment status. This innovative new industry reduces road congestion, improves local economies and creates new jobs for Texans. We are also strong proponents of privately financed major infrastructure projects such as the Texas Central Rail project. Building infrastructure with private risk capital instead of taxpayer dollars is an innovative way to build and reinforce America's infrastructure without making huge demands on the public purse. We believe this project, if successful, could encourage other such privately financed ventures. We would be happy to answer any further questions the Administration might have on this matter, and would pledge to work constructively with the Administration to encourage the successful completion of the Texas Central Rail project.	Comment noted.
Obinna Iwuchukwu	3/9/2018	Website	Houston has an Intermodal Transit Center near Downtown. METRO had intended to use that as a site for a new rail transit, but it never came to fruition. There is a METRORAIL site there and it is very close to the Amtrak station near downtown. I propose that there is a link from the Northwest Mall to that site. It would serve the city better as it would link downtown as well as the light rail system there. I also believe that there should be a separate station in the College Station area for university students there as well as one for Fort Worth. I hope you take this into consideration	Refer to BA-1, GN-7, TC-4, TR-2, TR-4 and TR-12.

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Eleanor Jackson	3/8/2018	Website	The high speed rail as currently planned would take nearly 8 acres of the property we have owned since the 1960's and would destroy our current and future planned uses. Not only do they intend to take the necessary easement, but they also are planning an "access road" that would take additional property. If this was being done for the public good, it would be easier to accept. But this type of project has never proven financially viable. Texas is even less likely to be profitable because Texans do not like to use public transportation. They are an independent group who prefer being in control. We have been told that this will eliminate traffic from our highways. The 18 wheelers that clog our current highways will not be eliminated because there is no way to transport freight on the high speed rail. Please do not allow this project!	Refer to ED-2, GN-2, GN-4, NE-1 and PN-3.
Geoff Jackson	3/7/2018	Website	How can I get a copy?	Refer to PI-1.
Geoffrey Jackson	3/8/2018	Email	I am excited about working on the Texas Bullet Train and urge the Federal Railroad Administration to move forward with its review and approval. Texas is the perfect place to plant the seed to grow this new high-tech industry in the United States. The new high-speed economy created by this project will be a game changer for workers, vendors, contractors and other companies and small businesses all along the route. The fact that it is fully investor-owned means it will provide a great benefit for not only passengers, but all taxpayers. The Draft Environmental Impact Statement (DEIS) confirms this conclusion with detailed data and projections. For instance, it states that the Train will create more jobs, contribute more than \$2.5 billion in taxes over its first 25 years and increase property assessment values within a half-mile of the proposed stations by between \$71.4 million and \$161.1 million. We want more travel options between Texas' two economic hubs and this project fills delivers and gives all travelers the freedom to choose a safer, more reliable and cleaner way to move across Texas. I welcome this new innovative industry and I urge the FRA to expedite its review and approval -- because it's good for business, good for the economy and good for Texas.	Comment noted.
George Jackson	3/5/2018	Oral	Hello. My name is George Jackson and I am here on behalf of myself and on behalf of my family. I have lived in Houston since 1973, and I have gone up and down I-45 hundreds and hundreds of times since then. One of the things that I find to be of great concern is that, as the population centers grow in Houston and Dallas, that travel time is going to get worse and worse. From what I understand in 2002, traffic was moving about 59 miles an hour between the two cities. In 2035, the estimate is it's going to be 39 miles an hour between Houston and Dallas. That's a six-and-a-half hour trip by 2035. As I understand the numbers, there's about 53,000 vehicles now. There's going to be over a hundred thousand by 2035. One of the problems, and it's a very significant problem, there was an article in the Houston Chronicle on October 14th, 2016 that said Interstate 45 is ranked as the second most dangerous stretch of highway in the country, fatalities per mile. Only Highway 99 in California is ranked worse. And as more traffic goes on I-45 between now and 2035, those numbers are just going to get worse. They're going to get worse and worse and it's going to become more and more congested. One of the reasons I am very in favor of the train is because of safety, safety on I-45. This system has been used for more than 50 years. You've heard, transporting billions of people, no accidents. And in conclusion, what I would say is this: If the train is not put in place, I think the alternative is very grim. I think that the transportation is going to become more and more congested. It's going to be slower and slower and there's still going to be more accidents, there's going to be more trucks on I-45 and there's going to be more deaths and I say, let's find a better solution. Thank you.	Comment noted.
George Jackson	NA	Website	I am in favor of the train. As Houston and Dallas continue to grow. Alternatives are needed to move more people between [sic] Houston and Dallas. I-45 will become more congested and more dangerous - and a lot slower. I have been driving between Houston and Dallas for 25 years - expansion may not help. We need and deserve a safer means to get from here to there and back again.	Comment noted.
Guy Jackson	2/9/2018	Website	I support the Houston to Dallas High Speed Rail. I travel between Anahuac and Dallas fairly often. Prior to 9/11 I would fly Southwest to Love Field. Now days by the time that you have to arrive to go through security I can be half way to Dallas. A single driver in a single car adds to the traffic congestion and to the pollution. A high speed rail would make this trip easier for me while helping alleviate traffic and pollution. As a property owner of a large tract of rural land I understand the desires of the property owners along the route to protect their lands but we have to understand that there are greater goods that need to be served. Our family lands created the Anahuac National Wildlife Refuge out of some of our lands and over the years have helped increase the size of the refuge. The proposed elevated design minimizes the footprint on the properties along the route allowing for unencumbered access to both sides of the tracks. As Texas grows the need to move large numbers of people between the metropolitan areas of the state only grows in importance. Once again, I support the high speed rail proposal and the path.	Comment noted.
Jennifer Jackson	1/11/2018	Email	I am very excited about this and really hope building will start soon! #BuildThatTrain	Comment noted.
Jennifer Jackson	1/11/2018	Email	I am very excited about this and really hope building will start soon! #BuildThatTrain	Comment noted.

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Lee Jackson	2/17/2018	Website	I support the proposed Dallas to Houston High Speed Rail line and appreciate your study of any environmental issues of significance. No transportation improvement of this magnitude is possible without some inconvenience or change in land use for some neighbors, but it does seem that the sponsor entity has made every effort to align this project sensibly, conform to local desires wherever possible, and to acquire most of the needed rights of way by voluntary purchase. This is not an either/or transportation decision for our growing state, but rather an attempt to use all reasonable tools to keep up with our growth and to complement highways and airports which have significant capacity limitations. The financing of this project is now its main yardstick of feasibility, as it should be, and if it can be financed privately and if your study determines no insurmountable environmental issues then the marketplace and the needs of the traveling public and its willingness to pay for these services should be the ultimate test of its value.	Comment noted.
Robert Jackson	3/5/2018	Website	ROBERT JACKSON: My name is Robert Jackson. I'm the senior vice president for public affairs for the Houston First Corporation. Houston First is a local government corporation created by the City of Houston. Its mission is to enhance quality of life, promote economic prosperity and raise the profile of Houston as a destination. So that's the what of how we do. The how we do that is travel and tourism. So to that end, we operate the -- so the George R. Brown Convention, the Americas Hotel, Wortham Theatre Center, Jones Hall, Miller Outdoor Theatre and about a dozen other smaller venues around the city. In addition to that, we serve as the city's destination marketing organization. Essentially it's a responsibility to have an image for Houston as a destination so travelers who want to visit Houston, meeting planners who want to hold conventions there and along with our partners in the greater business partnership, businesses will be enticed to do their business in the City of Houston. We come today to -- we have seen firsthand what the draft environmental impact says is correct when it claims that travel demand is increasing and the increasing infrastructure is not able to accommodate this growing demand between. In Houston, we support the bullet train as an important part to solve our transportation changes. In addition, as our population grows, we look back on this project as an economic accelerator to help to generate economic activity while preserving public funds for use on public infrastructure. This project is a game changer for our city, for our state and I urge the FRA to complete its review in a timely manner. Thanks very much.	Comment noted.
Robert Jackson	3/5/2018	Oral	My name is Robert Jackson. I'm the senior vice president for public affairs for the Houston First Corporation. Houston First is a local government corporation created by the City of Houston. Its mission is to enhance quality of life, promote economic prosperity and raise the profile of Houston as a destination. So that's the what of how we do. The how we do that is travel and tourism. So to that end, we operate the -- so the George R. Brown Convention, the Americas Hotel, Wortham Theatre Center, Jones Hall, Miller Outdoor Theatre and about a dozen other smaller venues around the city. In addition to that, we serve as the city's destination marketing organization. Essentially it's a responsibility to have an image for Houston as a destination so travelers who want to visit Houston, meeting planners who want to hold conventions there and along with our partners in the greater business partnership, businesses will be enticed to do their business in the City of Houston. We come today to -- we have seen firsthand what the draft environmental impact says is correct when it claims that travel demand is increasing and the increasing infrastructure is not able to accommodate this growing demand between. In Houston, we support the bullet train as an important part to solve our transportation changes. In addition, as our population grows, we look back on this project as an economic accelerator to help to generate economic activity while preserving public funds for use on public infrastructure. This project is a game changer for our city, for our state and I urge the FRA to complete its review in a timely manner. Thanks very much.	Comment noted.
Shelli Jackson	3/5/2018	Oral	Hi. My name is Shelli Jackson. I've lived here in Houston for the last 26 years and all of my extended family, including my parents, my kids' grandparents, live in the Dallas area. So I've made lots of trips between here and Dallas. So maybe I'm here as a representative of people that go back and forth and back and forth a lot. I've driven the route. I've flown on Southwest Airlines a couple times. I've even taken Mega Bus on several trips. So I have firsthand knowledge of I-45 between here and Dallas and in the last 26 years with the increasing challenges of driving it and the increased congestion. I'm here because I'm in favor of the Texas bullet train as an alternative mode of transportation. Texas is growing, Houston is growing and our highways are congested. We need options. I'm also in favor of listening to the concerns of the landowners, of respecting and accommodating and addressing their concerns while we do -- while this project moves forward. I'm in favor of the new -- of the Northwest Mall location of the Houston station and the redevelopment of this area and I'm looking forward to hearing how the terminus will connect with Metro and how it's going to move the people to the -- to the station and then once people arrive here, to get them to their destinations throughout Houston. It sometimes feels like a pie-in-the-sky idea that we can do something else besides drive cars around in this city and between cities here in Texas, but I'm encouraged by what I've seen in Dallas about what DART has done and the options that they have and they have built and are in the process of building a good transit system. People use it and people want it, and I think the same thing would happen here. For all these reasons, I'm asking that the FRA approve the bullet train project so it can move forward as soon as possible. Thank you.	Comment noted.
Veronika Jackson	3/2/2018	Website	I am highly in favor of this high speed rail project as I believe it will make a positive environmental impact as well as connect communities and businesses. This project will enhance our long term plans to compete globally for jobs and will allow Texans more choice when traveling. Thank you!	Comment noted.

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Leslie and Jecku Jacob	3/8/2018	Email	Would you be able to tell me what kind of extra noise the high speed rail will bring to residents in the country areas that it goes through and how kids will be kept safe from a high speed train going through our towns?	Refer to NV-1, SC-8, SS-12 and SS-13.
Leslie Jacob	3/8/2018	Email	I have recently been doing some research on the high speed rail that is being planned. I would like to know what the financial impact will be for residents as far as increased taxes to pay for it and the up keep of the system.	Refer to SS-26 and VA-3.
Steve Jacobs	1/22/2018	Website	I am glad to see that Texas is implementing a high speed rail between Dallas and Houston. This will provide a safe alternative way to link these two cities while not polluting the environment. I hope this is just one step in Texas improving the passenger rail system throughout the state and our country.	Comment noted.
Floyd James	1/30/2018	Email	This train will divide the county in half. For Navarro county that will be destructive. What will you do to mitigate the flooding that will be caused by the Dam (burm) across this low lying county?	Refer to FP-1 and WW-2.
Karl James	1/17/2018	Website	I am a land owner along the Utility Corridor route whose land would be directly affected by the project. In spite of that fact, SUPPORT the project and SUPPORT the Utility Corridor route. The Project and its representatives have treated me respectfully and have provide me considerable information. I think Texas needs this high speed rail project and I support it moving forward.	Comment noted.
Regina Jamieson	2/5/2018	Oral	Regina Jamieson My name is Regina Jameson. I spent the first 30 year of my life in Ft. Worth: which is like a quick trip to Dallas: if you didn't know that. And I spent the last 15 years traveling from this area to work in Houston. And I'm pretty sure I can tell you if not the commute back and forth to Dallas and Houston: that's the problem. It's the problem in the cities; the traffic: navigation in the cities. That's where the problem lies. As you notice tonight: Texas rural residents are very proud of their quiet rural lifestyle and they folks resided for decades on their family land. I will not support a private endeavor to be given the right to use eminent domain for a private profit: especially a project that will not benefits the general public: but one that is geared toward a few wealthy individuals: one that can afford spending \$ 199 dollars for a one way ticket. It goes against everything Texas stands And TCR will not be able build this thing without eminent domain. It's not my property they want this time: but maybe it will be next time. And that's why I'm here speaking to you tonight. Texans are strong for private property rights. I ask you: how will this rail will affect day-to-day travel in these affected counties. How will it increase first responder times? How will it affect water? Property values of adjacent properties will decrease, as no one will want to live next to it I wouldn't want to live next to it If I was looking for a property: the only way I would buy it next to this train is it was cheaper. Families and wildlife will be displaced, farms and ranches disrupted or destroyed. Ridership will never cover the expense of running this thing. They will be in our pockets. The need is just not fair. Plus Houston's mass transit system: have you ever been to Houston? It's pretty much non-existent How many Texans want to ride a Metro bus anyway? If you're not from Texas: I can assure you: not very many. No: thanks: I'll drive my vehicle: just like most other Texans will. There are so many other negatives. Three minutes just doesn't allow time to cover them all. All of these negatives and no positives for these affected communities in between that can't even utilize the train that they will give up so much for. I think it's an injustice that this endeavor has even gotten as far as it has. The wishes of these affected properties should be heeded; no HSR_ To the FRA, this train cannot be built without eminent domain because we do not want it on our properties. It should never be eminent domain rights because it is not for the good of the majority and will only service a wealthy few. Thank you for your time.	Refer to ED-1, ED-2, GN-2, LU-11, NE-1, NE-9, NR-5, PN-3, TR-8, SC-3, SC-19, SS-23, TR-4, TR-5, VA-1 and WW-6.
Japanese American International Summit	3/8/2018	Website	Written on behalf of the Japanese American Summit : We have issues with the loss of the internationally known facility, Morgan Legacy Farm. Please see attached photos of the Japanese Tsunami victims fishing again for the first time at Morgan Legacy Farm since the tsunami devastated our lives, as well as finding enjoyment in the ranch rodeo- just one of the many things they were able to do at the ranch. See link for further details about the Japanese American Summit at Morgan Legacy Farm: https://hibarisensei.wordpress.com/tag/japan-america-grassroots-summit/	Refer to LU-5.
LINDA JARVIS	1/31/2018	Oral	I'm Linda Jarvis, Freestone County Clerk. Myself, along with the Freestone County Commissioners Court, I am against the high-speed rail coming through Freestone County. I do not see any benefit for the county as individual owners for this high-speed rail it is approved. I am not supportive of the eminent domain process of taking individual's or county's property. I am totally against this and if you have any questions feel free to come by my office and I'll answer anything that I can. Thank you	Refer to SC-19.
Asim Javed	2/16/2018	Website	I feel that this project will be a boon to the Texas Economy as a whole, specifically of course positively impacting the Houston and DFW areas. Care should be taken to minimize environmental impact along the eventual chosen corridor. But as is the case with all major infrastructure projects such as highways and rail lines, this will be an invaluable resource for all Texans to benefit from in the years to come. I hope that the EIS process reaches a successful and positive conclusion for this project.	Comment noted.
Olin Jaye	2/16/2018	Website	My family has owned property in two of the counties along the proposed route of the high speed rail and some relatives still live in the area. If proper environmental and construction safeguards are maintained, it will be a major asset to the central Texas area and the entire state.	Comment noted.
Walker Jeff	1/30/2018	Oral	We have land in Leon County and this land was bought by and John and now I take care of it. And they would sure hate for me to give this land away after they have fought hard for our country and bought this land with sweat and hard work. Now I am trying to fight for them. I	Refer to LU-11, NR-6 and TR-10.

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			have a couple of examples here. Sample 4 sheet 389 has our place. We have 250 acres there and split in half and my question is which hasn't been answered yet -- is what happens to the land, the land lock for that there is going through? No way to go through the wildlife and cows and there are no tanks that will be over on the other side for our cattle and our wildlife. We have these questions to be answered. They haven't been answered. We have 200 more acres down the road. There are closing off 408 according to this map and so we are having to rearrange our method of getting into that land. Our tenant lives across the road but he is going to go about 15 miles around to get to that place. So there are so many things and these are just small examples compared to some of yours out there, but we wanted to be heard today.	The Project is not on viaduct at this location. The track configuration is both embankment and retention-cut. Prior to construction, TCRR shall coordinate with individual landowners regarding compensation for temporary use or permanent take of land on a case-by-case basis if alternative mitigation measures cannot be developed.
Katherine Jefferson	3/9/2018	Website	Great idea, it would hopefully rid some of the traffic.	Comment noted.
Maggie Jeffries	1/26/2018	Website	I am in massive favor of his train!!! I would travel bath and forth much more often and think this will benefit the economy of both cities. A huge YES!!!	Comment noted.
Ellen Jenkins	NA	Website	Very Bad Idea!!	Comment noted.
Oliver Jenkins	3/9/2018	Website	The high speed rail is an excellent and fast transportation system.It is a great way to travel and connect two major cities.The time is now for a safe,efficient and quick commuter rail line. Many positive benefits from this type of service.	Comment noted.
Oliver Jenkins	3/9/2018	Website	The high speed rail is an excellent and fast transportation system.It is a great way to travel and connect two major cities.The time is now for a safe,efficient and quick commuter rail line. Many positive benefits from this type of service.	Comment noted.
Robert Jenkins	NA	Website	DALLAS! no one wants to go to Dallas. It should totally got to Austin instead or at least San Antonio. Dallas is so lame.	Refer to BA-2.
Bet Jennings	2/5/2018	Oral	My name is Bet Jennings. I'm against this project. TCR does not have imminent domain powers. A thug-like character came busting at my door at 9:30 at night to sue me. This was the action of thugs. This was after only one letter asking me to survey. No legitimate business acts this way. When the case before mine on the same issue was heard, Judge Halbach ruled against TCR. TCR does not have the right of imminent domain. The city of Houston and surrounding areas have a problem of thugs robbing people. Perhaps our government officials need to set a good example, respect our privately-owned land, stop trying thug-like tactics to rob people of their property. I'm a licensed real estate broker. The negative real estate effect would dramatically decrease property values all along the route. A new subdivision next to my property on the right and on the left would drop in value dramatically; effectively a reverse condemnation, just like those who were flooded during Harvey when the dams released the water. I talked with numerous engineers and they've said the 20-foot berms would alter the watersheds and increase flooding. Officials after Harvey said they would have to start using the 500-year maps, not the hundred year maps, because epic flooding is now the norm. With residents still reeling with the devastation of Harvey floods, it is immoral of anyone to consider building 20-foot berms that would affect the watersheds of Harris and Waller Counties. The great Japanese wall across Texas, the deaths and destruction that the increased flooding would cause is villainous. The devastating economic loss is shameful. The only option is no build. Evil triumphs only when good people do nothing. It's time for good people to stand up and stop this project.	Refer to ED-1, ED-1, FP-1, SC-19, SS-17, VA-1, WW-1 and WW-2.
Bet Jennings	2/5/2018	Oral	My name is Bet Jennings. I'm against this project. TCR does not have imminent domain powers. A thug-like character came busting at my door at 9:30 at night to sue me. This was the action of thugs. This was after only one letter asking me to survey. No legitimate business acts this way. When the case before mine on the same issue was heard, Judge Halbach ruled against TCR. TCR does not have the right of imminent domain. The city of Houston and surrounding areas have a problem of thugs robbing people. Perhaps our government officials need to set a good example, respect our privately-owned land, stop trying thug-like tactics to rob people of their property. I'm a licensed real estate broker. The negative real estate effect would dramatically decrease property values all along the route. A new subdivision next to my property on the right and on the left would drop in value dramatically; effectively a reverse condemnation, just like those who were flooded during Harvey when the dams released the water. I talked with numerous engineers and they've said the 20-foot berms would alter the watersheds and increase flooding. Officials after Harvey said they would have to start using the 500-year maps, not the hundred year maps, because epic flooding is now the norm. With residents still reeling with the devastation of Harvey floods, it is immoral of anyone to consider building 20-foot berms that would affect the watersheds of Harris and Waller Counties. The great Japanese wall across Texas, the deaths and destruction that the increased flooding would cause is villainous. The devastating economic loss is shameful. The only option is no build. Evil triumphs only when good people do nothing. It's time for good people to stand up and stop this project.	Refer to ED-1, FP-1, SS-17, VA-1, WW-1 and WW-2.
Bet Jennings	3/5/2018	Oral	My name is Bet Jennings. I live in The Galleria area. Congestion at 610/I-10/290 interchange is already bad, even though they just are completing the interchange. It will make traffic worse for Houstonians, not better. I am against TCRR's project. Let's set the record straight. TCRR has said no roads would be closed or diverted. That is false. The DEIS completely omitted published maps of future thoroughfares in west Harris County. Those thoroughfares are vital to Harris County residents, not a special interest train run by special interest people for their own pocketbooks. At \$400 a round tripper person, a family of four is not going to go to Dallas at \$1600. Just not something they're going to do. TCRR would block roads, wreck havoc on emergency services, schools, developments. Instead of improving transportation, it would hamper it for many years to come, endangering the public, endangering our children and their schools and become a taxpayer burden. Five	Refer to BA-4, FP-1, GN-4, NE-1, SC-8, SC-3, SC-6, SS-1, SS-23, TR-1, TR-4, TR-5, TR-8, WW-1 and WW-2.

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			independent studies have shown that TCRR's plan will not cash flow and lose 500 million a year. TCRR has admitted they will apply for TIFIA federal funding. The 20-foot earthen berms would create a Japanese wall across Texas. Flooding would worsen. You should be concerned over TCRR's plan to only use Japanese Shinkansen rail technology. This technology is not compatible with other technologies, including all rail systems currently used in Texas. Reliance on a Japanese monopoly has serious negative consequences. It would hold future generations of Texans hostage from a monopoly railroad from Japan.	
Bet Jennings	3/9/2018	Website	The DEIS produced by AECOM is seriously flawed and should be discarded. How does an engineering company completely omit the published future throughfare plan of Harris County and have the train blow through major planned thoroughfares? Why are high numbers of pipelines omitted? Why are hazardous waste sites omitted? Consider the following failed projects that AECOM produced: 1)AECOM Technology has settled a major lawsuit over forecasts it made for a toll road in Australia, paying US\$201 million to creditors, documents filed with Australia's corporate regulator show. https://www.wsj.com/amp/articles/aecom-unit-pays-us-201-million-to-settle-australia-toll-road-lawsuit-1442826365 2)Securities lawsuit : http://securities.stanford.edu/filings_documents/1058/A00_01/201691_f01c_16CV06605.pdf 3)Private Toll Road Backed By \$430 Million in Federal Funds Goes Bust https://usa.streetsblog.org/2016/10/18/private-toll-road-backed-by-430-million-in-federal-funds-goes-bust/ The DEIS is badly flawed and the only option is the NO BUILD option.	Refer to EU-2, GN-1, TR-1, TR-6 and TR-8. Hazardous waste sites are referred to as hazardous materials sites in the Final EIS and are discussed in Section 3.5.4.1, Hazardous Materials and Solid Waste, Affected Environment, Hazardous Materials and summarized in Table 3.5-2: Hazardous Materials Database Search .
Bet Jennings	3/9/2018	Website	IT WOULD INCREASE FLOODING. The GREAT WALL OF JAPAN would create a 20' high berm and exacerbate flooding in areas that already experienced epic floods during Harvey. It would interfere with watersheds all along the route. Further the flawed DEIS shows that no plan is in place to offset the increased water runoff created by this ludicrous scheme.	Refer to FP-1, SS-17, WW-1 and WW-2.
Bet Jennings	3/9/2018	Website	There is no need for this scheme of a HSR between Houston and Dallas; tickets at \$400 round trip are the same as for a plane round trip ticket. Planes do not destroy develop-able land, do not take away tax bases for schools and cities. Planes do not interfere with watersheds nor do they cause flooding; air fare creates a sales tax for cities; train tickets are not taxed, therefore cities will lose sales tax money; planes are faster than trains; planes have a security system in place; TCR claims no security checks. The train scheme is a 240 mph invitation to a terrorist attack. The only option is the NO BUILD option.	Refer to BA-4, BA-6, BA-12, FP-1, PN-3, SC-3, SS-6, SS-7, SS-9, SS-13, TC-3, VA-1 and WW-1.
Beth Jennings	2/6/2018	Oral	My name is Beth Jennings. I'm going to challenge the engineers in this room. Last night, we had a room full. You know me, and you know my husband, A.J. Each of you takes an ethics course each year. TCR has been unethical. The project is unethical. Please don't support it. I understand what chasing work is, but do it right. Do it ethically. You don't want another State Highway 130 black mark, an economically unfeasible project when finished. If you support this, that's what you'll have, a taxpayer burden, and you'll have ruined countless families in the process. That is unethical. TCR does not have eminent domain authority. A thug-like character came busting at my door at 9:30 one night, trying to sue me. That was after one letter asking to survey. It was the action of thugs. No legitimate business acts that way. They sued me. When the case before mine was -- on the same issue was heard, Judge Halbach ruled that TCR did not have the right of eminent domain. Eminent domain should never be imposed for the benefit of a private foreign corporation. You should be concerned over TCR's plan to only use Japanese Shinkansen rail technology. This technology is not compatible with other rail technologies, including all rail systems in the State of Texas. Reliance on a Japanese monopoly has serious negative consequences. It would hold future generations of Texans hostage to a monopoly railroad technology with no competitive suppliers to keep operational costs down and passenger fares affordable. Think about this: Would we build an airport with runways that could only handle airplanes manufactured by Airbus to land and take off? Would we build a highway with lanes that only cars manufactured by Volvo -- of course not. The DEIS is flawed. Pipelines, hazardous waste sites, environmentally delicate sites, endangered wildlife, outdated floodplain data. Most properties were never even set foot on. I live in the Galleria area. The propaganda says inner loopers want it, and that's a lie. I would never take it to Dallas. Congestion at the 610, I-10, and 290 interchanges is already bad, it will make traffic worse for Houstonians, not better. Transportation should make life less stressful. TCR will ruin the environment through sound, visual blight, loss of jobs, loss of business, loss of neighborhoods, loss of developed land. I challenge the engineers in this room, do the ethical thing. Don't support TCR.	Refer to ED-1, ED-2, FP-4, NE-1, NE-8, NE-9, PN-3, TR-4 and TR-5.
Betty Jennings	3/9/2018	Website	Five independent studies including one quoted by Sen. Charles Schwertner, R-Georgetown. cited an independent study by the Reason Foundation, which indicates a proposed high-speed rail between Dallas and Houston will lose over \$537 million a year and could cost taxpayers up to \$21.5 billion. TCR has admitted they would apply for federal TIFIA loans as well as other federal loans. This project does not cash flow and would be a taxpayer burden. The NO BUILD option is the only option.	Refer to GN-3, GN-4 and NE-1.
Chase Jennings	2/5/2018	Oral	How are you-all doing tonight? My name is Chase Jennings. I'm actually an environmental scientist. I'm also a GIS technician. I have a Master's in geoscience at Texas A&M University. So, you know, what we have to think about is really the three people who are going to be riding this train are, for one, people whose corporations are willing to pay a couple of thousand dollars a month for them to be able to go from Houston to Dallas every single day, and people who, quite honestly, only go to Dallas once a year. They're willing to quite selfishly want this train built, and they don't care about the lives of the people who are destroyed along the way. Well, so let's start looking at facts. I'm a scientist, so I love looking at the facts. I love looking at the numbers. Well, let's look at the railway that they have in Japan. Use the same comparison that Texas	Refer to BA-12, GN-2, GN-4, NE-1, PN-3 and SC-3.

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			Central does with the Osaka to Tokyo Shinkansen bullet train. It costs about \$124 to \$130 from Tokyo to Osaka. Remember, they're going to have vastly more ridership, so obviously the ticket's going to be cheaper. Tickets are going to be a lot more expensive here because we're not going to have near as much ridership. So this is really not a good comparison, though, because the distance between Houston and Dallas is only 238 miles, so I'll admit that. So let's compare the Tokyo to Nagoya portion of the route. The cost is \$95 to \$100; not a whole lot less. And that's for one-way ticket. The route is 231 miles, only seven miles less than from Cypress to Dallas, and takes about four hours to Tokyo -- from Tokyo to Nagoya by car, an average speed of 58 miles an hour. It's only three hours and 30 minutes from Cypress to Dallas, an average of 68 miles an hour; much faster because our infrastructure is built for transportation via car instead of mass transit like Japan. We're a lot more spread out than Japan is. If we look at the combined population of Tokyo and Nagoya, it's 11.569 million people with an average income of 106,000 USD, versus only 3.816 million people between Dallas, College Station/Bryan, and Houston, with an average income of \$52,000. Comparing car ownership, Tokyo only has .5 cars per household, versus 1.57 between Dallas and Houston. Comparing population density, 6,158 people per square kilometer in Tokyo, versus only 1,301 people per square kilometer in Houston. The bullet train works in Japan because it has three times the population, almost five times the population density, a third of the car ownership, and twice the income of Dallas and Houston. This is not Japan. And comparing flights that are only \$50 to \$200 and only 45 minutes, versus proposed hour and a half, those who don't drive will instead fly. I can rent a car for \$20 for a weekend through Enterprise and spend maybe \$20 in gas with a 30 mile-per-gallon fuel efficient car as well, so I see no reason to ride the train. These factors will all lead to low ridership with Texans, as daily use will be cost prohibitive and other faster more affordable modes of transportation are already available. This will lead to unprofitability and an eventual burn on us taxpayers and landowners. Thank you.	
Chase Jennings	3/9/2018	Website	I have read the EIS and do not support this project nor do I support the unethical tactics of the company behind the project. The no build option is the best option.	Refer to BA-6.
Betty Jennings	3/9/2018	Website	Further, we should all be concerned over TCR's plan to only use Japanese Shinkansen rail technology. This technology is not compatible with other rail technologies, including all rail systems presently operated in Texas. Reliance on a Japanese monopoly has serious negative consequences. It would hold future generations of Texans hostage to a monopoly railroad technology with no competitive suppliers to keep operational costs down and passenger fares affordable. Think about this. Would we build an airport with runways that can only handle airplanes manufactured by Airbus to land and take off? Would we build a highway with lanes that can only handle cars made by Volvo? Of course not.	We do not have high-speed rail that operates at this speed in the U.S. at this time. The introduction of high-speed rail introduces a new transportation option into the state infrastructure. In order to stay competitive in the market, TCRR will need to provide an option that is economical compared to driving a car, riding a passenger train like Amtrak or flying a plane.
Donald Jensen	1/29/2018	Website	I am very much in favor of the DFW - HOU high speed rail project. We need to work diligently with DART and our other Mass Transit entities in the DFW area to make sure when folks reach the Dallas station they have really excellent & timely options to get to the DFW destination they chose. Right now Rail connections to DEW Airport or to Plano take almost an hour travel time. We definitely need to work to have better rail and bus schedules in the DFW area. Right now the TXDOT emphasis on the rapid rail in the metroplex shows stations at DAL, Arlington, Ft Worth. WE NEED DAL, DFW AIRPORT, Ft. WORTH. DFW airport is right in middle of Metroplex and is the region's top economic engine. For the entire line I think we must be sure to let local entities, and Ranchers know that they will have good access to property on opposite sides of the rail corridor. (that was a flashpoint years ago when high speed rail was considered).	Comment noted.
Steve Jensen	3/9/2018	Website	I attended the meeting to discuss the proposed high speed rail train when the meeting was held in Houston. I am a Houston resident and am very much in favor of this new high speed rail project. At the meeting, I was saddened to see that probably 90% of the attendees were property owners and "NIMBY" types who did not want the train coming thru their property or nearby, and most of them were basing their decisions based on speculation and rumor. I am in favor of the high speed rail to be built between Houston and Dallas, simply because it is a viable alternative method between driving and flying, and it will save time as well. Many years ago, I was a field service technician for a hospital equipment company and I was based out of Atlanta, Ga. We had products under warranty throughout the state of Georgia and often I would be driving from Atlanta to Savannah, Georgia, which is about the same distance as Houston to Dallas. And like the interstate highway between Houston and Dallas, the roads between Atlanta and Savannah were boring - there is _nothing_ along the road except farms and trees. I couldn't fly because back then a walk up fare was \$600 round trip, so I always drove. It got to where I hated the drive, and having made the drive from Houston to Dallas a number of times, it is just about the same - I do not care for it at all. But if a high speed rail was in place between Atlanta and Savannah, you can bet your bottom dollar that I would have been a passenger on every service call I made to Savannah. If the high speed rail is built between Houston and Dallas, and if they leave every half hour as advertised, I would most certainly use it to visit my brother and sister in law (who are Dallas residents) more frequently. Conversely, my sister in law would visit Houston more often to see her father who is wheelchair bound and cannot tolerate long drives very easily at all. I did not know that there would be trains leaving every half hour until I went to the public comment meeting, and this makes it much more attractive to me and my wife. We are both in our 50's and riding on a high speed train for 90 minutes relaxing is much more attractive than me driving - I always end up doing the driving - for 4	Comment noted.

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			to 4.5 hours each way to Dallas and back. I truly hope this project will be built, and you can count on me and my wife as riders once the trains go into service. Thank you very much for allowing me to voice my opinion on this project.	
Lloyd Jernigan	2/18/2018	Website	I am President & CEO of PL Consultants, LLC a Service Disabled Veteran Owned Small Business, Texas HUB, City of Houston MBE and PDDBE, Port of Houston and Houston Metro SBE. PL Consultants, LLC is very interested in participating in the Texas Bullet Train project. Is there a concerted effort to ensure Veterans have an active part in the building of the Bullet Train project? If so, How can my organization actively engage? Please give me a call at " ". Thank you!	Refer to GN-4, NE-1, SC-22. Please reach out directly to TCRR regarding hiring engagement.
Elizabeth Jesurun	3/6/2018	Website	My husband & I own 160 acres within 2 miles of the proposed route through Roans Prairie. We are 100% opposed to this project for the following reasons: 1. We have invested thousands of dollars in our property as a retirement homesite. The traffic congestion, noise pollution, and the construction zone are all concerns. 2. As older adults, Emergency Response time WOULD BE NOTICEABLY AFFECTED! THSR has LIED to the public about its planned road closures, re-routes, etc. 3. This will impact the 'country lifestyle' we have desired & previously bought our property for many years ago. Currently, we have abundant wildlife & the serene quiet we desire. 4. THSR has sent surveyors into the field that have threatened many local residents. This is not an acceptable business practice. 5. THSR is a private project that SHOULD NOT have ANY ACCESS TO STATE TAXPAYER LOANS or the 5TH AMENDMENT (eminent domain)! 6. The only people truly in favor of the project are the money grabbers that invested in Dallas & Houston property or the project themselves. If they really love their bullet train, not their investments, place it next to I-45 like was done to the Leander to Austin commuter! 7. The California Bullet train is a great example of what will happen to this project; over budget & bankruptcy! My husband Robert and I VOTE and are TOTALLY AGAINST THIS PROJECT! Please consider the Texas country communities/counties that will be impacted by this project.	Refer to AS-1, BA-9, ED-1, LU-14, NE-8, NE-9, NR-5, SS-23 and TR-6.
Carolina Jimenez	2/5/2018	Website	Please build it. Build it quickly! The NW Houston location makes sense. (And once you're finished building that, look at commuter rail from Houston's suburbs to the center, please.)	Comment noted.
JL Murphy Farm Ventures, LLC	2/6/2018	Email	I am strongly opposed to the proposed Dallas to Houston high speed commuter railway. As a ranch/farm owner and operator in Ellis County I have concerns about not only our farm being affected, but also for our neighbor farmers. Some of my concerns are negative effect the railway will have on our crops and cattle and the devaluation Of our family farm. It is extremely important that a private business should not have access to eminent domain and use public tax dollars for their private business ventures. Please block the approval of this project.	Refer to ED-1, GN-4 and LU-11.
David Jobe	1/30/2018	Email	I am for the Dallas to Houston high speed Rail, I think that it is a positive move forward that will bring economic benefits to the state.	Comment noted.
Joey John	2/26/2018	Website	It's is very essential that we need rail road between Dallas and Houston.	Comment noted.
Matthew Johns	2/7/2018	Website	I am from Dallas but now live in Houston. I went to Texas a&m for college. As someone who has made the I-45 drive countless times I am so excited for this project to come to fruition. I know plenty other people share my opinion. One thing I hope is that the train can interface with the DART such that passengers can take the DART to other Dallas locations upon arrival. A similar interface in Houston would be favorable as well, especially to the Clear Lake/Johnson Space Center area considering the drive to Dallas is even more extensive for those of us in South Houston. Thanks for your time.	Refer to GN-6.
Michael Johnsen	12/19/2017	Handwritten	This plan will ruin my Madison county land and I am 100% against it. My property is posted NO TRESPASSING.	Comment noted.
Alan Johnson	3/4/2018	Website	I believe TCR's ridership statements are grossly overstated, even TxDot doesn't have that high of ridership projections. Therefore without the ridership the rail would not be able to sustain itself requiring some sort of tax payer bailout. This is also pointed out in the Reason report. TCR has stated that this is a 100% privately funded project with private investors footing the bill, however they have also stated that they would seek federal loans. If that is the case that would not make it a privately funded project. Again requiring some sort of bailout from the tax payer. TCR routing makes no sense, TxDot has offered right away down the I 45 corridor and yet TCR says this is not an option. The rail down the I 45 corridor would have many advantages as to the one through the country. Stops could be added as demand rises for an example. As of now the proposed stop is at a 4 way stop with a gas station and nursery in the middle of nowhere without any public transportation to get to either College Station or Huntsville.	Refer to BA-9, GN-2, GN-3, GN-4, GN-7, NE-1 and TR-2.

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Ashton Johnson	NA	Website	I am concerned that the Dallas to Houston high speed railway will put undue stress on not only the environment, but also farmers and ranchers who be in the path of it. If this thing has to be built, why not make it as close to the existing freeway between the two cities to minimize the impact it will have.	Refer to BA-5, BA-6, BA-7, BA-8, BA-9, LU-9, LU-11 and TR-8.
Candice Johnson	2/27/2018	Website	This train would destroy the Morgan Legacy Farm located near FM709 and 3194. This is a charitable ranch that house many servants of the state at no cost such as health care workers, first responders and military. These people use the site to "get away" from the stressors that these jobs place on them on a daily basis. The proposed path would also have a huge impact on the environment in a negative way reducing the migratory waters.	Refer to FP-1, LU-5, WW-1 and WW-2.
Cherie Johnson	1/30/2018	Oral	It's actually Che-rie Johnson. I'm in Limestone County. I purchased property 21 years ago and am also a proud land owner of (?) Road. Ya'll need to come on up and see how much fun we have. I didn't know I was going to talk or I would of wore contacts. But really it doesn't matter whether you are for or against the high-speed rail. Justin and I were at an event with him in Jenkins in October and had a gentleman come up to us after Judge spoke and said, "why are you against the high-speed rail? Why are you naming it the high-speed rail?" It's a land grab and Judge had a great answer because there are people right now -- and this is what is going on with the high-speed rail. That's why it is Texans Against High Speed Rail. If you are not supporting it get on board. \$5. I don't care what it takes please, please, please help. But really if this does pass what precedence this is going to set for all future projects? That is not just a problem for those that are in the path of this train but a problem of every Texas landowner in this entire state. So you know FRA, if you haven't figured out we are very passionate here in or little route here in Texas and we are going to do what it takes to stop the largest land grab to count in Texas history. This is the largest Texas land grab ever. Please get behind Texans Against High-Speed Rail.	Comment noted.
Cherie Johnson	2/5/2018	Oral	Hi. I'm Cherie Johnson. I'm actually from Limestone County here to support Harris County. I'm actually -- this little high-speed rail would come about a mile from my property, and you think, Oh, what's the big deal. Well, when they can condemn two miles on either side of that rail line, that's a big concern to all of us. I have neighbors, six generations that they've owned their farms out there; six generations. And the way that they have bullied their way onto my neighbors' land, it is just incredible. The contingency contracts that are out there, a lot of them are going to have to be renewed in 2019 because this whole thing has been done so bad. The contingency contracts, if they don't go through, mineral rights. Think about this. They are able to keep the mineral rights even if this doesn't go through. So we talk about 8,000 acres of mineral rights. You know, are they going to use a highway, you know, get this land to maybe do something other than a high-speed rail? Think about the mineral rights that they're going to claim. You know, I'm looking at -- the FAQ No. 16 just cracks me up. It's like -- it says here, "If TCR obtains federal financial assistance for the project, such as a federal loan." Who do they think they are? Why is this not being put up for a vote? Why is this not being taken to the ballot boxes? Why can we not vote for this? You know, it really doesn't matter if you're for or against the rail. To me what I really think matters is how they're going about it. And if this does pass, what precedent is this going to set for all future projects in the state of Texas? This isn't a problem for just those in the path of this train. It is a problem for every property owner in the great state of Texas. Please keep in mind that if this does pass, this will be the largest land grab in the Texas history. I ask you to please get behind Texans Against High-Speed Rail. This takes a lot of manpower, time, money, and we still have a long way to go. \$5, \$10, whatever you got, please, Texans Against High-Speed Rail needs your help. Thank you.	Refer to ED-4, GN-4 and LU-14.
Denise Johnson	2/9/2018	Email	NO build This email is to inform you that I strongly object to the HSR project, Dallas to Houston. It will take land my neighbors depend on for their livelihood and homes. It will decrease land values and increase taxes with no benefit to us. Please do not go forward with this project. Denise Johnson Leslie Johnson	Refer to VA-1.
Helena Johnson	2/5/2018	Oral	That was my sister. I think everyone has heard all of the -- I think everyone has done a really wonderful job of bringing up all of the issues that are problematic in the creation of the DEIS, and I would urge the agency to go back and look at all of these concerns that have been raised and give them all the attention that they richly deserve, and that they will ultimately find out that this is a bad idea for the state of Texas. And that's really all I have to say.	Refer to PI-1.
Jim Johnson	3/9/2018	Website	I'm in favor. I typed in a long comment, but your online system failed. No time to keep battling your system.	Comment noted.
Jolita Johnson	1/31/2018	Oral	My name is Jolita Johnson. I've lived in Limestone County most of my life. Now, we're right in the edge of Freestone: but we have a Mexia address. Anyway: this company has made it pretty clear that if they can get eminent domain: they are going to try' and take anything they can, and we're all against it My question is — my question is with all this, •when the normal person goes to get on this train: they're going to have to park their car — or: drive from rural areasto Houston: park their car_ Then: they're going to have to buy a ticket. Then: they're going to have to go through some kind of customs like they do with an airplane. What? Roughly 30 minutes to an hour right there. So: that tacks on to their time of what? Two hours: they're saying? UNIDENTIFIED SPEAKER: 90 minutes. MS. JOHNSON: 90 minutes; an hour-and-a-half. So, now, we're up to two-and-a-half hours — or, two hours: roughly. You go through the customs: you get on your train, you go on your ride. You get to Dallas: then you're going to have to get off the train: walk back through some kind of customs. Then: you have to go and rent a car: catch a bus: or get a taxi to go where you're going. You're almost up to the same amount of time that you would have spent driving: in the	Refer to ED-2, GN-4, PN-3, TC-4 and SS-9.

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			first place, especially if you drove an hour to get to Houston: and then got on the train: and then went. Where is there a benefit there? Other than if you were in your own vehicle, you would have your own stuff with you: you wouldn't have to pack anything or carry it on the train: and you can go straight where you're going. You're not having to bounce through three or four different things: where you can possibly leave something on the train: or in a car: or on a bus. It's ridiculous: especially for people who have kids. Business people are going to use this, people that have kids aren't I've got a 9-year old, and a 15-year old. They would probably do good: except they probably would something on the stinking train. A mend of mine has a one: and a two-year old. There is no way she would get on that train. Families are not going to use this: especially: rural families. It's impacting our rural areas in a negative way, and it's just not going to work out There is no reason for it.	
Neil Johnson	3/9/2018	Website	Hi, I just wanted to say that I support the Dallas-to-Houston bullet train. I have been tracking this effort since its beginnings, having experienced firsthand the benefits of these transportation systems when I lived in Japan. I think you all have been handling everything correctly as far as gathering consensus from stakeholders. I wish you luck and I can't wait to ride the finished product.-NJ	Comment noted.
Phil & Bobbie Johnson	NA	Website	This would be an interruption to our DREAM PLACE-	Comment noted.
Richard Johnson	1/31/2018	Oral	I'm Richard Johnson from-- I live at [...]. I see this as nothing but a land grab. Until 1964, the railroad run four passenger trains a day through – two of them from Fort Worth to Houston. Nobody would ride them. This is all this is is land grab, and i don't like it.	Comment noted.
Roy Johnson	1/12/2018	Email	This is just a test direct email as the ones from the form are getting kicked back	Comment noted.
Roy Johnson	1/21/2018	Email	Land use- what restrictions if any will there be on hunting near the ROW	Refer to RF-2.
Roy Johnson	1/26/2018	Email	Table 3.9-5 pu have Brazos Valley station as segment 4 where it should be segment 5. Is this to shift some of the other data to segment 4 and remove it from the segment 5?	The Brazos Valley Intermediate Station is in Grimes County. A portion of Segment 4 ends in Grimes County before Segment 5 begins. Data for Table 3.9-5: Wastewater Treatment Capacity has been verified in the Final EIS.
Roy Johnson	1/26/2018	Website	Table 3.11-26 missing data. CR 313 is not listed CR 123 is not listed so does this affect the tables where road crossings were used to justify the route? It needs to be no build until ALL routes can be 100% verified and re-evaluated	These roadways are listed in Section 3.11, Transportation, specifically Table 3.11-26: Roadways in Grimes County Study Area . These roads would both be crossed by the Project and would not be re-routed or modified.
Roy Johnson	1/26/2018	Email	ES.4 Purpose and need- Maximize Adjacency to existing infrastructure. The route near 290 as it makes the turn is not going along the existing utility line. STEP 1 had the radius restriction at 17,100 but on map CVL-HN-001155 the Radius is 18,700 which prevents from make that turn to tie into the Utility line. If requirements are set forth but not held too then it must be restarted or a no-build looked at harder.	As detailed within TCRR Final Conceptual Engineering Design and Constructability Reports, Appendix F , TCRR's design criteria required a radius of 18,700 feet for an operating speed of 330 km/h (with a preferred maximum of 6 inches super elevation).
Roy Johnson	1/26/2018	Website	Section 3.9 page 17 you do not list Midsouth synergy. Why is not all current providers listed? Will they be able to handle the increase	Refer to EU-4. Mid-South Energy is mentioned in Section 3.9, Utilities and Energy of the Final EIS including Section 3.9.4.2.1, Utilities and Energy, Electricity and Section 3.9.5.2.2, Utilities and Energy, Energy .
Roy Johnson	1/26/2018	Website	Table 3.9-3 water shortage and usage. This should not be based on shear volume of shortage or supply it should be on a per person basis. \expected grimes county shortage is 19,053 ac/ft while Harris is 272,972. One is a larger problem to the local residents than the other. Poor weight basing of data.	Refer to WW-6.
Roy Johnson	1/26/2018	Website	Table 3.9-1: Summary of Utility Crossings Grimes county you have ZERO Utility lines crossed. So for 40 miles NO UTILITY lines will be crossed? This is basically stating NO EAST WEST lines are in the LOD. Poor planning by TCP and contractors	Refer to EU-2.
Roy Johnson	1/29/2018	Email	ES.4 FALSE CLAIM "Flight time between the two regions is relatively short; however, the overall trip duration when considering pre-arrival time, more than doubles" this is an absolutely false statement. You are counting door to door times vs seat times. TCP published door to door times and flying on avg in only 50 minutes longer and NOT DOUBLE. AVG door to door time using HSR is 3.5 hours vs the plane at 4hr 20 min	Refer to PN-3.
Roy Johnson	1/31/2018	Email	Table 1: Primary Residential Displacements and Acquisitions You list the rice milling as being displaced with 25 jobs. One huge thing is that you list only 2 similar within Harris county. You are removing 50% of the rice milling in all of HARRIS COUNTY. What impacts will this do to local traffic since the products this plant produced was in town shorter trips and now will have to be brought in further away?	Refer to SC-21.
Roy Johnson	1/31/2018	Email	Table 1: Primary Residential Displacements and Acquisitions DEIS list 41 property displacements but only 24 per zillow on price comparables. Does the fact that only 24 places are listed for sale affect when you have 41 displacements? Same for waller county. I assume the 24 pieces are nearby locations.	The stated figures regarding the number of available housing were a snapshot of potential housing identified at the time of the Draft EIS assessment. Those numbers have been removed from the discussion. Additionally, Displacements and acquisitions identified in Section 3.13.5.2.5, Land Use, Structure Displacement and Land

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				Acquisition , are calculated based on potential property acquisition impacts. All structure displacements and property acquisitions made by TCRR for the construction and operation of the HSR System would comply with applicable regulations and mitigation measures outlined in Section 3.13.6, Avoidance, Minimization, and Mitigation .
Roy Johnson	1/31/2018	Email	Table 12 in section ES-21 you have ZERO oil and gas structure acquisitions. Later in the DEIS on a table 4 that is labeled MISC Acquisitions of Primary Structures in the Tech memo land use that table has 2 for Grimes County. Why the discrepancy? is this another source of flawed data that lets the project on this path proceed? The only option is to NO BUILD until all information can be trusted.	In the Draft EIS, Table 12 of the Executive Summary provided a total of the primary and secondary structures that are estimated to be acquired. The two structures listed in Grimes County (in Table 3.13-8: Parcels within LOD), were oil and gas structures that were located within 200 feet of the limits of disturbance but were not necessarily acquired. Table 3.13-16: Summary of Structure Acquisition (No. of Primary and Secondary Structures) by Build Alternative listed in more detail the primary and secondary structures that were estimated to be acquired. There were none in Grimes County. Refer to Table 3.13-16: Summary of Structure Acquisition (No. of Primary and Secondary Structures) by Build Alternative in the Final EIS for updated primary and secondary structure acquisition information.
Roy Johnson	1/31/2018	Website	table 3.2-4 calculated VMT- Table is wrong, inflating the VMT removed and therefore skews the data to a build over a no build. ALL ROUTES NEED TO be recalculated based on a TRUE VMT reduction 2024 vmt(from chart) 2,182,178,028 total vmt avoided. If you take the 239 (Your chart assume 478 for each vehicle removed) miles one way you get 9.13 mil cars which 1.2 per car gets you to 10.956 mil passengers in 2024- WRONG WRONG WRONG. You should be using 239 miles and that would get you 4.56 mil cars removed which gets you about 5.478 mil passengers. the total of VMT avoided is 1,091,089,014 miles which when divided by 239 miles gets you 4.56 mil cars more realistic. DATA IS 100% over estimated	Refer to AQ-3.
Roy Johnson	2/9/2018	Website	ES.4 Previous passenger rail studies completed by FRA and TxDOT support the need for reliable multimodal transportation alternatives to promote congestion relief strategies. One of these strategies identified in the State Rail Plan included the potential implementation of HSR within the Dallas to Houston corridor. The State rail plan was told to House members in Austin that was not a basis for the DAL-HOU project as the state plan states WAY lower ridership numbers than TCP forecast and hence why TCP told them that was not a true study. But you use it here? If you are going to cite study to justify the project you should use it good or bad.	Refer to AQ-7 and GN-2.
Roy Johnson	2/9/2018	Website	ES.7 Greater movement in and around the HSR system. Did any of this greater movement include any of the many mile new public roads in Grimes county? That will in essence divide ranches in half and if TCR raises the road in the certain area. The issue of extremely restricted access to the other side will occur. You will need in most places 13-15 raised road to get tractors and trailers loaded with hay back and forth. So a person with 10,132 ft of HSR track will be reduced down to maybe 2 locations of crossings? Specifically Stonham Ranch in Plantersville on CR 313. You can see the Civil elevations that very small portion of his ranch will be able to be access viaduct that is not in the 100 yr flood plan. he only has 1800 ft out of 10,000 that has a 10 ft clearance or more that is not in the flood plain.	Refer to LU-11 and TR-8.
Roy Johnson	2/9/2018	Website	ES.7 TCRR also engaged in early coordination with federal agency stakeholders such as the USACE and other stakeholders, such as utility providers and the public, to collect feedback and coordinate on other planned projects. Waller county was not contacted about the biz center they are planning for many years. Waller county 391 commish TOLD txdot about this project and it was never addressed in the DEIS. Knowing this then ALL routes should be reconsidered and until that time only option is NO BUILD due to the lack of cooperation between TCRR and local governments as its claimed in the DEIS as Above	Refer to ED-2 , LU-4 and PI-1.
Roy Johnson	2/9/2018	Website	Es.7 Coordination with other municipalities, businesses and community groups along the Build Alternatives allowed TCRR to consider and coordinate the design with future corridor development plans. The above quote from DEIS is PATENTLY false. Due to no contact with the county leaders for most part in the middle counties. They cannot and I repeat CANNOT claim coordination with municipalities and NOT DO THOSE coordination. Due to this FATAL flaw I suggest the entire DEIS is tainted and should be sent back to page one day one. until then NO BUILD is only option	Refer to PI-1 and SC-13.
Roy Johnson	2/9/2018	Website	ES.8 The No Build Alternative would not meet the specified Purpose and Need for this Project, but is retained in the EIS as a basis for comparison. The No Build Alternative would not provide congestion relief, improve safety on IH-45, meet current and future transportation needs between Dallas and Houston and would not offer an alternative transportation mode that would connect to existing modes. Looking at the TxDOT statewide planning maps under AADT the stations in the middle from 2007-2016 has not grown much at all. Station 82H83 is actually lower than the highs from 2010-2011. and from 2007 of 27000 to 2016 of 29759 traffic count that is right at 1.02% traffic growth. If	Refer to AQ-3.

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			you count just the local population growth that means that the traffic from DAL-HOU has to be way under 1% growth. goes against the purpose and need and claims that traffic will double on 45. This proves that the people traveling DAL-HOU stagnant at best or even anemic. No purpose of easing congestion then only option is NO BUILD	
Roy Johnson	2/9/2018	Website	ES.9.2 Table 1: Physical Attributes of the Build Alternatives Attribute You have Alt A as 57.9% viaduct and only ALT C is 60% as stated above. Albeit small but wording means something with TCR claims min of 60% will be on viaduct. The ALT C would give more access based on viaducts. It should be considered or NO BUILD until its all weighted correctly	Refer to BA-7.
Roy Johnson	2/9/2018	Website	Flawed data table 3.11-26 you list 28 road crossings in Grimes county. 28 for all of them and if you remove the 3c you have 26 along preferred ALT A route. You are missing FM 1774 2 times You are missing CR 124 You are missing CR 313 And by the map count might be missing High oaks drive which is a private drive plus more Very bad data and elsewhere its different.	Table 3.11-26: Roadway Crossings in Grimes County lists the roads that could potentially interact with the Project. FM 1774 (found on page 447 of the Project Footprint Mapbook, Appendix D) would be rebuilt to travel over the Project. Approximately 2,400 feet of FM 1774 would be reconstructed. More information about the modification for FM 1774 can be found in Table 3.11-48: Grimes County Roadway Modifications . County Road 313 (found on page 445 of the Project Footprint Mapbook, Appendix D) would be crossed by the Project and would not be modified. High Oaks Drive High Oaks Drive (found on page 457 of the Project Footprint Mapbook) would be crossed by the Project and would not be modified. County Road 124 does not intersect with the Project (neither under nor over). It runs roughly parallel to the Project but does not intersect.
Roy Johnson	2/19/2018	Website	Emissions- DEIS overstates the VMT removed by double of actual data. DEIS counts each car removed from each 1.2 passengers as removing it for 478 miles. Each passenger is counted as a single 1 way trip hence 7,200,000 passengers and not 14,400,000 passengers that would equate to 5,340,000 vehicles removed each making a full Round trip. see attached for tables and more explanation. In essence the VMT is overstated and should be recalculated and go back to the start to refigure all true emissions from a true VMT removed data point. DEIS NO BUILD VMT OVER STATED Table E3.2-9: Number of Cars Originating from Each City Assuming Inferred Trip Balance FSL has total of 5,340,000 cars but below you get the 5,340,000 from 7,200,000 passengers using the hsr. If this is true then each passenger is counted as a one way trip to get to the 7,200,000 passengers then why does that car from that 1 passenger get counted as making a round trip of 478 miles as in Table E3.2-11 calculated VMT.	In regards to the cited article by Chester and Horvath, the occupancy rate range of 90% and 10% were extremes used to frame uncertainty around emissions impact benefits of mass transit caused by occupancy variations, and the median of that range was 50%, and the median of another range in a companion study by one of the authors was 67%. The TCR ridership represent average occupancy of 44% and 62% for 2024 and 2040 respectively. The source of electricity used to power the HSR was considered in the emissions estimate as described in the Power Consumption in Section 3.2.3, Air Quality, Methodology and is detailed in Appendix E, Technical Memorandum . This includes the mix of coal, natural gas, nuclear, wind, and other generation types in the ERCOT power region that the project would draw from. Because of the interconnectedness of the power grid in ERCOT, power demand for the train would not be solely from the nearest power plant. As explained in those sections, wind power has become a significant portion of the total ERCOT generation mix and continues to grow. These emissions produced by power consumption was compared to emissions reduced which is relevant to assessing the net impact of the project. It is not appropriate to only state that the project is environmentally detrimental solely because power consumption produces emissions. With regards to citing greenhouse gases increase of 15% due to concrete production used in HSR construction, this is solely citing that emissions associated with an HSR increases by that much, not a net impact when considering reduction of other more polluting modes of travel. This also does not account for the life cycle emissions of manufacturing an automobile, which the cited paper acknowledges exist. Besides concrete used in the plants to manufacture cars, there would be concrete and asphalt associated

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				emissions associated with road construction and repair, not to mention materials mining, processing and manufacturing of both trains and cars. Accounting for a full life cycle analysis for trains and cars (and planes and buses that would also not be used) in the emissions estimate for this Final EIS would be beyond the intent and scope of NEPA decision making for FRA. There are many other factors that go into selecting the best alignments for the HSR with respect to the project proponent's purpose besides avoiding forest. There are considerations such as minimizing residential structure impacts, avoiding difficult-to-relocate infrastructure, minimizing road impacts, and proximity to power sources. The largest forested impact of HSR alternatives was 2,540 acres of woodland/shrubland habitat. Sequestration rates vary greatly according to tree species, climate, age etc. and trees provide more sequestration than shrubs. Given annual tree sequestration rates from forest extension service sources (U. of Minnesota, Southern Regional Extension Forestry) ranging from 0.7 to 9 tons/year per acre, the associated removal would range from 2% to 32% of the net reduction of the HSR operation. This is without accounting for the lower rate that the shrubland portion would contribute, and without accounting for replanting that TCR would implement in the impact corridor. The net reduction of GHG from the HSR would still be significantly greater than sequestration eliminated by impacts to forested areas.
Roy Johnson	2/19/2018	Website	Deis list ROADS OVER RAIL- Then turns over upkeep to the local authorities. When you do this the impact to an EW growth will be constricted due to the cost to expand an overpass for a rural county. If HSR was over ALL ROADS require by state statue 112.059 then the county could expand with very little extra cost.	Refer to LU-11, TR-7 and TR-8.
Roy Johnson	2/19/2018	Website	DEIS states ROAD over RAIL- for local counties that are getting High-Speed internet, water or other utility. This will increase the cost and may bar the expansion of service across a Bridge vs running it along the county ROW beside the road at grade. Now it will have to be bored under the HSR or in case of pipelines may have to be sleeved which will cost alot more money doing that under HSR vs open trench process. Due to this possibility of injustice to rural landowners and communities, a no-build would be the best way to serve the future needs of the rural population	Refer to EU-2. Approximately 55 percent of the Project is constructed on viaduct (elevated structure), which would allow roadway passage under the tracks.
Roy Johnson	2/20/2018	Website	Table E3-19a: DFW NAA IH-45 Miles and VMT It is stated that Total length of 41.4 miles which is correct from end of 45 in Dallas to south side of Ellis county. The issue comes that in the calculation of the total VMT removed. You are counting the 41.4 twice to make 82.8 miles removed for each vehicle. But looking at the total FSL vehicles for Houston and Dallas you have 5.3 mil cars removed but you are counting each car making a 81 mile trip in the DFW NAA. You cannot count a car being removed twice as it only provides the 1.2 passengers removed from 41 miles of the DFW NAA. THIS TABLE has the DFW NAA as a 200% overstatement. It should read under FSL 221,076,000 VMT removed vs 441,938,400 miles as chart is indicating. From 7.2 mil passengers, you remove 5,340,000 cars each making a one way trip. The 7.2 mil riders are only measured in ONE WAY. This is a HUGE ISSUE that is rampant in the DEIS and it all needs to be corrected and sent back to the starting line. Any data derived from this overstatement should be considered invalid and removed This would make Table E3-19b: DFW NAA Vehicle Emissions Reduction- read under FSL for NOx 6.12 and VOC 14.36 vs the table has 12.23/28.71	Refer to AQ-3.
Roy Johnson	2/20/2018	Website	Table E3-19c: HGB NAA IH-45 Miles and VMT Not only is the TOTAL LENGTH IS WRONG should be 56 miles vs the 84.6 posted in table above. You are counting each car removed from passengers as being a RT In the HGB NAA. Each car removed is for a 1.2 people that is riding the train ONE DIRECTION but you are removing them as the trip its saving is they get counted twice. FALSE. Then you do the same for the Dallas cars in the HGB NAA so inflating it again. FSL Houston cars should be (using the 56 miles and one way miles) 159,082,336. THE table has 480,769,514 miles which is a 202% over statement which is HUGE HUGE mistake then the Dallas FSL same thing- It should be 2,499,244 cars removed at 56 miles each for a total of 139,957,664 actual miles removed from those cars in the HGB NAA. which is also over 200% mistake. So total FSL HGB VMT in the chart should read 299,040,000 vs 903,741,600 which is an overstatement of again 200% overstatement. DEIS with this kind of mistake should be allowed to be corrected and a new comment period allowed. The true emission are 33% of what is stated a HUGE flaw.	Refer to AQ-3.

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Roy Johnson	2/20/2018	Website	Table 3.2-13: 2040 Passenger Vehicle Emissions Reduction Flawed data- the VMT removed is counting each vehicle removed for the passengers as making a complete round trip which is false. FSL you have 2,552,520,000 VMT removed. This is for 5,340,000 cars removed which means each car is removed is counted as 478 miles removed. It should be 239 miles removed. Flawed data with only being able to comment for DEIS this should be corrected and reopened for comments again. This is a major flaw in the calculation.	Refer to AQ-3.
Roy Johnson	2/20/2018	Website	Environmental justice- What will be the mitigation for allowing counties to expand E-W? With the many Road over rail of county roads, some of which are dirt roads. This will place an undue burden on local rural taxpayers to expand that overpass when needed. going from a few 10k to well over a few million to widen the concrete overpass and ramps up to it. IT WILL FREEZE E_W movement in the rural counties.	Refer to EJ-1, TR-7 and TR-8.
Roy Johnson	2/20/2018	Website	Table 3.9-19: Annual Operation Energy Savings Estimate For each car removed the chart is counting it as a full RT. When at FSL the cars removed is 5.34 mil for the 7.2 riders. Each one way is counted as a journey to make the 7.2 million passengers. You must say that each car removed is for one way which is 239 and not 478 as in this table. This will reduce the 81,500,000 gals saved to 40,500,000 gals and reducing the MMBTU also to 4,668,780 MBTU which when you subtract the HSR consumption you get a net savings of 3,074,821 151% overstatement on savings. If the ridership is not thereby FSL then its even a less of a net savings. Due to the egregious oversight the DEIS should be corrected and opened back up for comments on a more true data in the DEIS.	Refer to AQ-3 and GN-2.
Roy Johnson	2/20/2018	Website	"The net GHG emissions were then determined by adding the train operation emissions and vehicle emissions reduction. Table 3.21-6 provides the result. As shown, the net impact would be a reduction of 0.417 million metric tons annually. Compared to the most current (2013) state-level GHG annual emissions estimate of 641 million metric tons, the reduction would be a small percentage. However, this would be a long-term reduction. Therefore, the Build Alternatives would have a small, but long-term positive effect on GHG emissions. Though the impact is small compared to state annual emissions, the net reduction of 0.417 million metric tons per year is greater than the maximum annual construction emissions of 0.136 million metric tons. Therefore, the total construction emissions over 4 years at a maximum of 0.136 million metric tons per year would be offset by operational net reductions of 0.417 million metric tons per year within less than 2 years at full operation." from page 3.21-10 is flawed and since the emissions by the cars was doubled the VMT to the error of counting every car removed as making a RT but only counting the passenger as a single trip the Table 3.21-6 is flawed. In order to do a true comment, we must have accurate data. The data used is flawed and should be corrected and comment period reopened up for correct data to look at.	Refer to AQ-3.
Roy Johnson	2/20/2018	Website	Land Use- Since Sound is listed in the maps as severe and moderate with Mitigation methods needed. How will adjacent landowners be able to develop their land the way they want too? Will the Train install sound barriers or will that be left to the landowner and therefore making it cost prohibitive to develop their land the best way that they see fit.	Refer to NV-1.
Roy Johnson	2/20/2018	Website	What will be the restriction of the sound produced by the Train as it passes by? How many dBa at how many feet? Who will enforce any violations of this sound level?	Refer to NV-1.
Roy Johnson	2/20/2018	Website	Flood plains calculations Table 4-1: Cumulative Analysis of Resources you list 565.5 average acres of permanent impacts to 100-year and 500-year floodplains 74.6 average acres of temporary impacts to 100-year and 500-year floodplains Where in table 8 page ES-16 you have the acres listed and the above is for only the 100 year and not the 100 and 500 year as that average is 640.17 ac and the TCR preferred route is not the lowest one. With this simple mistake was anything else left out and how can we comment on a flawed data inputs	565.5 and 74.6 acres were calculated by averaging the acres in the 4th ("Permanent Impacts to the 100-yr and 500-yr Floodplains") and 5th rows ("Temporary Impacts to the 100-yr and 500-yr Floodplains") of Table 8, respectively (not the 6th row "Total Acres of Impacted Floodplain").
Roy Johnson	2/21/2018	Website	Flawed data Table E3.2-15b: 2040 Passenger Vehicle Emissions Reduction FLAWED data. the VMT used is counting each car removed as 478 miles in VMT calculations. If this was the case then the passenger count should be 14.4 mil trips to remove 5,340,000 RT for cars. Flawed data so bad how can we comment and expect it to be corrected then not have the chance to comment on real data?	Refer to AQ-3.
Roy Johnson	2/21/2018	Website	Flawed data Table E3.2-16: Net Operational Emissions This table is derived by using flawed VMT data. VMT calculation is overstating the actual miles from the 5,340,000 cars removed by 200%. since 7,200,000 passengers generate savings of 5,340,000 cars removed that should be 239 miles but DEIS has it as 478 miles. How can we comment on a DEIS with a 200% overstatement of VMT?	Refer to AQ-3.
Roy Johnson	2/21/2018	Website	Flawed data Table E3.2-10: Assumed Trip Distances If you have 7,200,000 passengers making a 1 way trip. If they were making a RT that would be 14,400,000 passengers on HSR. SO you using each car removed as making a RT is false. You could take the 5,340,000 cars and divide in half so that 2,670,000 cars making a round trip to make the 5,340,000 total that gets you the 7,200,000 passengers. How can we comment on such a flawed assumption in the DEIS? Must correct and allow more comments on a better data in the DEIS	Refer to AQ-3.
Roy Johnson	2/21/2018	Website	Flawed data Table E3.2-11: Calculated VMT The VMT removed is showing for FSL the RT miles removed for each car removed. The number of cars was based on one way ticket sales so why is the cars removed calculated as making a RT? How can anyone comment of such bad data that is making a 200% mistake in the assumption of VMT removed	Refer to AQ-3.
Roy Johnson	2/21/2018	Website	Table E3.2-15b: 2040 Passenger Vehicle Emissions Reduction Was the advent of the increasing advent of electric-only cars included in these emissions?	Refer to AQ-5.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS				
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Roy Johnson	2/21/2018	Website	misleading info? Table E3.2-1: Train Traction Power Consumption You have 7.5 MWH for a RT then you have 68 trains a day. if you calculating the MWH consumed per RT you should not count each train each direction and should be 34 trains making a round trip. But the question is- Is the 7.5 wrong and should be single one way trip? This is a huge issue on data of possibility of being off by 200% ad how can any one comment on such flawed data. For this, I demand that the errors on data with this large of an issue be corrected and the public gets to comment again once corrected.	Refer to AQ-14. The 7.5 MWH is correct for end-to-end power consumption of a single train from Dallas-Houston or vice versa. The 68 trains per day is accurate for the initial service level and are trains going in one direction with 34 from Dallas to Houston and 34 from Houston to Dallas. The column was mislabeled as round trip and has been corrected in the Final EIS. None of the train power consumption numbers are altered by this correction as the consumption was provided by TCRR and the assumption of one way or round trip of trains was not used in the calculation of the total daily train consumption.
Roy Johnson	2/21/2018	Website	Table E3.2-3: Total Train Operations Power Consumption You have the station and facility consumption the same for ISL and FSL with a 45% increase in passengers from 5 mil to 7.2 mil the added demand for maintenance and work needed at the MOW and TMF has to increase also some what? When you adjust the VMT to correct info vs the 200% overstatement some emission items are very close to zero with NOx being a net gain and not increasing the consumption of TMF, MOW and other areas makes the net gain in emissions larger and some closer to zero net gain. A true calculation for FSL consumption for station and facility should be included in the DEIS	Refer to AQ-3. As indicated in TCRR Final Conceptual Engineering Design and Constructability Reports, Appendix F , specifically Section 15.6.2, power consumption estimates for facilities and stations are provided for FSL levels only. To be conservative, FSL levels are used in Table E3.2-3 for both ISL and FSL scenarios.
Roy Johnson	2/21/2018	Website	DEIS states "The vehicle speed assumed was an average speed of 40 miles per hour (MPH) which was the average speed (39 MPH rounded up) projected by TxDOT in 2035 for IH-45 travel between DFW and Houston, contained in the Project Planning Documentation for the State's funding application for the High-Speed Intercity Passenger Rail (HSIPR) Program17. This speed reflects a decrease from the 2002 average of 59 MPH, commensurate with the increasing traffic volume trend observed in traffic data, and the exceedance of the highway's design capacity in future years." That study was used for the STB petition as a justification for this project. It was released in 2009 (original chart). Since it has hard data of 2002 at 59 mph it should be easy to confirm the 2018 data and see if we are on the path of 39 mph by 2035. We are NOT. Transtar data has avg speed for every segment of last 2-5 years See the PDF Transtar date. notes show miles per segment and esimated speed on that segment from chart Word doc is the spreadsheet showing each segment and the speed then calculated as a weighted avg vs a simple avg.	Refer to GN-3.
Roy Johnson	2/22/2018	Website	FLAWED DATA Table 3.9-16: Impacts to Oil and Gas Utilities This table only list (alt A route) two gas pipelines to be relocated But in appendix J: utility crossings you have a CU-WT-1 as a relocate which to the table 3.9-16 is not listed. So a person looking at this only sees the first table and assumes nothing to comment about when in fact its incorrect. Due to this oversight the DEIS needs to be corrected and resubmitted for more comments with accurate data listed.	Refer to EU-1, EU-2, EU-6, PI-1 and PI-3.
Roy Johnson	2/22/2018	Website	ALL in the DEIS its stated how many VMT is removed from total and for NAA areas. Those are calculated wrong as in double counting miles removed. But I see nowhere in the DEIS any mention of the miles that won't be removed due to folks driving to the station. If you remove 56 miles from Houston NAA for a single car but it takes 20 miles to get the station that added miles to the Station that if was not there only 56 would be added. the HGB NAA is wrong miles from Houston center to north Montgomery line. So with the correct mileage, the NOx net actually becomes positive and if you truly add the cars going to the station vs on 45 that would make the net even more positive.	Refer to AQ-1. The HGB NAA distance was corrected, and this did not change the conclusion of no significant adverse impact to general conformity emissions. When the passenger trip assumption is corrected to one-way, the HGB NAA miles corrected, and vehicle occupancy revised to 1.5, there is only a very small net increase in HGB NOx of only 0.1 tons per year or 0.1% of the de minimis threshold. However, this is expected to become a net decrease with revisions to the train power consumption using newer EIA data.
Roy Johnson	2/22/2018	Website	Flawed data Table 3.9-19: Annual Operation Energy Savings Estimate The VMT counted each car as removing a RT where passengers are only counted each way. So VMT is double of what it should be. Reducing the MMBTU by half to 4,668,780 for a net savings of 3,074,821 mmbtu. The chart over states this by 250%. ow can any one be expected to comment on such flawed data. Also with this being so wrong why isnt the passengers for FSL validated? So much wrong data that we know of if the passenger count is wrong or the 1.2 people per car is wrong that shrinks the net MMBtu saving even more. Bad data - Correct and resubmit for stakeholders to comment on better data.	Refer to AQ-3.
Roy Johnson	2/22/2018	Website	Table 3.9-18: Construction Fuel Consumption Estimate Flawed data decreasing the MMBTU USED. Gasoline is 114,000 btu per gallon and diesel at 129,500 btu per gallon Since the Rail line number at 210,999 gallons to get to 24,159.40 MMBtu then each gallon is 114500 btu which indicates gasoline vs diesel. Most all construction equipment list elsewhere are diesel. This will increase the BTU used for construction thus lowering the advantage of no build and build. Until the data is some what more accurate the DEIS needs to be refigured using corrected	Refer to EU-2.

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			data then opened up for more comments. How can a person comment on wrong data and just allow the FRA correct it without further comments allowed.	
Roy Johnson	2/22/2018	Website	Community and culture maps- I was told that noise impacts were not listed if the property would assume to be taken sheet 227 has some concern that you list that southwest of the pine circle curve You list the one between Holly St and Carolyn Ln but you do not list the house between Carolyn Ln and hickory. How can we confirm this data as the ones below are listed but the one above is not listed with even the next spot up between hickory and cedar mill is actually closer than the ones just below but is not listed as a sound impact. This noise is very important in the NEPA process and routes were eliminated or carried forward based on this impact of noise and if that is wrong how can this be a valid DEIS? How can we comment on an incomplete DEIS? How can YOU determine the least impactful based on incorrect data?	Two residences have been added to the impact assessment in this area. They are classified a moderate impacts.
Roy Johnson	2/22/2018	Website	Noise impacts flawed data? You have on community and culture maps 246 for a white oak falls subdivision You have the row against the ROW as those being bought out as no impacts. Then you have across the street on a few with the yellow noise moderate labeled. Following the ones you labeled with dots there should be about 35 more noise impacts listed. this is incomplete data and how can we make comments on a mistake like this? The Noise is very important on the route and no build options and until we can get accurate data no build has to be the only conclusion	Refer to NV-8.
Roy Johnson	2/23/2018	Website	Recent news is that Harris County will get another Open House comment by FRA on March the 5th. What was this in regards too? Was it due to the fact that the only Harris county open house was limited by the size and more people showed up that would be allowed to enter? If that is the case then Madison County needs to be looked at for sure. With the change of venue the Madison county open house was limited also by the smaller size of the new venue. Why does Harris County get another one and the rural area does not. I demand that the comment extension be extended to allow for another open house so that more of the impacted. This is restricting equal input by impacted stakeholders.	Refer to PI-3, PI-10 and PI-11.
Roy Johnson	2/23/2018	Website	Bad data on super commuter. DEIS quotes a story that links to this report https://wagner.nyu.edu/files/rudincenter/supercommuter_report.pdf Which has been used by TCR themselves to claim the super commuter effect. In this study they state that the 2002-2009 increase in super commuters was 218%. oing back and looking at the traffic data from TxDOT at station 82h34 the AADT actually went from 26,000 in 2002 down to 24,000 in 2009. Any claim should be investigated as this one is not being close to being supported by data. Reading that report you will also see that telecommunication is leading to alot of the super commuters. those do not get on the road or air to travel.	Refer to GN-3.
Roy Johnson	2/23/2018	Website	1.2.2.3 59 to 39 MPH is using data that is true in 2002 and estimated for 2035 along 45. DEIS portrays the traffic on 45 will double. But that study was based on weighted avg for each segment of AADT stations. The traffic in the middle has for the last 10 years only grown 0.27% ear Streetman Texas. See attached transtar speed maps and since we are about half way in the study the speeds should be slower. If you actually calculate the avg speed for each segment and weight it per length of segment the speed today is avg of 58-60 mph. Very old and outdated data used. One PDF attached is southbound just plain line graph of speeds the second one is the distance of each segment and the avg speed from the chart I entered and was generous. I came up with 58-59 avg speed. Projects purpose is based on false data that can be easily proven not correct and since this is a major reason of the project it should be looked at and shelved so therefore no build until data is proven to be matching the prediction.	Refer to TR-4 and TR-5.
Roy Johnson	2/23/2018	Website	Deis States As detailed in Chapter 3.11, Transportation, multiple expansion projects are currently planned by TxDOT along IH-45 through 2040. However, even with these substantial planned investments, significant decreases in congestion would not be anticipated to occur given the continued population and travel demands. As a result, planned highway improvements are not expected to make highway travel more reliable. Adding additional highway capacity, particularly in the already congested urban areas, would require ROW beyond the existing limits, which would increase costs of expansion and impact communities along the IH-45 corridor Being that the congestion is in Houston then adding more people traveling to and from the station near the #1 most congested highway in the state will not help this problem listed above. Matter in fact it will aggravate the problem. Since HSR is not tying into Houston light rail more people will use cars and uber. This adds to the congestion at the NW station location. You must have a model connection that folks will use and Metro BUS IS NOT IT. Takes 60 minutes to NRG stadium. Houston does have LIGHT RAIL but TCR refuses to tie into that so traffic will be horrendous.	Refer to TR-4 and TR-5.
Roy Johnson	2/26/2018	Website	13.10.2 ARUP section on reservoir any listed of the talked about Millican reservoir that will go from college station almost to lola? just miles from the HSR route	The Millican Reservoir is not a planned reservoir listed in the Texas Water Development Board 2017 State Water Plan; therefore, was not considered.
Roy Johnson	2/26/2018	Website	17.2.2 ARup files Noise levels- Nothing stated about speed of those trains or two trains passing each other- The test appears to happen in rice harvest in which the field of measurement was in dry standing rice which absorbs sound. Compare that to short grass or water filled fields the sound will be higher. Why wasnt the sound taking with trains going 205 mph? how can we comment on collection of bad data	Refer to NV-1 and NV-6.

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Roy Johnson	2/26/2018	Website	Speed charts in Appendix A the Dallas to Houston ones for ALL routes I am not seeing the speed restrictions at the 42,400 ft mark as per civil curve table under C-HN1-9 through C-HN1-12 That is just west of Brittmore that is approx 8 miles from the station. Charts are hard to tell but the best that I can see the speed does not reach 265 kmh per speed restriction ISL and FSL until east of brittmore. Trains northbound no issues as its almost 17 miles to get up to speed but southbound trains the speed restriction is I think is not included in speed charts and since some are so close to 90 minutes the time is going to be a tad more than 90 minutes?	TCRR updated the 'Speed Distance Trip Graphs' associated with the Project and they are included in TCRR Final Conceptual Engineering Design and Constructability Reports, Appendix F.
Roy Johnson	2/26/2018	Website	Table 1: Primary Residential Displacements and Acquisitions Looking at Grimes county values and the high value of \$342,090 is there a chart or table listing each of the 41 displacements so that we can determine if its accurate? Seeing how so much is wrong in the DEIS on VMT and emissions how can we trust any number listed in the DEIS	Table 3.13-13 summarizes the primary and secondary structures that would be displaced by the project. As stated in the methodology, these estimates are for comparative purposes only and are detailed within the Land Use Technical Memorandum, Appendix E.
Roy Johnson	2/26/2018	Website	Table 4: Miscellaneous Displacements and Acquisitons of Primary Structures Grimes Oil/gas you have 2 with low of \$2,330 and high of \$342,090 but an avg of \$69,054. Where is the data on which wells are being displaced and how do you get that avg when only two wells are included. Bad data and hard to comment on DEIS that is not complete	Table 3.13-13 summarizes the primary and secondary structures that would be displaced by the project. As stated in the methodology, these estimates are for comparative purposes only and are detailed within the Land Use Technical Memorandum, Appendix E.
Roy Johnson	2/26/2018	Website	Table 9 commercial displacements and acquisitions primary Dallas and Harris county has over 1000 job displacements. Why is this not being weighted against jobs gained as a very slight net gain. Some companies are grandfathered in so moving within Harris county may not be an option. What is the true cost of jobs lost for HSR displacements	Section 3.14.5.2.3 of the Final EIS documents the new jobs generated by the Project. (See Tables 3.14-20 and 3.14-21 under Permanent Impacts: Employment, Earnings, and Sales and Use Tax). Section 3.13.5.2.5 of the Final EIS and Appendix E, Land Use Technical Memorandum documents business displacements, including an assessment of potential employment at displaced businesses based on average employment numbers in similar industries. This information is important in understanding potential impacts to individual employees and owners of displaced businesses. However, that displacement is not likely to impact the demand for a particular good or service within the economic assessment area. The regional employment, earnings and sales tax calculations in Section 3.14, Socioeconomics and Community Facilities do not include employment estimates from Appendix E, Land Use Technical Memorandum , as it is assumed that many displaced businesses would relocate within the economic assessment area, and, where relocation is not feasible, new business would be created to meet demand. All employment and earnings calculations are based on economic input-output multipliers that estimate the ripple effects of the Project's capital investment, and do not include Project costs associated with property acquisitions or displacements.
Roy Johnson	2/26/2018	Website	Commercial Displacements and Acquisitons (Primary) for Dallas and Harris county where is the value of those businesses?	Section 3.13.5, Land Use, Environmental Consequences and Appendix E, Land Use Technical Memorandum document business displacements. Impacts to landowners would be mitigated through compensation (see Section 3.13.6.2, Land Use, Mitigation Measures), but are not likely to affect regional employment or earnings projections as individual business would likely relocate or be replaced within the study area to meet regional demand for goods and services. The property tax assessment in Section 3.14.5.2.3, Socioeconomics and Community Facilities, Economic Impacts does incorporate the potential loss of property tax revenue where business structures would be displaced by the Project. Notwithstanding, the net impact to property tax revenues would be positive for all economic assessment areas as a result of property assessments on the Project's built infrastructure and the transition of currently tax exempt land uses to TCRR ownership.

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Roy Johnson	2/26/2018	Website	The additional cost to County first responders. Grimes county Budget is just above 20 million a year. TCR says they will help with training and equipment but we are an All VFD (County Budget \$522,866) with just a few certified firefighters at each station. (Navasota not VFD but 20 miles or more away) We cannot afford what they want to give us or match. I have asked several times the cost allocated for each county to purchase EMS type equipment. no answer. This must be addressed and have local input before the first dirt moves	Refer to SS-18, SS-23 and SS-26.
Roy Johnson	2/26/2018	Website	Table 12: Summary of Land Use Impacts per Build Alternative Is listed estimated total structure acquisitions you have 8 for Alt B but on the same chart above you have structures displacements with in the LOD at 49 which matches up with later charts listing type and employees.	Refer to LU-7.
Roy Johnson	2/26/2018	Website	Table 12: Summary of Land Use Impacts per Build Alternative ALT A is not the lowest in the special farm land takings structure displacements Estimated Permanent parcels estimated temp parcel Ag structures residences Other ALT routes are lower in all of those above but ALT A is the preferred route? Based on what and DEIS needs to go back and look at this and decide which is the least impactful until then no build is the only option at this time	Refer to BA-7. Agriculture Structure Acquisitions are provided for Build Alternatives A, B and C on Table 2-14 of Section 2.7.2 - Comparison of Build Alternatives A, B, C of the Final EIS . USACE determined that routes not located on federal property would be preferred; therefore a summary of Build Alternatives D, E and F was not included in the executive summary. Detailed Agriculture Structure Acquisitions are provided for all Build Alternatives in Section 3.13, Land Use .
Roy Johnson	2/26/2018	Website	Flawed data ES.9.15 you have towards the bottom Additional sales tax revenue would result from the sale of tickets for travel on the new HSR system on an annual basis while it is in operation. HSR ticket sales could generate between \$15 and \$39 billion in sales tax for the state in addition to \$5 billion to \$12 billion in local tax revenue for Dallas and Harris counties. Being that DEIS states about 63 million in state sales tax will be collected a year that will take anywhere from 150 years to over 300 years to reach the 15-39 billion in sales tax on tickets. extremely flawed data so not a good way to comment on this data without it being corrected and opened up for comments based on more accurate data	Refer to SC-3.
Roy Johnson	2/26/2018	Website	How can this be done without 100% of the NLT areas being allowed to be surveyed> NR-CM#7: Protected Plant Species Surveys for Navasota ladies'-tresses, and large-fruited sandverbena in Freestone, Leon, Madison, Grimes, and Waller Counties. One year of presence/absence surveys have been conducted for Navasota ladies'-tresses and large-fruited sand verbena. While no individuals were observed, additional surveys are necessary and will be completed by FRA in 2017-2019 (as necessary, to obtain three consecutive years of data). If FRA determines species absence based on three years of surveys, the agency' will complete informal consultation with USFWS. No additional preconstruction surveys would be anticipated.	Refer to NR-4. NEPA does not require 100 percent of the Project to have field surveys conducted.
Roy Johnson	2/27/2018	Website	Economic impact Table 3.14-22: Annual Ticket Revenue Impacts for all Build Alternatives DEIS list sales tax collected for State. State does not collect sales tax on PLane/Bus/Limo or trains. extremely flawed and as you can see on attached its actually a net loss to the fed/state tax revenue. See that the DEIS used such corrupt info how can any one make a comment based on false data. Who at AECOM/FRA or TCR is looking over this stuff? Since this is the simple stuff what else is wrong. I demand that the DEIS be stopped and resubmitted with correct info per state law	Refer to SC-3 and SC-16.
Roy Johnson	2/27/2018	Website	Economic impact Table 3.14-22: Annual Ticket Revenue Impacts for all Build Alternatives Under Federal Tax impact for airlines, DEIS wrongly puts it as sales tax to state and local government. NO CITY OR STATE sales tax on airline tickets. Federal has an EXCISE TAX of 7.5% n With such oversight of a simple data point how can any one make an intelligent comment on a flawed data in the DEIS? Only option is No Build until the data can be updated and resubmitted for comments.	Refer to SC-3 and SC-16.
Roy Johnson	2/27/2018	Website	Table 3.14-22: Annual Ticket Revenue Impacts for all Build Alternatives Since the net impacts are being touted so much is there any validation of ridership numbers? Other agencies and reports shows ridership well below the 5 mil ISL level. Even TCP stated a 20% mrket share in the STB statement then came out with only 14 mil journies being made that is 2.8 mil passengers using TCP own data. Which happens to be just high of the TxDOT study released using the same LBG group With so much riding on the ridership from net tax impacts to net emmissions its is critical to verify the ridership numbers	Refer to AQ-7, GN-2 and SC-3.
Roy Johnson	2/27/2018	Website	Deis states Es-32 "FRA's federal action related to the Project focuses on the evaluation of the safety of the system. The introduction of 45 miles of adjacent rail and highway frontage roads as a result of Build Alternative C would require a safety barrier to prohibit vehicular drivers from impacting the track infrastructure. Due to this added safety component, FRA does not recommend Build Alternative C as the preferred alternative" Then Grimes county getting 41 miles of new public road right up against it doest count? We are allowed to travel those roads with no protection? Sad state of affairs to pit one group over anothers rights. If Alt C can be dropped then others can be also due to the "new public road" being proposed along side of HSR ROW.	Refer to BA-7 and TR-8.
Roy Johnson	2/28/2018	Website	3.4.5.2.4 HSR Operational Noise Impacts Based on a FRA General Noise Assessment, the evaluation of noise impacts from operations (assuming a maximum speed of 205 mph) What is the true dB of a train in simple terms? Open house it was 85 db at 150 ft and a recent FRA	Refer to NV-6.

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			open house TCP stated the sound was taking in Japan (noted in the DEIS) that it was only going 125-175 mph so any sound at 205 has to be assumed as stated above where is that hard number of dB at 205 mph? We need good data in order to comment on the DEIS and without it being supplied the DEIS needs to be redone to include this data so we can comment with the facts vs assumptions. Sound is HUGE NEPA requirement and we can only comment on assumptions ? BAD process	
Roy Johnson	2/28/2018	Website	Table 3.4-16: Comparison of Noise and Vibration Impacts by Build Alternative ALT A is not the lowest in sever or moderate sound impacts per this table. Alt A sound be removed due to the environmental impact it will have vs other routes. No build until a correct route is chosen is the only option.	Refer to NV-1. Alternative A was chosen because it had the fewest impacts overall but not necessarily the fewest impacts to every individual resource area.
Roy Johnson	2/28/2018	Website	ES-22 FRA completed an independent evaluation of the economic impact of the Project confirming a net positive tax impact, estimated to generate between \$6.5 billion to \$7.0 billion by 2040. Since the FRA completed an independent evaluation of the project using Salestax data that is NOT COLLECTED and said a positive net tax impact would occur. Train tickets have no sales tax and airline tickets have no sales tax just Fed Excise tax. So the net tax impact is a negative vs positive. If any of this data was used to "Independent" report than all of the report needs to be rewritten. Due to other HUGE financial impacts assumptions and wrong data the DEIS needs to scrapped and restarted to contain the correct informationso a TRUE NEPA evaluation can be obtained. Until that is done the only option is a NO BUILD due to bad data that we know of in the DEIS creating a study on impacts that we cannot see any figures on.	Refer to SC-16 and SC-3.
Roy Johnson	2/28/2018	Website	Table 3.2-4: Calculated VMT You can not count a car removed from a passenger as making a round trip while counting the passenger once. If 5 mil ride the train that is 2.5 mil each way and there fore the VMT is overstated by 200%. Since we are not allowed to comment on the EIS and this data that is VERY important to the NEPA process I ask that the glaring flaws be corrected and DEIS be reissued for a true comment period until then NO BUILD MUST be carried forward	Refer to BA-6, GN-1 and PI-1. The passenger trip assumption associated with the ridership used was clarified with TCRR to mean one-way travel, and a GIS error in the Harris County road length was corrected, and VMT recalculated with these corrections. The HGB NAA NOx did not show a net gain. Only the DFW NAA in 2040 showed a negligible net gain that was 0.1 percent of the de minimis threshold for general conformity applicability. Even when the vehicle occupancy was changed to 1.5 to test the effects on emissions calculated, the HGB NAA net emissions were still reductions, and only DFW NOx showed small net increases of 1 to 3 percent of the de minimis threshold. It should be noted that overall operational emissions for the whole corridor still showed net reductions with these changes, except for SO2 as before. The conclusion of no significant impacts to air quality from operational emissions in the Final EIS would not change. The assumption of one-way trips was also checked for its impact on the conclusion of HSR net energy saved and no adverse impact on energy usage and is summarized below for the largest emission alternative (A). This change halved the VMT, gallons of fuel saved, and associated energy usage reduced by HSR use, but there was still a net reduction of energy used. Even in the case of initial service level in 2024, net energy savings is estimated. This is summarized below for 2040 and detailed in the Final EIS. Therefore, the conclusion of no adverse long-term impacts on energy consumption and depletion of energy sources does not change. The following revised assumption was included in the Final EIS: VMT = 1,276,260,00, Gallons of Fuel Saved = 40,775,080, Net energysaved = 3,074,821 MMBTU Overcoming a carbon footprint is not required in a NEPA analysis or by current executive orders governing NEPA. The emissions of the power generating plants were accounted for in the analysis of operational emissions as documented in Section 3.2.3. Construction emissions were calculated considering their engine technology (typically diesel). Though overcoming a carbon footprint is not a national or state policy requirement, the overall

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				operational CO2eq emissions with the revised assumption show a net reduction of 64,350 metric tons annually that in several years of operation, would offset those produced during construction.
Roy Johnson	2/28/2018	Website	With the relocation of pipelines has the FERC been contacted?	Refer to EU-1.
Roy Johnson	2/28/2018	Website	Table 3.9-18: Construction Fuel Consumption Estimate You have a total of 500,714 gallons total being used. If you break that out to 320 days a year I seen elsewhere for 4 years that is only 400 gallons a day of fuel. Looking at the total 2,503,568 hours using 500,714 gallons that is .2 gallons per hour. that is way way to low which in turns reduces the MMBTU energy consumes.	Refer to AQ-3 and GN-2.
Roy Johnson	2/28/2018	Website	Maximum Annual Construction-Related NOx and VOC Emissions for Years 2018-2021a (tons/year) You have listed under HGB NAA NOx for off road construction 63.74 tons But then proceed to list other HSR emissions as in page 16 HGB waller and Harris county for 64.41 NOx non road construction page 17 you have per Station in HGB area has one so thats is 37.84 tons NOx (NON ROAD) Page 17 you have TMF (assume MOW is included) 30.27 tons NOx (NON ROAD) page 18 has the MOW so if you count the HGB MOW that is 13 tons if not included in the TMF for HGB. So for HGB you have 64.41 tons NOx non road for constructio 37.84 tons NOx non road for station 30.27 tons NOx non road for TMF 13.03 tons NOx non road for MOW if separate. 145.55 tons NOx just for the HGB non road emission during the project Then page two of same section you have Maximum Annual Construction-Related NOx and VOC Emissions for Years 2018-2021a (tons/year) This shows 63.74 tons NOx per year for 4 years that is 252 tons total but above you only have 145 tons NOx Where is the other 100 tons of NOx for HGB	Table 3.2-8: Annual Non-Road Construction Period Emissions (tons/year) and Table 3.2-11: Maximum Annual Construction Period Emissions (tons/year) shows the Maximum Annual Construction Period Emissions during any one year from 2018-2021. Maximum annual emissions are used for the General Conformity emissions analysis required for the HGB (and DFW) non-attainment areas. The emissions calculations as you note are included in Appendix E, Air Quality Technical Memorandum. Maximum annual NOx emissions (tpy) for track construction within the applicable HGB counties is 16.10 tpy NOx, station emissions is 15.14 tpy NOx, TMF emissions is 15.14 tpy NOx, and construction emissions for two MOWs is 17.36 tpy NOx (8.68 tpy NOx per MOW). Maximum annual emissions therefore would be 63.74 tpy NOx. Annual emissions should not be added for the four-year construction period since not all construction activity would occur each year as noted in the calculation tables included in Appendix E. For example, station construction would occur over a 30-month construction schedule, TMFs would occur over a 24-month construction schedule, and MOW construction would occur over an 18-month construction schedule.
Roy Johnson	2/28/2018	Website	Noise DEIS states Finally, with regard to the effects of noise from passing trains on animals, the FRA noise exposure criterion limit is a Sound Exposure Level (SEL) of 100 dBA. For the TX HSR trains operating on a viaduct at the maximum speed of 205 mph, this limit would only be exceeded within about 15 feet from the tracks and within the HSR ROW. Because no animals would be this close to the tracks, noise impact on wildlife is not anticipated. Then on civil map CVL-HN-01201 you have quite a few section of the viaduct that is 5' or less in which the animal will be within the 15 ft and making the the above statement false	Refer to NR-1.
Roy Johnson	2/28/2018	Website	DEIS states With regard to potential increased annoyance due to the startle effect of noise from passing trains, at the maximum train speed of 205 mph this effect would only occur within about 45 feet from the tracks which is within the ROW. Therefore, increased noise annoyance due to startle should not be an issue. There is ALOT of viaduct less than the 45 ft for startle effect. Was any testing done on American Breed of cattle? Angus, Hereford and your European cattle are fairly docile. But the cattle we run around here are Brahman-influenced cattle with ear. Those cattle are very skittish and smart. If I am trying to get cattle through a crossing or a low viaduct section and trains approach. I can kiss my plans goodbye. NO other country have cattle like we do along the route and that being a tiger stripe momma cow that will dart off if anything is out of place while trying to work them to the pens. I want to see actual testing on different breeds of cattle and compare the startle effect distance on each. American breed type, British breed types and European type cattle breeds	Refer to NR-1. HSR effects on wildlife and livestock are assessed in Section 3.4, Noise and Vibration . The FRA guidance includes the most up to date research on noise effects on animals. The Mineta Institute conducted a literature review on the effects of noise on horses and found no additional or new information that would supersede the information in the FRA guidance. The assessment presented is similar to that conducted for other HSR projects around the country, which shows a very limited area in close proximity to the tracks where there would be an potential for effects.
Roy Johnson	3/1/2018	Website	Emissions flawed data. DEIS states that 1.2 people arrive at the station so the 7.2 mil passengers which 89% comes from cars divided by 1.2 you get the 5.340,000 cars removed and 14,630 per day on 45. The truth is the avg riders per car is 1.51-1.8 people per car. When you factor this in you get alot less cars removed. 7,200,000x 89% as per DEIS you get 6,408,000 from cars. 6,408,000 people avg 1.5 per car gets you 4,272,000 cars removed Then taking the correct VMT removed per car in the HGB NAA of 56.8 vs the 169 number 4,272,000 cars 56.8 miles= 242,949,600 miles removed in the HGB NAA area. DEIS has it as 903,741,600 miles removed using wrong distance in the NAA and double counting the miles per car. 242,949,600 /903,741,600= 26.8 % of what the DEIS states. Take the NOx emissions for HGBNAA for FSL you will get a NET GAIN IN NOx for HGB NAA. DEIS is suppose to be about the NEPA process and environment. so with this 373% over statement of	Refer to AQ-4.

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			VMT removed in HGB NAA the DEIS is not valid and no way we can comment on such errors. Therefore until this can be corrected and allowed comments on a truer DEIS the NO BUILD IS THE ONLY OPTION of the ones avail to us today	
Roy Johnson	3/5/2018	Website	DESI under Table E3.2-16: Net Operational Emissions You have these words "The emissions are relatively small, no counties in the project area are in nonattainment of the SO2 standard, and the proposed action results in net reduction of all the other pollutants" Sorry but FRE is a NAA for SO2 period. The proposed action results in net reduction in ALL the other pollutants. IS NOT TRUE. HGB NAA is actually a NET INCREASE in NOx. Since the VMT removed counted each car for the passenger making a one way trip as making a RT the emissions are overstated in the DEIS. Then the HGB miles is 300% overstated due to the wrong miles in the HGB area and doubling again for every car taken off the road from 7.2 mil trips generated by HSR. Each trip is 239 and not 478. If you took the 5.3 mil cars removed and used 2.65 mil cars RT then you are correct. How in the world does a DEIS and NEPA process make this huge mistake. How can we comment on such flawed data? Would not be so bad if we could comment again on corrected data but the NEPA process does not allow that. SO I am demanding a New DEIS be published correcting all this mistakes on emissions and others. For a new comment period until then only option is a NO BUILD	This Executive Summary has been revised in Section 3.2, Air Quality of the Final EIS to reflect Freestone's nonattainment designation. This has been corrected in the Executive Summary. There was an error in the HGB miles caused by a duplicate GIS feature that has been revised to correctly reflect the approximate 27 miles from the Houston city center to the northern edge of Harris County. TCRR was consulted to verify what passenger ridership numbers used for the VMT, meant in terms of a one-way or round trip. They indicated the numbers mean the number of trips in one direction. Therefore, the emissions for the Final EIS were revised with this assumption to calculate the numbers of cars removed from the road due to HSR use. The assumption of one-way trips was checked for its impact on the conclusion of HSR net project emissions impacts for the Draft EIS emission estimate This change halved the VMT and vehicle emissions removed by HSR use, but there was still a net reduction of operational emissions for all pollutants, except for same as before, sulfur dioxide. This was true of the overall operational emissions and conformity pollutants NOx and VOC in the HGB NAA, with net HGB emissions in 2024 and 2040 respectively of -11.7 and -3.8 tons per year (TPY) for NOx, and -19.9 to -17.8 TPY for VOC. Only DFW NAA NOx in 2040, is barely a net positive, at 0.1 tons per year, which is 0.1 percent of the de minimis threshold to determine if general conformity applies, while other years for NOx and VOC show reduction. Therefore the conclusion of no adverse long term impacts to air quality from operational air emissions would not change. This revised assumption was included in the Final EIS. With an update to the train power consumption using more up-to-date data from the Energy Information Administration (EIA), the 2040 DFW NAA NOx emissions is expected to show net reduction because the percent of wind power has increased more than was previously forecasted in the Draft EIS. When the vehicle occupancy assumption is also changed to 1.5 in addition to the passenger assumption revision, the net NOx emissions in the HGB NAA are still reductions with results in 2024 and 2040 respectively of -6.9 to -2.2 for NOx and -15.6 to -14.0 for VOC. With vehicle occupancy changed, only DFW NAA NOx in 2024 and 2040 are respectively, small net positives of 2.7 to 1.4 TPY, which is 1 to 3 percent of the conformity de minimis threshold, while all other HGB and DFW emissions in 2024 and 2040 showed net reductions (except for SO2 as already described in the Draft EIS).
Roy Johnson	3/5/2018	Oral	Hello. My name is Roy Johnson. I'm here tonight to speak on the flaws contained in the DEIS_ First of all: the of miles moved is overstated by 200 percent. It also — the miles moved in the HGB non-attainment area is overstated by 300 percent Y'all have 903 million miles accounted for in that area? It's supposed to be 303 million miles. That's a huge issue. What right does TCP have to move on county roads above the HSR? What right do they have to close and reroute our county roads? What state statute gives them that power? I see none. Just last week, a representative of TCP stated HSR will go over all roads. FRA, I do not have to tell you where to look to find that is a false statement. If TCP is stating stuff like this in the public: what are they stating in the ridership to FRA? And I demand that any ridership info be frilly vetted and emissions recalculated based on true information. None of this noise: If this was so quiet, why then why are there noise abatements? And will they install those in case someone moves closer to the right-of-way? Why is the train speed in Japan restricted in places? It's the noise it	Refer to AQ-6, AQ-12, AQ-13, ED-1, GN-2, NV-1, NV-9, SS-1, TR-8 and VA-1.

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			creates. The emissions in 2040 actually shows a net increase in NOX for the Harris GB non-attainment area if you do your vehicle miles correctly. This is due to the 300 percent overstatement of miles removed This alone is a huge concern for the NEPA process. You cannot use bad data to justify the net increase in the Houston non-attainment area. For this reason alone, the DEIS needs to be scrapped and restarted using correct data Since all the emissions data is calculated on ridership: then FRA should validate that ridership. This is unacceptable to use information for such an important issue without vetting it first. And rm going to leave you with a quote: October I meant August of 2015 an elected official was quoted in the scoping process: "Property values will decline; and in these very neighborhoods where homes are being built and neighborhoods being revitalized: the progress may very well be halted. Already, some of the prospective homeowners are delaying their decisions to purchase property in the area: uncertain of the route that the high-speed rail train may take. Furthermore, the safety of families in these dense urban areas would be compromised "That is from the Mayor, Sylvester Turner, when he was a House Rep in 2015 _ This will also affect homeowners in the White Oak subdivision and Stonegate_ So if it — if he was upset with it before, he should be upset with it now. Thank you for your time.	
Roy Johnson	3/6/2018	Website	Open House March 5th- Still, dont know why the elected officials and organization leaders could not speak at the other Harris county Open house? I think we as the public and stakeholders should know what and who caused this additional open house? What influenced was used? As other counties only had one meeting and were over capacity. Many meetings on adjoining counties were the same night so stakeholders could not attend both. These meetings are for information from AECOM/FRA TCP and when I have attended my first meeting in Leon County. The knowledge was very low from the staff. My second one was in harris county and little better but still could not address the HUGE MISTAKE in the HGB NAA overstatement on miles REMOVED is 300%. How does an agency make that big of a mistake and only allow the stakeholders one comment period to address this HUGE HUGE gaff. Using this extremely BAD input data to produce the DEIS, that has a major emissions component, Should be thrown out and something tangible and close to accurate be allowed to be commented on. Other wise my only option is a NO BUILD until AECOM can get the data closer than 300% wrong and that FRA is lacking any oversight in this project.	Refer to AQ-12, GN-1, PI-6, PI-8, PI-10 and PI-11.
Roy Johnson	3/6/2018	Website	Safety for local residents- NO ONE at the FRA/AECOM or TCP contacted Grimes county Sherriff to get consul on local needs or concerns before the DEIS came out. Since the DEIS came out with NO INPUT from local EMS and first responders it affects the rural residents. Who will hold TCP accountable with the closures and rerouting of roads in the rural areas? What power will my local sheriff have at the negotiating table with the project when NO ONE IS STANDING BEHIND HIM and making sure the concerns are addressed? This project is not worth one life due to many miles reroute on roads that were not consulted with before DEIS. Many of the reroutes from road CLOSURES are NOT IN THE table of miles added or subtracted.	Refer to PI-1, TR-8 and SS-23.
Roy Johnson	3/6/2018	Website	TxDOT has a statewide crash rate per Hwy system. You will see attached the 2015 and 2016 data the interstate is the safest road system for crashes per 100 mil VMT. and if you notice the interstate in rural areas actually decreased from 2015 to 2016 while the urban rates went up for the same period. This project only shifts the traffic from 45 in rural areas to the interstate in urban areas. Since the location of the midstop is located in rural area STATE HIGHWAY that is even more prone to accidents at a rate of 150 percent of what it is on interstate. Then you have road type and again interstates are for most part divided 4 lane highways where SH 30 and SH 90 are undivided 2 lane 2 way road types. Again it goes from 62 crashes per 100 mil vmt to 101 per 100mil vmt this is shifting the burden of this system to local residents that will not use the system due to the location of College station. There for the rural elderly are at a severe disadvantage over another location of the station. NO BUILD is only option with the current alternates we have to choose from	Refer to EH-1, PN-3, TR-2 and TR-5.
Roy Johnson	3/6/2018	Website	How can the cars for station demand be at 1.2 people per car and that number be automatically used for those cars to be removed from 45? If riding a HSR since its cost per person you will have alot more people leaving when they want too but if carpooling they will rider together to share the cost. LIKE COLLEGE Students. This increase people per car on 45 over going to the station will reduce the number of cars removed on 45. This will decrease even more the miles removed from HGB NAA which when you factor in the correct miles in HGB NAA the net gain in NOx is even LARGER. This system if BUILT WILL INCREASE the NOx in HGB NAA and cause health issues and financial issues for increasing the emissions. This is a serious oversight by FRA and DEIS needs to address this and publish the correct NET GAIN vs NET REDUCTION in NOx. No build until we can comment on a more accurate DEIS emissions.	Refer to AQ-4. The HGB NAA distance was corrected, and this did not change the conclusion of no significant adverse impact to general conformity emissions. When the passenger trip assumption is corrected to one-way, the HGB NAA miles corrected, and vehicle occupancy revised to 1.5, there is only a very small net increase in HGB NOx of only 0.1 tons per year or 0.1 percent of the de minimis threshold. However, this is expected to become a net decrease with revisions to the train power consumption using newer EIA data.
Roy Johnson	3/6/2018	Website	AQ- Emissions and data used to calculate NOx DEIS has the VMT removed wrong along the entire route VMT removed in HGB is 300% overstated People per car at the station is counted the same as on 45 thus increasing the cars actually removed These above reasons is why the NOx is a net gain for HGB NAA and since the NEPA is about air quality and other subjects. This oversight of AECOM and FRA TAINTS the DEIS on its core responsibility. With not being able to comment again this flawed data needs to be corrected and resubmitted so that stakeholders can have more accurate date to look at.	The passenger trip assumption associated with the ridership used was clarified with TCRR to mean one-way travel, and a GIS error in the Harris County road length was corrected, and VMT recalculated with these corrections. The HGB NAA NOx did not show a net gain. Only the DFW NAA in 2040 showed a negligible net gain that was 0.1

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				percent of the de minimis threshold for general conformity applicability. Even when the vehicle occupancy was changed to 1.5 to test the effects on emissions calculated, the HGB NAA net emissions were still reductions, and only DFW NOx showed small net increases of 1 to 3 percent the de minimis threshold. It should be noted that overall operational emissions for the whole corridor still showed net reductions with these changes, except for SO2 as before. The conclusion of no significant impacts to air quality from operational emissions in the EIS would not change.
Roy Johnson	3/6/2018	Website	Since I have been to 4 open houses as doors open to learn about the project and get answers to my questions. I am very concerned that the system allows me to show up and talk with the experts that created this system but no one has the data or source of that information in the DEIS. Another issue is that person that did that chart is not here to answer that question. SO if I only made one open house to get details to only find out no one knows where the data came from. I feel like we are being pushed down the road and ignored. Open house by the FRA should be where we can GET ANSWERS from AECOM and FRA that created the DEIS. The process is very flawed and designed to keep the stakeholders in the dark. I have spent in those 4 open houses maybe a total of 6-7 hours with AECOM folks and not one gave me the source of the flawed data. Almost like they are right and since you cant comment after this period we dont have to understand you or correct the issue. Extreme ISSUE ON social justice or whatever you want to call it when the stakeholders are promised to get answers and the ones giving them all can say submit comments. DEIS is flawed and ripe with BAD data period. I am not talking about misspelling or mislabeled stuff I mean data that is the core of the NEPA findings. FRA MUST DEMAND that DEIS be corrected and resubmitted with a new round of open houses with folks that can answer something as simple as " you list two wells being closed in county, do you have the names of those?"	Refer to GN-1.
Roy Johnson	3/6/2018	Website	Many comments were made from the Open house March 5th that was using data from the DEIS that were not verified. The 59 mph to 39 mph was used and he stated it was 2002 at 59 mph and here we are in 2018. Transtar avg speed maps for each segment still have it just at 58060 mph for the 239 mile trip on 45. FRA has to vet the information or it gets used to promote the project which is extremely misleading. The data is very easy to obtain to verify some simple data that was included in the DEIS that was PREDICTIONS. Collected DATA DOES NOT SUPPORT THE 59-39MPH and it you think it does than that same chart has SAT-HOU from 57-19 MPH and should be a greater concern than 45. It will only be more expensive later to do SAT-HOU.	Refer to TC-3.
Roy Johnson	3/6/2018	Website	Many comments were made from the Open house March 5th that was using data from the DEIS that were not verified. The 59 mph to 39 mph was used and he stated it was 2002 at 59 mph and here we are in 2018. Transtar avg speed maps for each segment still have it just at 58060 mph for the 239 mile trip on 45. FRA has to vet the information or it gets used to promote the project which is extremely misleading. The data is very easy to obtain to verify some simple data that was included in the DEIS that was PREDICTIONS. Collected DATA DOES NOT SUPPORT THE 59-39MPH and it you think it does than that same chart has SAT-HOU from 57-19 MPH and should be a greater concern than 45. It will only be more expensive later to do SAT-HOU.	Refer to TC-3.
Roy Johnson	3/7/2018	Website	private water wells. What is the requirement for them being listed on the maps? I am seeing alot of houses with a private water well that in the buffer zone (just outside of LOD) that has nothing listed. The maps have public water supply and groundwater wells. But where are the other water wells ?	The Water Quality Study Area for surface water quality, groundwater quality, and water supply included the LOD plus a 1,000-foot buffer. All water well information obtained from TCEQ, TWDB, and the EPA was included in Section 3.3, Water Quality and in Appendix D, Mapbooks, Natural Resources . Any water wells discovered during future surveys would be coordinated with appropriate agencies and owners.
Roy Johnson	3/7/2018	Website	Table 4-1: Cumulative Analysis of Resources DEIS list NET EMISSIONS benefit under direct impacts and is carried forward to CIA. But the NOx in 2040 is actually a net INCREASE due to the errors of HGB NAA miles and VMT removed as it was overstated by 300% in the emissions part of the DEIS So you carried it through but calculated it wrong while in the meantime the others things on this chart that is not carried forward has no data for use to see	The passenger trip assumption associated with the ridership used was clarified with TCRR to mean one-way travel, and a GIS error in the Harris County road length was corrected, and VMT recalculated with these corrections. The HGB NAA NOx did not show a net gain. Only the DFW NAA in 2040 showed a negligible net gain that was 0.1 percent of the de minimis threshold for general conformity applicability. Net NOx and VOC emissions in the HGB NAA in 2024 and 2040 respectively were -11.7 and -3.8 tons per year (TPY) for NOx, and -19.9 to -17.8 TPY for VOC. Only DFW NAA NOx in 2040, is barely a net positive, at 0.1 tons per year, which is 0.1% of the de

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				minimis threshold to determine if general conformity applies, while other years for NOX and VOC show reduction. Therefore, the conclusion of no adverse long term impacts to air quality from operational air emissions would not change. This revised assumption was included in the Final EIS. With an update to the train power consumption using more up-to-date data from the Energy Information Administration (EIA), the 2040 DFW NAA NOx emissions is expected to show net reduction because the percent of wind power has increased more than was previously forecasted in the Draft EIS. Even when the vehicle occupancy was changed to 1.5 to test the effects on emissions calculated, the HGB NAA net emissions were still reductions, and only DFW NOx showed small net increases of 1-3 percent of the de minimis threshold. It should be noted that overall operational emissions for the whole corridor still showed net reductions with these changes, except for SO2 as before. The conclusion of no significant impacts to air quality from operational emissions in the EIS would not change. NOx emissions in the HGB NAA are still reductions with results in 2024 and 2040 respectively of -6.9 to -2.2 for NOx and -15.6 to -14.0 for VOC. With vehicle occupancy changed, only DFW NAA NOx in 2024 and 2040 are respectively, small net positives of 2.7 to 1.4 TPY, which is 1-3 percent of the conformity de minimis threshold, while all other HGB and DFW emissions in 2024 and 2040 showed net reductions (except for SO2 as already described in the Draft EIS). With these revisions and changes, the inclusion and analysis of air quality in the cumulative impact analysis does not change from before, as it was still carried forward, as the comment acknowledges.
Roy Johnson	3/7/2018	Website	Table 4-1: Cumulative Analysis of Resources NOISE impacts. With not knowing how the full and partial takes were done on ANY MAP how can we verify this 27 severe impacts? With so much other data flawed that we know of this area of full or partial should be listed at least. If the Land use had parcel outlines we could see what might go under a full take based on other data in the DEIS. But without that we cannot tell what AECOM assumed was a full take and there full cannot confirm the severe impacts	Refer to LU-1.
Roy Johnson	3/7/2018	Website	What type of community outreach was made in regards to the last added open house March 5th? Was there any mailers and where did they go? Some people that are near by have no idea what is about to happen if this gets built. I think its very important to get local folks more involved in the process	Refer to PI-1 and PI-10.
Roy Johnson	3/7/2018	Website	land use map 212/257 you have (see attached) a barn marked but not the house. The maps are full of all this stuff but the route is based on impacts but how can we tell what is included or not. this goes to route selection and the data used for it needs to be accurate so we can comment on true and accurate data. If houses are left off by mistake that influenced the route. WE cannot trust the DEIS with the other HUGE FATAL FLAWS found. You need to create a map so we know that a house under a full taking should not be counted by a symbol or different color. Since you have a count on takings and noise impacts why cant you have dots for takings?	Refer to GN-1, LU-7.
Roy Johnson	3/8/2018	Website	Why does Houston area get another open house ?	Refer to PI-11.
Roy Johnson	3/8/2018	Website	Why does Houston area get another open house ?	Refer to PI-11.
Roy Johnson	3/8/2018	Website	Clarification on DEIS on residences listed or not due to full or partial takings. Map 212 land use has a house just east of hwy 90 that has a yellow square and another house just south of it below the HSR ROW that is not listed (see file attached) Those are on the same parcel per your map 440-441 in footprint and the Grimes county CAD file (attached with notes also) Not knowing why one house was counted and other house not counted on same parcel is wrong. Even if you apply the threshold of full taking then why two houses on same parcel is counted one as a residence and other one is not. This goes to impacts to communities and such a flawed data source the results are bad and should be corrected and all alternatives recalculated. Without an outline of parcels with the residences and noise impacts, we are left to determine why a house may not or is included. This is just one example of knowing that HSR is down the middle of a tract and one house is counted and one is not.	Refer to GN-1, LU-7 and NV-1. Residential structures were marked if they were within 200 feet of the LOD. A residential structure marked was included in the list of structures that was analyzed to determine whether it was a displacement, an acquisition or no effect.

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Roy Johnson	3/8/2018	Website	Oil/gas wells will be shut in and bought out in the DEIS. What happens when you close a well and return the minerals back to the owner and now the size of the pool is so small to drill a single unit? Will their minerals be tied up for many decades until nearby wells are abandoned and minerals are released back to owners? This is very important as no telling the technology will be available and price of minerals in the future will be. But to basically land lock a small lease can cause severe economic impact	Refer to ED-4 and EU-2.
Roy Johnson	3/8/2018	Website	Noise flawed data See attached for a location that is on one tract- outlined in red One house that has the yellow with black dot symbol a House that is not listed on same tract A house that is in the LOD that is removed so no noise issue If a tract that is a full take then why have only one house listed and not the other? If its not a full take then why list only one house for noise impacts. this is a very common occurrence in the DEIS and it should be fully vetted to expose all the issues. One solution is that have a set of maps showing the parcels that are assumed a full taking vs those that are not considered as a full taking.	The residence with impact is adjacent to an area with an elevated structure, which generates additional noise and results in impact. The other residence without impact is adjacent to an earthen embankment, which generates less noise.
Roy Johnson	3/8/2018	Website	Noise flawed data You have the Noise impacts on map 228 under CCR its attached but do not list the other houses that are just as close and out of the foot print of the project But on Land Use map you the house marked. So why is this not listed as a noise impact? With such flawed data and route based on least impacts this should go back and do a true accounting of the least impacted route based on more accurate data	The residences in this area without impact are either proposed to be acquired by the project, or are far enough away that there is no noise impact.
Roy Johnson	3/8/2018	Website	Since AECOM included state and local sales tax on ticket revenues which is false as Texas DOES NOT COLLECT sales tax on train tickets. The entire DEIS needs to be rewritten any where an economic projection was made. This must be corrected as bad data made even worse data in the economic projection throughout the DEIS. MUST BE A NO BUILD until data is corrected and allowed to comment on again	Refer to SC-3 and SC-16.
Roy Johnson	3/8/2018	Website	Noise omitted data Com Cultural resource map 245/257 you have no houses in stone gate listed as noise moderate although some are 200 ft away. Whit oaks falls has some houses with Noise moderate that are marked at about 200 ft away also. So why Stone Gate has ZERO noise moderate while White oaks has several and should have alot more.	The residences in Stone Gate are just outside the distance for impact, while those in White Oaks are just inside the distance for impact.
Roy Johnson	3/8/2018	Website	noise - Map 244 in community and culture resource maps you have two apartment complexes at fry and mound. One of which is not listed on the map but elsewhere as taking of a complex building. Why is there ZERO noise moderate symbols for these locations?	There are no noise impacts identified at this location.
Roy Johnson	3/8/2018	Website	Noise on community and culture resource map 247 you have a HOTEL on the NE corner of HWY 6 and Heamstead hwy that is located over 250 ft from front door to the HSR route as noise moderate but do not list the apartment complexes east side of Fry road and south of HSR ROW?? What in the world is the methodology on this? How can anyone be expected to comment on this type of error? This is a huge part of the NEPA process and determining least number of impacts and this HUGE OVERSIGHT on noise moderate should case the DEIS To be invalid.	Using the FRA criteria, noise impact is based on a comparison of the project noise level with the existing noise level on a site-specific basis. In this case, the existing noise levels at the two locations are very different. With lower existing noise levels (at the hotel) there is more impact, and with higher existing noise levels (at the apartment complexes) there is less impact. The impacts at these two locations are correct.
Roy Johnson	3/8/2018	Website	from all over the world and all walks of life are welcome come and enjoy the beautiful area and abundance of wildlife. Families can come out to relax and unwind. The children are offered horseback riding lessons, they can pet the animals, feed the deer, go fishing, ride across the ranch on UTVs, and get a feel for nature they normally would not experience. All of this is offered to families FREE OF CHARGE. If Segment 3A is used, it is unlikely that the current usage of the property for charitable purposes could continue.	Refer to SC-21, TR-7 and TR-8.
Roy Johnson	3/8/2018	Website	need more input from stakeholders	Refer to PI-1.
Roy Johnson	3/9/2018	Website	Table 3.16-3: Safety and Security Hazards Inventory How can you have Grimes Crime listed as High and high and have Harris county as the same High and High under freq and severity? Harris county --- Crime Persistent High More crime per capita than national or state average, approximate 15% violent crime rate High Grimes County--- Crime Persistent High Less crime per capita than national or state average, approximate 6% violent crime rate High This skews the impact of crime in Grimes County by using an inflated starting point. NEPA should not allow this type of data in the decision process	The rankings of crime in a particular county as high, medium, or low frequency and severity are intended to help compare the relative potential for crime in a particular county with other natural and physical hazards in that county. A ranking of high frequency indicates a hazard that would be expected to occur more frequently than yearly, as described in Section 3.16.3, Safety and Security, Methodology . Hazards with a high severity ranking are those that could result in fatalities or large property damage. Unlike natural disasters or other hazardous events, the potential for criminal activity is an ongoing condition. For this reason it was categorized as a high frequency and high severity hazard in every county where residents and passengers may interact at a station.
Roy Johnson	3/9/2018	Website	Table 3.16-3: Safety and Security Hazards Inventory How can you have Grimes Crime listed as High and high and have Harris county as the same High and High under freq and severity? Harris county --- Crime Persistent High More crime per capita than national or state average, approximate 15% violent crime rate High Grimes County--- Crime Persistent High Less crime per capita than national or state average,	The rankings of crime in a particular county as high, medium, or low frequency and severity are intended to help compare the relative potential for crime in a particular county with other natural and physical hazards in that county. A ranking of high frequency indicates

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			approximate 6% violent crime rate High This skews the impact of crime in Grimes County by using an inflated starting point. NEPA should not allow this type of data in the decision process	a hazard that would be expected to occur more frequently than yearly, as described in Section 3.16.3, Safety and Security, Methodology . Hazards with a high severity ranking are those that could result in fatalities or large property damage. Unlike natural disasters or other hazardous events, the potential for criminal activity is an ongoing condition. For this reason it was categorized as a high frequency and high severity hazard in every county where residents and passengers may interact at a station.
Roy Johnson	3/9/2018	Website	Legal authority to be a RR. In the DEIS it is stated page 3.13-2 Texas Transportation Code, Title 5, Chapters 112 and 131 The Texas Transportation Code authorizes railroads to acquire the real property rights needed in order to construct, operate and maintain a railroad through the use of eminent domain. Nothing is stated about the definition of Texas law defining a RAILROAD under section 81.002 that states it must be operating a RR. WE passed a law called SB 18 that forced any entity that wanted to continue to have the power of ED they MUST register with State Comptroller or LOOSE the power of ED. TCP did not incorporate and file under SB 18 it was TCRI that incorporated 12/20/2012 (thursday) and comptroller rec that paperwork claiming ED powers on 12/26/2012 (Tues) that means they incorporated and less than 24 hours later sent in the paperwork to beat the 12/31/2012 that SB 18 imposed for filing. By calling this TCRI (NOT TCP OT TCR) a Railroad when no operating railroad was in existence. Means they were not a Rail Road per 81.002 operating a RR. Therefore they do not have the power under 112 or 131 that a Rail road has ED powers. Why did the FRA not have the claim by TCP that they were under 81.002 by definition a RR? Very sad state of affairs for sure. They can be doing the work not and planning to be operating a RR but they did not operate a RR by 12/26/2012 and there for cannot be called a RR	Refer to ED-1 and NE-1.
Roy Johnson	3/9/2018	Website	Is Alt A the least impact based on Takings of property and such? Table 12: Summary of Land Use Impacts per Build Alternative Alt A ties or beats others on 3 items out of 15 items. Alt C BEATS in 3 and ties in 1. Table 18: Comparison of Build Alternatives A, B and C Alt C is lower in 10 out of 17 items while ALT A is lower or ties on 3 items Table 3.7-83: Estimated Impacts to Wetlands by Build Alternative Alt A is actually the HIGHEST total of wetland crossings. Alt A is HIGHEST in number of acres temp perm Table 3.9-20: Comparison of Utility Impacts by Build Alternative Alt A is not the lowest in any of the 4 categories Table 3.13-17: Summary of Land Use Impacts by Build Alternatives Alt A is lowest only one 1 subject and tied for lowest in 2 others. Alt C Lowest in 3 and tied at zero for the 4th Table 3.18-10: Estimated Parcel and Structure Acquisitions by Build Alternative Alt A does not even have a single item its the lowest out of 10 items. ALT F is the lowest in 3 of them The above is all the items that ALT A is not the best option. Even with the bad data on noise impacts being wrong (Nothing noted in Stone gate and White Oak Falls the indicators for the house same distance one has noise marker and other one does not) We need, DEMAND, an accurate DEIS so that an informed decision can be made on impacts to local stakeholders. Current DEIS is nothing better than thrown together to get the result desired vs true and accurate (as good as it can be) to let the data dictate the projects fate. No build is the only option until these above items are corrected and a true route based on true impacts can be looked at	Refer to BA-7 and GN-1.
Roy Johnson	3/9/2018	Website	Since the stated 90 minutes or less is the basis of this project and why 45 highway fails to meet that purpose. I bring up the following. In Japan, the speed is restricted based on noise levels. Since noise increases as the speed increases doesn't the DEIS include any slower speeds around residences? If this slows down the speed shouldn't that affect the travel time? With any increase of travel time, the HSR does not meet the 90-minute goal and should be eliminated as 45 was not valid to carry forward? What is the level of noise that will be permitted at a residences? not as a total but single events?	Refer to NV-1 and NV-9.
Roy Johnson	3/9/2018	Website	noise- I see in the DEIS it measures and predicts noise levels based on trains during operations. Is there any data on the nightly noise generated by the maintenance of the HSR? Night time I think is a 10 dba difference	The FRA noise assessment is conducted on a cumulative basis, which looks at the total noise over a 24 hour period. Because of this, the noise assessment uses the total number of trains per day in the assessment, and adds a 10-decibel penalty to noise that occurs during the more sensitive nighttime hours (between 10 pm and 7 am). Maintenance was not included in the cumulative noise impact assessment, as it would only be conducted as needed and not on a regular basis.
Roy Johnson	3/9/2018	Website	Noise- Since night time noise is weighted different than daytime noise. Was the DEIS county the portion of the 68 trains a day that would be traveling at night time plus the maintenance work every night?	Refer to NV-1.
Roy Johnson	3/9/2018	Website	Noise- From DEIS "Time Pattern–Because environmental noise is constantly changing, it is common to condense all of this information into a single number, called the "equivalent" sound level (Leq). The Leq represents the continuously changing sound level over a period of time, typically 1 hour or 24-hours for rail transportation noise assessments. For rail projects, the Day-Night Sound Level (Ldn) is the noise descriptor	Refer to NV-1. Ldn is the noise metric used for the assessment of noise impact at

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			commonly used, and has been adopted by FRA and FTA as the best way to describe how people respond to noise in a residential environment. Ldn is a 24-hour cumulative A-weighted noise level that includes all noises that occur over a full day, with a 10 dB penalty for nighttime noise (between 10 PM and 7 AM). This nighttime penalty means that noise events at night are equivalent to ten similar events during the day. Typical Ldn values for highspeed rail sources and non-rail sources are shown in Figure 3.4"1- If trains after 10 pm and before 7 am count as 10 events during the day. Where is the data is that accounted for. after 10 pm should be a min of 2-4 depending on location and before 7 am is a min of 6 trains. SO using a factor of 10 and 3 trains after 10pm and 6 trains before 7 that adds 90 trains to the model. That is more impact than all trains during the day. I cannot believe for one second that the impacts from the night time trains our weigh the day time trains and it doesn't move the needle? Plus the Yellow train to do maintenance. Will that run both ways during the night? Plus the maintenance work during the night. The noise impacts need to be clear on how these night time events impact the total impact.	residential and similar locations where there is sensitivity to nighttime noise. In calculating Ldn, a 10-decibel penalty is added to all noise that occurs during the nighttime hours (between 10 pm and 7 am) and the results are combined with the daytime noise to obtain the 24-hour noise exposure. For train operations, this means that one train at night is equivalent to 10 trains during the day in terms of the contribution to the Ldn. Based on the proposed schedule for the TX HSR project, the contribution of noise from a small number of nighttime trains to the Ldn is typically similar to, and sometimes greater than, the contribution of noise from the much greater number of daytime trains.
Roy Johnson	3/9/2018	Website	Nepa process- In general the Fra open houses should allow stakeholders to gain information about the impacts and the project as a whole. WHEN I have been to 4 of these FRA open houses and the answer is " that is a good question you should submit that". How can a stakeholder understand the project when asking basic questions cannot be answered. One HUGE FLAW of this is the VMT removed from the highways is overstated by 200% in 2040. When you remove cars from passengers you cannot count the cars twice but the passengers only once. This cascades into so many other flaws in the DEIS. WITH no chance of commenting on more detail issues and concerns, we are forced to comment on these type of flaws vs the results. A simple one is speed restricted curve at Station 422 on inbound Dallas Trains to Houston has restricted speed at 165 mph in ISL and FSL. But nowhere else in the graphs is that curve accounted for.	Refer to PI-6. Cars were not counted twice while passengers were counted only once. Instead, passenger numbers were assumed to constitute actual numbers of passenger that would travel up, and then have to travel back. The ridership used was clarified with TCR to mean one-way travel, leading to revision of the passenger trip assumption. Even with revision of this assumption, overall operational emissions for the whole corridor still showed net reductions with this change, except for SO2 as before. The conclusion of no significant impacts to air quality from operational emissions in the Final EIS would not change.
Roy Johnson	3/9/2018	Website	Table 4-1: Cumulative Analysis of Resources How can only 12 assessments be made for aesthetic and visual along a 240 mile route and not be carried forward? Was the 12 locations fairly assessed as true repetitive along the route?	Refer to AS-1.
Roy Johnson	3/9/2018	Website	Bad ridership data- DEIS claims 21% market share in 2040 but a report by TCP claiming 10 mil riders by 2050 also contains on page 9 that 27 mil journeys will be made by 2050. At 21% that will 5,670,000 which is far less than the reports 10 mil ridership number. if 10 mil will ride the train in 2050 out of 27 mil journeys that is 37% market share which is not achievable. this goes to ridership being inflated in the DEIS which inflates the cars removed which INFLATES the emissions. Which even makes the HGB NAA even a larger net gain in NOx. this project is NOT GOOD for the environment period. Bad bad data and only option on the table that we can choose from is No build until the data gets updated	Refer to GN-2 and SC-3.
Stuart Johnson	2/7/2018	Website	I am in full support of the Texas Central high speed rail project as it will not only provide a fast efficient transportation option between Houston and Dallas but also alleviate growing congestion on the highway transportation system.	Comment noted.
Terry Johnson	2/23/2018	Website	#Buildthatrain	Comment noted.
TJ Johnson	2/6/2018	Oral	I'm kind of like Kyle. I'm going to come up here to the front. My name's T.J. Johnson. I am the President of Waller County Asset Group, the vice-president of Waller County Sub-Regional Planning Commission. The first thing I want to do is I want to walk over here and hand-deliver a few comments of a couple neighbors to Mr. Kevin Wright over here, because it seems the FRA -- the FRA hasn't exactly told us the truth on everything. We know that TCR hadn't. And the federal government as a whole has a problem with missing e-mails. This can't seem to find them. And we're supposed to trust these people. That's the problem with all this. The needs -- they talk about the purpose and needs of the project. In the draft itself, the FRA -- it says the FRA's mission is to enable a safe, reliable, efficient movement of people and goods for a strong America now and in the future, supports development of safe and reliable inner-city passenger rail. I don't see a whole lot of safety issues in the draft. Does anybody think that we might have a terrorist attack on this thing? This is not the Metrorail downtown. This is a lot bigger project. I don't see any of that kind of stuff in there. And that -- actually, go back and look at the board back there. That's basically where it stopped as far as they want everybody to see. But in reality, in the draft itself, it actually says, TCRR identified the Dallas-to-Houston corridor as an ideal location and distance to implement high-speed inner-city passenger rail that is financially sustainable, constructible, and connects two of the largest urban centers in the country. My biggest question-- like Trey, a couple of the other folks have said today -- financially sustainable? Prove it. That's all we're asking for, is to put the numbers on the table. We've all run the numbers. The Reason Report runs it. Cecil Bell, he runs them. We've all run the numbers, and they don't add up. They don't add up at all. Then you go back to what they put on the board up here, Section 106 process. Talked about inviting to come out and talk to folks. Trey, how many times have we invited the FRA to come out, coordinate with us? A dozen times? A bunch. The first time we actually got TXDOT to the table, we gave them a whole list of stuff that we wanted to go over economically, environmentally, the whole nine yards. We gave them a list, a three-hour presentation on what we	Refer to BA-6, GN-1, GN-2, GN-3, GN-4, NE-1, PI-1, PI-7, PN-3, SS-4, SS-6, SS-7, SS-8 and SS-9.

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			considered concerns. How did the FRA respond? They told TXDOT to break Texas law. Do not coordinate with Waller County ever again. It cost you, the taxpayer, over \$50,000 just to get TXDOT back to the table to fight this thing. That's what they want us to believe is the truth. That's what they tell us as we go through it. As we go through this thing -- the last thing I'm going to say, because I'm out of time, is I'm going to ask the FRA -- we have sent them, over the last year, numerous response -- numerous requests for Open Meetings Act on paper on Corridor-- the communication between TXDOT and the FRA. We've been doing it for over a year now, requesting this information. Does anybody know how many pieces of paper we've gotten back from them? None. Zero. Why? It's a real simple thing, guys. There's only one thing we can do with this train. It's called a no-build. No-build.	
Roy Johnson	2/9/2018	Website	AQ ES.9.3 For NOx, VOC and carbon monoxide (CO), the net reductions in 2024 are greater than in 2040, despite ridership and vehicle miles traveled (VMT) reduction being greater in 2040. This is because the vehicle emissions of cars are expected to improve drastically by 2040 compared to 2024, making the potential emissions that would be reduced by taking cars off the road, smaller. For example, the NOx emission factor drops by an order of magnitude from 2024 to 2040, countering the effects of greater ridership. By contrast, the train NOx emissions factor only drops by roughly half. For the other pollutants, the relative drop in emissions rates from 2024 to 2040 would be smaller, and the increase in ridership helps make emissions smaller or have a greater net reduction. Most criteria pollutant emissions would be reduced over the long-term under the Build Alternatives – a net benefit. You will see attached the chart showing the calculations on VMT removed. You counted each car removed PER PASSENGER JOURNEY one way as removing a car for an RT in essence doubling all the VMT info and therefore inflating the Emission Reductions	Refer to AQ-3, AQ-7 and AQ-13.
Roy Johnson	2/20/2018	Website	Table E3-19c: HGB NAA IH-45 Miles and VMT Bad DATA DEIS States City center to city center is used for NAA areas. Table above has the miles broken out as Montgomery as 27.9 mile - this is very close Harris county as 56.8 miles - WHICH IS VERY VERY WRONG. total HGB NAA miles is 84.6 which is very wrong and the only way you can get to 84.6 is to go into the Galveston Bay. City mile marker on 45 and I69 south of Downtown is 55ish miles. A good possibility that a person put in that 56.8 miles just for Harris County when it should have been the HGB NAA CITY Center to NORTH MONTGOMERY county line. This need to be corrected as it feeds bad data into other tables and numbers. Data derived from bad data should be thrown out and restarted. Since this data we will have no chance to comment after the FEIS is released the DEIS NEEDS TO BE REDONE and NEW COMMENT PERIOD BE allowed on CORRECT DATA. This is not misspelling or mislabeled it is the HEART OF NEPA and with INVALID DATA how can we comment on it correctly? RESTART the DEIS and let us comment on CORRECT important data.	Refer to AQ-2.
Roy Johnson	2/20/2018	Website	Table E3-18c: Station and Maintenance Facilities DEIS list Station and Maintenance facilities for DFW and HGB NAA as 64,903 each what is the units? Without units its hard to compare across tables	Referenced table not found/understood.
Roy Johnson	2/21/2018	Website	Ridership question You have 2024 Calculation: 4,400,000 passengers/year X 89% cr share = 3,916,000 passengers using car 3,916,000 passengers/1.2 passengers/car = 3,263,334 cars/year Then using the market share from 2043 for 2024 (assume market share at ISL will be lower than FSL) you get 3,916,000/21% which is 18,647,619 people traveling on 45 as it is stated above table E3.2-7 "This mode share and the annual ridership were used to calculate the number of passengers that would be using cars to travel between Houston and Dallas on IH-45" If a total of 18,647,619 are traveling this corridor and 73% are using car you have 13,612,761 people using the car. 18 mil x .73=13.6 mil Then take that to get daily you have 37,295 per day traveling by car. Using the 1.2 per car we get 31,079 cars a day traveling. TxDOT shows the Station for AADT count near Streetmen in 2016 carrying 29,805 total vehicles. Which per TxDOT is about 35% truck traffic (Class 4 and above vehicles) only leaving 19,371 cars a day in 2016 and will need to capture 31,079 cars by 2024. that is a simple growth of almost 8%. Were at that station the last 10 years its only increased by 2.7 TOTAL over those 10 years Ridership numbers need to be vetted as today and projecting out a 2-3 % per year growth they would have to capture over 100% of ALL CARS ON 45.	Refer to AQ-2, AQ-7, GN-2 and PN-1.
Roy Johnson	2/21/2018	Website	Table E3.2-6: Train Operations Emissions in the Year 2040 You have two rows of data but table is labeled year 2040 and it appears to be ISL and FSL should be the two rows. ISL should be top row and FSL should be the bottom	Refer to AQ-1, AQ-3, AQ-4, AQ-5 and AQ-13.
Roy Johnson	3/7/2018	Website	Table 3.13-6: 2012 Agricultural Statistics Grimes county on a Market value of livestock sold you list top livestock for grimes as chickens. While that is true per source but when you take	Refer to LU-2, LU-6 and LU-11.

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			the total livestock sold at 36 mil and back out the 12 mil for poultry and eggs that leaves you 24 mil shortfall. With others added the cattle is left with the largest livestock produced. The chart has it as (d) to protect identity. But that is not listed NO WHERE On this chart. To the common person they would think Grimes is chicken area and its NOT PERIOD . Further investigation should have been done to find the top livestock in the count. Maybe a simple call to the Ag extension agent could have filed in this report. It is not the over look its the fact that no one tried to find the true economic impact of this project the largest sector of ag in Grimes County. Not one chicken house is affected by Route but a vastly majority of the ROW will damage and hamper cattle country and its not reflected on this chart this is the link that matches your table https://www.agcensus.usda.gov/Publications/2012/Online_Resources/County_Profiles/Texas/cp48185.pdf	
Roy Johnson	3/7/2018	Website	Table 8: Scheduled Travel Times (186 MPH Maximum Speed, With Schedule Margin) You have listed four of the six can do the trip under 91 minutes. The speed charts Figure 5 same page does not account for a speed restriction at about 42,000 ft from the common point on the houston end. With the distance needed to stop from 185 is 21,484.5 ft (from ARUP simulation sheet) the 165 mph speed restriction is at 42,000 ft or more from station so the train MUST SLOW DOWN approx 8-10 miles before it gets to the station. This adds time to the trip so the above table and statement that only 4 of 6 is under 91 minutes is false. A speed restricted curve SHOULD BE ACCOUNTED FOR period.	Refer to TC-4.
Christopher Johnston	2/26/2018	Website	This is an important project and will be disruptive, however, the end result will be worth the challenges. Please approve this project and allow Texas Central the ability (through Federal Agencies, perhaps) the ability to use eminent domain to accomplish the property acquisition needed as this project will serve the greater good. Highways will not be able to keep up with the capacity between Houston and Dallas and this is one forward thinking way to address the issue. Please also press for a comprehensive transit plan between the Northwest Mall location to downtown Houston in order to serve the most people in an efficient manner.	Comment noted.
Dusty Jones	2/19/2018	Website	I am so excited for this to come to Texas. It will make it so much easier to conduct business between the two cities. I spend an average of 8-12 hours round trip on my travel between Dallas and Houston. I would love to hop a train and zoom to my destination with ease and little concern about traffic. I think it will be a huge economic boom for TX.	Comment noted.
Pamela Jones	2/18/2018	Website	This Bullet Train will be a valuable asset to the community, let's get this train moving on the right track. The environmental impact shouldn't have no harm to our plants, trees or wild life. Thanks you.	Comment noted.
Stephen Jones	3/8/2018	Website	This is going to be a massive waste of taxpayer money because nobody will use this train. This project will negatively impact the Texas environment. Please stop this project. Thank you.	Refer to GN-2, GN-4 and PN-3.
Anita Jordan	1/14/2018	Email	The grand parkway was a long thought out process and STILL left many areas in a huge predicament both during the tax day flooding, memorial day flooding and of course hurricane Harvey. Watershed planning was neglected; even though they claimed to have the best civil engineers working on the project to ensure decent watershed. Currently our area of Waller has some major flooding issues WITHOUT further development and construction of a superfluous HSR. The construction of the HSR will further disrupt water shed in our area and lead to greater property destruction during times of intense rain. With the city-wide destruction of Houston and surrounding areas during Hurricane Harvey; we should not support any further ridiculous and poorly planned developing that will lead to more loss	Refer to FP-1, SS-17, WW-1 and WW-2. Approximately 40 percent of the Preferred Alternative in Waller County will be constructed on viaduct (bridge type structure) which allows for free movement of water and would avoid and/or minimize floodplain and waters impacts.
Anita Jordan	1/14/2018	Email	In the Draft EIS there is not a firm description of how emergency first responders will be negatively impacted by the train route. Currently response time is quite good; however, there will be a huge impact on first response if the main access roads are affected by train crossings. This alone should deem this "NO BUILD". First responders are key in many situations involving life or death. Their paths should not be negatively affected; if anything development in the area that has been planned (outside of this ridiculous train) will bring more first response capabilities. This train will do nothing but hamper first response; subsequently putting residents' lives in danger	Refer to SS-23.
Anita Jordan	1/14/2018	Email	I am a land owner, whose property will be within 1500 feet of the proposed track. Not only do I think this project has no real place in Texas; I worry about the known negative effects of construction (water source destruction and well destruction, contaminants, and other countless worries stated in the Draft EIS) and running (vibration, noise, electromagnetic effects) of this train will have on my family. Our property is located in the "shadow zone" and this will greatly decrease our property value and may make selling our property in the future difficult, if not impossible. Texans love their land- obviously this is not backed by true Texans. Federal	Refer to NE-9 and VA-1.
Billy Jordan	1/29/2018	Oral	I'm just an old goat, but I'm a hundred percent Texan. I was born in Texas in Victoria. In 1943 my daddy brought me back here at Munger, Texas. And we are against all of this. We farmed and ranched. And nobody has said anything about this train what really is going to happen. There will be about an 18-foot or 12-foot chain link fence underneath this track on each side, and there will be a crossing every three to five miles. And there are some of these roads that won't have a gate on it, but it will be 16- to 18-foot wide. How are you going to get a combine or get a tractor through there? And this is my second one of these for me to be on. I was on the first committee when the Saudi Arabians tried to put it through here. I was living in Hubbard then. And this is my second time. And Mr. McNutt, I am 204 percent against it, not 102 percent. I've been in rodeos all my life. I rode professionally for 30 years. I rode bulls, bareback horses, and stock bulls, and was a burning man. So I'm for you-all 100 percent against this thing. We don't need it because it's going to go down behind my house. They have moved this thing	Refer to BA-3, LU-11 and TR-8.

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			three times that I know of. One we thought it would be down behind Darrell Shelton's house. Then it was going to go over down behind my house. Now it's going to go over on the other side of the power line on the Three-Legged Ranch. We don't need that. So we -- I'm a hundred percent Texan. Thank you very much for listening to me.	
Kortnee Jordan	3/1/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
Kortnee Jordan	3/3/2018	Website	I am opposed to the train destroying a ranch referred to as Morgan Legacy Farm located [...], of which I currently reside. My family and I live on and run the ranch for the Morgan's. This property is our whole life and having the rail go right through the middle would destroy it, and make it dangerous to raise our kids here. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment.	Refer to LU-5 and NR-2.
Kortnee Jordan	3/3/2018	Website	I am opposed to the train destroying an economically established ranch referred to as Morgan Legacy Farm located [...], of which I currently reside. My family and I live on and run the ranch for the Morgan's. This property is our whole life and having the rail go right through the middle would destroy it, and make it dangerous to raise our kids here. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment.	Refer to LU-5 and NR-2.
Kortnee Jordan	3/3/2018	Website	I am opposed to the train destroying a sentimental family ranch referred to as Morgan Legacy Farm located [...], of which I currently reside. My family and I live on and run the ranch for the Morgan's. This property is our whole life and having the rail go right through the middle would destroy it, and make it dangerous to raise our kids here. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment.	Refer to LU-5 and NR-2.
Kortnee Jordan	3/3/2018	Website	I am opposed to the train destroying a culturally, economically, and charitable ranch referred to as Morgan Legacy Farm located [...], of which I currently reside. My family and I live on and run the ranch for the Morgan's. This property is our whole life and having the rail go right through the middle would destroy it, and make it dangerous to raise our kids here. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment.	Refer to LU-5, NR-2 and WW-1.
Kortnee Jordan	3/3/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located [...], of which I currently reside. My family and I live on and run the ranch for the Morgan's. This property is our whole life and having the rail go right through the middle would destroy it, and make it dangerous to raise our kids here. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance	Refer to LU-5, NR-2 and WW-1.

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			of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters for the many types of waterfowl found on the ranch, and it will have significant negative impact on the environment.	
Kortnee Jordan	3/3/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located 7750 FM 709, of which I currently reside. My family and I live on and run the ranch for the Morgan's. This property is our whole life and having the rail go right through the middle would destroy it, and make it dangerous to raise our kids here. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment.	Refer to LU-5.
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Kortnee Jordan	3/3/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located 7750 FM 709, of which I currently reside. My family and I live on and run the ranch for the Morgan's. This property is our whole life and having the rail go right through the middle would destroy it, and make it dangerous to raise our kids here. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment.	Refer to LU-5.

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Marguerite Jordan	1/29/2018	Oral	<p>Hello. My name is Marguerite Jordan. I have small acres compared to everybody else. I'm an organic farmer. And I don't want this train coming through. Even though it's not right on my property, it will definitely affect my property and my animals. Nowhere in the pamphlets or the brochures does it say anything about the electric magnetic fields. Now, California is the only one I know that did a study, and they recommend people don't live within five miles of these high lines that they recommend have to be used for this type of train. And not only that, but animals are much more sensitive, so it affects their productivity, you lose animals, you lose your crops, you lose your lifestyle. And this affects people, causing strokes, heart, cancer, all the autoimmune diseases because you are suppressing the immune system. I am a certified herbalist and I work with a lot of people. And it's not fair to come in and try to take people's land or affect people around. I agree with everyone 1001 percent. We are here because we want to be here. We are here because we live in a rural sector. We like our lifestyle. But to run through and run us over, you got a fight on your hands, baby. That's the bottom line. Thank you very much.</p>	<p>The literature and Internet contain myriad reports of adverse health effects of electromagnetic field (EMF) exposure. Anyone can find reports claiming that EMF exposure can cause anything from rashes to cancer, and everything in between. For the purposes of this work effort, the following guidelines were used when determining whether to include published materials in the Draft EIS.</p> <ol style="list-style-type: none"> 1. Evaluate the source. Anyone can publish anything on the Internet. This makes Internet sources suspect, unless the source is a reputable authority on the subject, such as the World Health Organization (WHO) or the International Commission on Non-Ionizing Radiation Protection (ICNIRP). Likewise, not all scientific journals are of the same caliber. Some journals, such as the Journal of Physical Chemistry, have stringent requirements for publication as well as a rigorous peer-review system to ensure the validity and quality of the articles published. Other journals have different standards. 2. All research should be based on sound scientific principles, control for all variables, and have an experimental design that includes a study and control group. 3. The research should be repeatable. If a study reports findings that cannot be verified by an independent group, the results and conclusions are suspect. 4. The research should have a relatively large sample size. A large sample size helps to ensure the applicability of the results. In other words, a small sample size (20 people or less, for example) makes the results and conclusions of the study difficult to generalize to the entire human population. Similarly, anecdotal evidence from one person may be relevant to that one person only, and not to the entire human population. On the other hand, the larger the sample size (300 or more people, for example), the more applicable the results may be to a similar population. That said, the Draft EIS did discuss the research related to health and EMF from reputable sources, including studies that evaluated long-term exposure. Please see the following sections: 1. Section 3.15.2, Electromagnetic Fields, Health Effects of EMF: "Reputable authorities on the subject of EMFs include the WHO and the ICNIRP. The ICNIRP determined that humans can perceive EMFs in some situations and that perception can be annoying, although not physically harmful. To prevent those acute health effects and annoyance, the ICNIRP developed guidelines for human exposure to low-frequency EMF. The ICNIRP states that "adherence to these restrictions protects workers and members of the public from adverse health effects from exposure to low-frequency EMF." As part of this effort, the ICNIRP also reviewed "epidemiological and biological data concerning chronic conditions" (i.e., effects on the neuroendocrine system, neurodegenerative disorders, cardiovascular effects, reproduction and development effects and cancer) and "concluded that there is no compelling evidence that they are causally related to low-frequency EMF exposure." Additionally, the ICNIRP concluded that insufficient reliable research exists to determine if a link is possible between the

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				<p>adverse health effects and long-term, elevated EMF exposure. The ICNIRP stated that more research is necessary in these areas." "The U.S. National Institutes of Health tasked the National Institute of Environmental Health Sciences (NIEHS) with studying and making recommendations on EMF and human health. The NIEHS published reports outlining their interpretations and recommendations. The NIEHS concluded that for most health outcomes, no evidence is present that EMF exposure has adverse health effects." 2. Section 3.15.4.1.1 (National/International): "The ICNIRP has adopted EMF exposure guidelines and standards in the extremely low frequency and radiofrequency bands of the EM spectrum. The ICNIRP standards address EMF exposure by the general public and workers in an occupational setting, and are widely used within the U.S. and abroad. The ICNIRP recommendations are based on the epidemiological data available from verifiable research studies. Based on the ICNIRP's work, the European Union has adopted these same standards for EMF exposure." 3. Section 3.15.4.2 (Literature Review): "HSR is used in many other countries, where studies have been performed on the amount of EMFs that human beings are subjected to. For example, in Australia, Halgamuge et al. conducted a study to determine the long-term effects of EMF exposure from HSR systems on the passengers and workers. The study also summarizes other research on EMF exposure due to high speed trains from around the world, including the United Kingdom, China, Japan, Switzerland, Germany and Russia. The study concluded that all values measured as a part of the study were "far lower" than the ICNIRP recommended levels..." Also, as stated in the Draft EIS, Section 3.15.4, Electromagnetic Fields, Methodology, EMFs fall off markedly with distance from the source. EMFs are expected to be at ambient levels within 500 feet of the alignment. "The inverse square law applies to EMF. The inverse-square law means that EMF levels would substantially decrease with increased distance from the source. Therefore, for the purposes of this analysis, the EMF Study Area is defined as 500 feet from the centerline of the HSR track. Beyond this distance, the EMF would be below background levels.</p>
Rhonda Jordan	1/12/2018	Email	Throwing good money (tax funded loans) after bad (investors dollars) makes no sense and cannot be justified, therefore the only option is NO BUILD.	Refer to GN-4 and NE-1.
Rhonda Jordan	2/5/2018	Oral	You can't keep me from talking. I've been talking against this project since I first heard about it December 2014. After several delays, the DEIS has been released and it addresses the effects to wild and domestic animals, drainage, traffic mobility, among other things. It does not acknowledge the negative impact on humans. Nearly three years ago I stood face-to-face with then president Tim Keith of Texas Central Partners. He refused to accept that Texans have a lack of interest and an unwillingness to part with their land, their history, their future, and their legacy. This man, ironically born in California where the wreckage of high-speed rail is a current reality, would not acknowledge the real fear of landowners who stand to lose their legacy to an abomination due to fail called Texas Central Partners and the Japanese High-Speed Rail. It has been mentioned, please research the Reason Foundation. You can go to reason.org. You can see where they first thought it was a good deal, changed their minds, and they put out a number of articles that are well-researched and well-thought out. Lastly, in my opinion, it's our government's responsibility to protect, not aid, the desecration of Texas land at the hands of Texas Central Partners. The FRA has the opportunity to prove, by offering an honest presentation, both views represented. The only place that has been done was representative Schofield had an honest debate with Texans Against High-Speed Rail. It was about two years ago at a high school a couple of miles down the road. It was probably attended by about half this many Harris County residents. So the facts have been out there whether you've been	Refer to GN-3, NE-1 and NE-9.

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			listening or not, but it's time you start listening. This is your opportunity, administrators, to prove to us this is not a dog and pony show. We, the people, pay the FRA's salaries, and we, the people, are more important than any money-borrowing scheme. This land is our land from the Gulf Coast waters well, you know the song. We will not stand here while it's ripped from our hands.	
Rhonda Jordan	2/6/2018	Oral	Rhonda Jordan My name is Rhonda Jordan. I'm with Texans Against High-Speed Rail if you don't already know it I remember the feeling in my gut I got when we first heard of high-speed rail: because at that same time, we were shown the preferred route went right through our ranch. And we own one of those ranches he just spoke about My great-granddaddy settled this land and rm going not going to easily give it up. It was to take out our bam: run 50 feet from our house. Due to things beyond our control, the route moved further west. That gut feeling was why I remain committed to defeating high-speed rail. I won't let my neighbors down. My question is: Where will the electricity come from to provide power for this new train y'all speak of? I know the answer. A fourth transmission line will be constructed running along the culTent three that cross our ranch. On a side note: those of us who own land can't read my own writing who own the land respect our land, and we don't appreciate our land being called a utility corridor. Ifs not a utility corridor, folks. It belongs to us. It is leased by the power companies, and ifs not for sale. The next question is: will take responsibility for putting untold Texan citizens in harm's way when the terrorists realize what a ripe target four power lines, one pipeline, and one high-speed rail could be? I have a freelance journalist friend: and I offered her a ride one day down to the Rodeo Houston to come interview contestants. I work on the Rodeo Contestants Services Committee. She said, "Why would I want to do that? I Skype every athlete — every article I write: I Skype from Canada to Florida. I don't need a ride." We against high-speed rail have lobbied in Austin in the 2015 and the 2017 legislative sessions. All of you in the audience: please join us. We are self-financing our lobbying. Our land is more valuable than all the salaries at Texas Central partners. Texansagainsthighspeedrail.com , thank you.	Refer to EU-4 and SS-7.
Rhonda Jordan	2/6/2018	Oral	I know y'all heard me before. I want to reiterate. When we talk about this train: don't say, "It will come across my property. It will damage my income." It won't. You say "it would" or "it could." But it's not going to if we have anything to say about it As Fred mentioned just now about the fact it could create a dam across Texas. And y'all know what happened with Addicks Dam when they had to release it? We don't need a dam on the other side of The other thing I wanted to mention was: high-speed rail could have been successful 30, maybe 40 years ago • when there was no Fairfield subdivision: there was no Black Horse: there was Huffington Ranch right by Mr. House's property, and Nine Bar Ranch had Santa Geffrudis cattle on it from Josey Ranch all the way to Highway 6 in Hempstead. Those big landowners might have parted with a strip across their property because they had plenty of others Rs too organized now. They think we're rural. We like to think we're rural, but there are too many of us out here for them to tread on When I mentioned the school bus, they do have - the State says they cannot ride the school bus more than a certain number of minutes. My sister worked in transportation. My husband worked in transportation just retired 25 years here in Waller. They can't ride it for more than a certain time period. So that means the school is going to have to buy more buses and create more routes: going on these long trips around this train if it were to be built The other thing I wanted to bring up is that — (inaudible) is the one that brought it up. People home talked about how it got moved. Folks: it got moved from 45 to us. I'm aware of what the people that have the big country club on the west of our property did. They have a lot more money than all of us: and they had a lot of influence on this route. If we put our money together, we can stop it I asked them would they stop. I said: "Why didn't you stop it? Why did you push it this way?" Well, I have good news for you It's not going to come across your ranch." He still cannot guarantee me that because these people right here said tonight: Every one of these routes are still on the table until they're through with their studies. So we're not: any of us: home free. But I'm here to tell you that when we found that it was going to go — would not come across our property: it didn't make me quit my fight. I don't want it to go on anybody's property. It doesn't belong in Texas: period. Please support Waller County Advocacy Group. This need your financial support So does Texans Against High-Speed Rail. They have the — "infrastructure" is a bad word: but traffic what they to help us fight it And if we don't have those people who have done the research and have done the footwork: we're not going to beat it in Austin: and that's where we got to go. Thank y'all. I appreciate all of you.	Refer to BA-3, BA-7, BA-9, FP-1, SC-5, WW-1 and WW-2.
Rhonda Jordan	2/10/2018	Website	As a Native Texan I expect our state government to use discretion when awarding power of eminent domain. High-Speed Rail is not a Texas priority nor is it a necessity. HSR would cause unnecessary road destruction. That destruction would be multiplied exponentially by the massive equipment required to build the infrastructure. Rebuilding these roads would bankrupt the affected counties. These same counties would receive minimal benefit, if any, from HSR. This does not even consider the issue of roads made obsolete due to a permanent dead end into the HSR track. Roads that rural residents depend on to get to market, work, and to receive emergency services. Taxes that Texas Central boasts as windfalls to these counties, when divided over the life of the construction and disruption caused by HSR, would not begin to replace current and future taxes paid by resident land and homeowners with a vested interest in seeing their counties thrive. These very residents will flee affected counties should this project move forward. Any realtor will hesitatingly verify that the market for land and homes along the proposed route is already showing a decline. Realtors don't want to scare potential buyers, but they are well aware of the downturn in land sales due to just the potential for HSR to divide our state. Funny how the lack of escalating value in real estate along the route would work to the advantage of TCP investors, don't you think?	Refer to ED-1, PI-1, SC-19, SS-23, TR-7, TR-8 and VA-1.

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			For the reasons above, the NO BUILD option is the only route HSR can take in Texas. Sincerely, Rhonda Page Jordan	
Rhonda Jordan	2/10/2018	Website	Public transportation NEED should be foremost in a public transportation business plan. There is a negative public need for a third option of transit between Dallas and Houston. When one considers the infrastructure required for such a proposal, if the construction nightmare is not enough to cause pause, the billions of dollars wasted creating this albatross should. Add to this the desecration of our beautiful scenic state, the acres of farmland and ranchland lost and there is only one suitable response: Do Not Build. This public need has not been proven over the four years since Texas Central went public with their land-grabbing scheme. Once the public is presented with truthful facts, the burden of cost overruns laid on their shoulders in the form of a bailout, the touted ridership exposed as false speculation, and the ultimate cost to our state, the public will also concede that this is a fatal attempt to wrestle land from Texans. And that is something Texans will fight to keep.	Refer to AS-1, GN-2, GN-4, LU-11, NE-1, PN-3 and TR-6.
Rhonda Jordan	2/10/2018	Website	Dear Sirs, Throwing good money after bad makes no sense. Texas Central Partners have spent untold dollars in their effort to convince your administration and the general public high-speed rail is a viable project. I dispute their propaganda. It does not justify throwing federally-backed taxpayer-funded loans to their multi-billion dollar plan that is doomed to failure. Tax dollars cannot be justified, therefore the NO BUILD option is the box to check. Sincerely, Rhonda Page Jordan	Refer to GN-4, NE-1 and PN-3.
Rhonda Jordan	2/10/2018	Website	For a reason to deny federal loans to Texas Central Partners, one just needs to look to California and the disastrous train wreck created in that state while still in the construction phase. Cost overruns and difficulty in acquiring ROW from rightful property owners is just a sample of what the future holds for Texas Central Partners should they be given the go-ahead from your administration. Texas Central Partners is presenting only the embellished expectations to your administration and to the public. When given the truth, Texans want no part of a Japanese bullet train ripping apart our great state. Please join Texas landowners and taxpayers in sending high-speed rail the message to make tracks out of Texas. Sincerely, Rhonda Page Jordan	Refer to GN-4.
Rhonda Jordan	2/10/2018	Website	I wish to address the claim by Texas Central Partners that private companies all over our state use Eminent Domain. Their claim is one of the few truths. There are many private companies who use Eminent Domain to gain access to otherwise unavailable property. The difference is that other companies have met the burden of proof required as stated in the State of Texas Landowner's Bill of Rights. Texas Central Partners are unable to meet this burden due to the glaring fact that a high-speed rail would not "serve the general public" and still be profitable. TxDOT has two advantages over TCP: 1) they have power of eminent domain, and 2) they actually do serve the general public. Unfortunately for TCP, our Texas Legislators made it very clear that TxDOT cannot participate in this venture and no taxpayer monies are to be spent in the construction, maintenance, operation or bailout of it. "Texas law prohibits condemnation authorities from taking private property to foster economic development." If one digs deeper into the investor's properties and historical data, one will see that these very investors are attempting to do just that at the expense of landowners. Landowners who have either inherited family farms or ranches, or have invested a substantial sum in their land and/or home. Having personally conversed with Mr. Tim Keith, who was president of TCP two years ago, I could not make him understand the very personal attachment we landowners have with our property. Unfortunately for Mr. Keith, he was born in California, which is the one state who has stepped off into the abyss of High-Speed Rail. To him each of us could be bought out with the right offer. Even in California many landowners are not willing to part with their land. So, I am reiterating to you, our property is not for sale at any price. It is our history, our future and our legacy. It will not be taken by a Japanese train. Thank you for the opportunity to express my views,	Refer to ED-1.
Rhonda Jordan	2/10/2018	Website	This letter is in direct opposition to the proposed Texas Central Partners' proposed High-Speed Rail. No Build is the only option. Magellan is in the initial stages of routing a pipeline between the transmission lines leased by the Lower Colorado River Authority and CenterPoint, which run through Waller County and our family ranch. They are in the final stages of land survey and EPA soil sampling. Adding high-speed rail adjacent to this easement would be an unnecessary potential hazard as well as a very real terrorist target. For this reason alone the NO Build option is the only safe option for Texas.	Refer to BA-6, EU-2 and SS-7.
Rhonda Jordan	2/10/2018	Website	It is my humble opinion that the partners at Texas Central Rail are using the 'High-Speed Rail' project to disguise their real estate development project and the expense of Texas land. It is their intention to use Eminent Domain to take the land they do not own from honest hard working people who have invested either their forefather's dreams or their own dreams and dollars in this land. As for the financial viability of this project, the underground network of landowners have discovered that these same investors might have	Refer to ED-2, LU-14 and NE-1.

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			intentions to use the ill-acquired high-speed rail land to lay fiber-optics to finance the entire project, or at least to regain their investments, and then some. Should this be the case, let them be honest with land-owners, ditch the high-speed rail farce, and offer this possibility of a positive return to the landowners. Were the fiber-optics laid and land repaired similar to pipelines are, it might be a mutually beneficial project while allowing our land to be returned to nearly its present state. Unless these ideas are enacted, the only option is the NO BUILD option.	
Rhonda Page Jordan	3/5/2018	Oral	My name is Rhonda Page Jordan. Gentlemen: 5,647 pages? I lack the patience and fortitude to read through a report of that magnitude. Fortunately I can rely on my neighbors who have the same interests in retaining the land they own. I'll leave the technical aspect of the FRA DEIS to them while I address the emotional ones. Having attended a number of the open houses the TCP and the FRA have offered, I must say, TCP has certainly done their homework at this meeting. They loaded the first 40 commenters to be positions of authority in the City and around the City of Houston and that still doesn't give any of the input of the private citizens of Houston. That's strictly public speakers. I prepared a talk and upon reading it, realized it was all about Texas Central. This is about us, the rightful owners of the property that these men and their foreign investors are attempting to take from our families. It is about the land that is farmed for vegetables and fruit and ranched with cattle for beef, all found in local grocery stores. It is our fight to retain ownership of land our forefathers toiled, the land they paid taxes to keep, the land they entrusted to us, their children, grandchildren and their children. It's about the land others saved for, worked for, homes they built along with legacies to pass to their children. There may be many here who are still in the urban rat race to prosperity. They were here. They've all gone. You may not feel the need to escape to peace and quiet except to the blue waters of an island once a year. But the need to watch the grandchildren play safely running across pastures and climbing trees will come. These men of Texas Central and their Japanese partners are determined to create the absolute largest construction project in the history of the United States, comparable to the mess in California, where the disastrous high-speed rail is stalled due to exorbitant cost overruns and to private landowners refusing to turn loose of their property, even in California. Texas Central is pandering to the legislators and candidates by donating ridiculous amounts to campaign funds. They have bought time on the evening news selling their glossy pictures and promises of a mass transportation bullet train to the unknowing public. They also elaborated on that a little here tonight. Texas Central partners has money to burn while we individual landowners scrape up the little we can struggling to keep what is ours; to keep our peace and quiet of chirping birds, buzzing bees, and grazing cattle. If this train will sustain itself, if it will make investors money, why do they need eminent domain to take our land? If a high-speed train were to be profitable, wouldn't the largest landholder in the United States, the freight rail, have jumped on it? The answer is that it is not financially sustainable without taxpayer subsidy. Are you willing to subsidize air travel which is faster and established? Then why would you agree to federal loans using taxes we paid to fund a train owned by a private company? MS. GATES: Thank you very much. MS. JORDAN: I'm not through. Are you passively -- there are not that many people waiting anymore. MS. GATES: Well, they would like their turn. You can finish your comment. MS. JORDAN: I will say that, to borrow Lieutenant Governor Dan Patrick's words, we won't back down. I thank the TCP and the FRA and the audience for listening.	Refer to ED-1, GN-4, NE-1, PI-1 and PI-6.
Stephen Jordan	2/5/2018	Oral	Good evening folks. My point -- Stephen Jordan. I live in Waller and Harris County. There was a bunch of us talking the other day, and we decided, you know, you need to follow the money. What are these people thinking donating or buying into this train situation for millions and billions of dollars. Bank of Japan? What are they getting out of it and how are they going to get it? They're going to get it from the taxpayers when this thing goes under. They're buying a project that has failed all over the world. No MTA is self-supported in any trains or anything else, so why don't they tell us, you know, like the PUC, taxpayers are going to pick it up when it fails. That's all I wanted to say. And Harris County did -- to answer this guy's question, Harris County did vote to tear the Astrodome down. Mr. Emmett decided not to.	Refer to GN-2, GN-4 and NE-1.
Paul Joyner	1/31/2018	Oral	You'll have to forgive me. I'm not a very good public speaker. In 2001, my wife and I moved down to this place. She's -- Her family has been in this community for a long time. We've had five generations -- We've had five generations live on the property that we're on now. We built our dream home there. My grandkids hunt, fish, and run around that area. My biggest problem is that they have lied to us from the start. They've told us that they are a railroad, and they're not. They told us that they are going to get an Environmental Impact Statement. They've gotten 20 percent of it. And I'm sure that part of it was not taken legally. There has been landowners that have complained about people coming on their property without permission. They were told that the company knew nothing about it, when in fact they did, because how else would they know what property to survey, unless they were told? So, we've been told lies, and lies, and lies from the start of this project. Another thing is, can they guarantee us that our tax dollars are not going to go into it? No. Can they guarantee us that the environment is not going to be impacted in some way? No. Can they guarantee us the price of a ticket? No. How much of this is going to benefit our communities? None of it. It's going to take away our infrastructure, it's going to destroy our county roads, bridges. What are they going to do to repair that? Probably nothing. I moved down in this area for the quietness and the peacefulness. Are you going to get this with the railroad coming through -- or, this so-called train coming through? Because it's not a railroad. No, sir. So, what -- what else do we have -- what else can we do about it? This is what we're doing about it, and I'm voicing my opinion, and I hope everyone else in here does, too. Thank you for your time.	Refer to GN-4, NE-1, NE-8, NE-9, SC-3, TR-7, TR-8 and SC-22.

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Paul Joyner	1/31/2018	Oral	To me, the bottom line is trust. They have lied to us from the beginning. I don't trust anybody that's going to lie to me; whether it be to get on my property by telling them they have eminent domain, to saying that it's going to cost x-amount of money. Like I said, my family -- my wife's family has been on this property for six generations. I've raised my kids, and I've had my grandkids down there. My biggest thing is if you lie to me doing this, what else are you going to lie to me about? What else are you going to do? What other costs are you going to take shortcuts on, safety related? What contractors are you going to do, and lie to us about that? If you are lying to us now, what are you going to do to us in the future? If this does go through, what are you going to do to us in the future? Are you going to lie to us in the future, or are you going to tell us the truth? Because right now, the only thing that I've heard is lies and, you know, what I call smoking mirrors out there, because there's nothing out there that tells us anything concrete of information. Nothing. You can't tell us what it's going to cost, you can't tell us what the ticket is going to cost, you can't tell us how much property you're going to actually take. So, why should we trust anything that comes out of that, the companies that plan on doing this, or y'all? Because at this point right now, I don't trust either one of you. Thank you.	Refer to ED-1, LU-14, NE-1 and SC-3.
Christopher Juckins	2/7/2018	Website	I strongly support alternative forms of transportation besides automobiles and airplanes. Rail is a vital component to a balanced and modern US transportation network. I would much rather pay a higher price to ride a train from Dallas to Houston than to ride in a bus or pollute heavily via airplane. In addition to the ride being more enjoyable, I can get work done in a train unlike a car, bus or airplane. Please keep this project moving forward. I have friends in both cities and would love the ability to travel by train.	Comment noted.

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Oumaru Kamara	2/22/2018	Website	Well this project has been in the air for some time now, and its way over due. Its going to be a new transport Technology in Texas meanwhile its becoming an old one in in Asia and other parts of the world. people are anticipating and wait to see it happen. yet its true that some people think the project is half way done but it has not even commence. this is becoming a procrastination. Its about time for Texas to be on the level of speed travel in the IT world. this is not just going to have immediate impact in job creation or create more alternatives for travelers to move around. its also going to bring a relief on our free ways/roads and adjust potential over flow of long distance traffic. Texas has finally gotten the opportunity to experience a form of technology that will introduce remarkable transformation and lead a generation of transportation technology. We are all set and ready to do what ever it takes to get this Technology in full front of Texas Transportation services. I approved and will sign any petition for this purpose.	Comment noted.
Kavita Kamdar	2/16/2018	Website	As a native texan who spent 5 years in a city build around public transportation (NYC), and a region connected by trains (Northeast), I feel its due time for Texas to pioneer a more effective and safe method of transportation between cities. Dallas and Houston are economic hubs, and I spend time in both cities for work in Finance. Having a train run between the both will CREATE LOCAL JOBS, SUPPORT GREEN TRANSPORTATION, AND FALL IN LINE WITH THE FUTURE TRENDS - the state needs to recognize that public transportation is increasingly popular among all age cohorts.	Comment noted.
Laura Kamrath	2/20/2018	Website	Texas needs more and better public transportation!! We should have trains between Houston, Dallas, Austin and San Antonio!! Building the Houston to Dallas train is certainly a step in the right direction. I grew up 5 years in England...Europe has great public transit, to the point you don't even need a car. Why can't we move in that direction too? Burning oil in cars is not the future. We need to be more responsible with our resources, and also recognize the fact that America and certainly Texas are WAY behind the eight-ball when it comes to public transportation. So let's build this train!!	Comment noted.
Raymond J Kane	3/7/2018	Letter	The main power that Texas Central intends to ultimately use against us landowners is that of eminent domain. But I say to you right now: the use of that power goes against the very original purpose eminent domain lvas even set up for. Imminent domain was a tool during the land grab back in the settlement and exploration period of United States history. It was never intended to be used as a way to find, acquire, and/or settle land. It was intended to be used for that for the railroads: other public utilities: purpose for the good of the country and its posterity. It was never designed or intended to be used as a tool to steal land the government or private companies or other individuals felt was theirs to take for the good of the country: and an instance: like this High-Speed Rail Project: is legalized theft as a man so graciously put it at last night's meeting the Madisonville. I and hope fervently that others do: too: that eminent domain and its powers of authority are now in this present day and time made obsolete because the settlement and the establishment of public utilities and frameworks of the United States is now complete. There should be no further use of this power and for any purpose against landowners without their understanding and willing consent: and that Imminent domain: if allowed to exist: should be reworked into a new policy or process both fair to the party exercising its power as well as the land and property owner. Only then can both sides of this bulkhead of an issue come to an agreement.	Refer to ED-1, ED-2 and PN-3.
Sam Kannappan	3/9/2018	Website	On behalf of the Kannappan Arts Museum, Pearland, I ask that the Federal Railroad Administration swiftly move forward with the approval of your environmental review and approval of the Texas Bullet Train that will connect Houston to North Texas in 90 minutes. The Texas Bullet Train will be a economic driver for the region, the state and our county. Not only does it plant the seed of a new industry in Texas and the United States, but it is projected to generate a \$36 billion economic impact over its first 25 years. The recent release of the Draft Environmental Impact Statement (DEIS) confirms this with detailed data and projections. We support this project because in part it will: * Create jobs for Texans - more than 10,000 direct jobs per year during construction and up to 1,000 jobs permanently when operational - at least 25% of them in rural counties along the route; * Increase tax rolls in ALL impacted counties - \$6.5-\$7 billion net positive tax impact by 240; * Bring the safest mass transpotation technology in the world to Texas - Shinkansen trains boast a 53-year history with ZERO crashes or fatalities while in operation; * Be a cleaner way to travel - an environmentally-friendly alternative to flying or driving in an area where 4 of the counties served are already air quality non-attainment status; * Preserve land access for property owners - a mojority of the 240-mile route will be built on elevated viaducts, allowing easy access from one side of the tracks to the other; * Give travelers with disabilities a safe, comfortable alternative to driving or flying - system meets or exceeds the requirements of the Americans with Disabilities Act (ADA). The need for this project is clear. According to the Texas Transportation Institute, I-45 will see an increase in vehicular traffic of more than 200% between Dallas and Houston by 2035 - and current state and local transportation plans cannot adequately address these growing population concerns. We are excited to support the first true high-speed passenger train system in the United States - a transportation infrastucture project of national importance that will provide a safe, reliable and convenient travel alternative between Houston and North Texas and we ask that you expeditiously process the remaining steps in the review.	Comment noted.

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Tom Kaufman	2/9/2018	Website	I have only recently started to use Amtrak and now I wish that we had better rail service throughout the country, especially between San Antonio/Austin area and Dallas/FW/Houston/El Paso and locations outside Texas. The USA needs better mass transit - especially by rail - and having dedicated tracks (instead of sharing tracks with freight owners) would improve service considerably.	Refer to BA-1 and BA-2.
Edna Keasling	1/29/2018	Website	Concerns about Grimes County, TX.	Refer to NE-9.
Betty Keavney	2/16/2018	Website	I am against this project. As a Stonegate homeowner I request that the project be declined.	Comment noted.
Sarah Keckonen	2/22/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan legacy farm located near FM 709 and 3194. I believe a move north paralleling existing power lines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Sarah Keckonen	2/27/2018	Email	I am opposed to the train destroying a cultural, economically, historically, and charitable ranch referred to as Morgan Legacy Farm. This is located at FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. Thank you	Refer to LU-5.
Sarah Keckonen	2/27/2018	Email	I am opposed to the train destroying a cultural, economically, historically, and charitable ranch referred to as Morgan Legacy Farm. This is located at FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. Thank you	Refer to LU-5.
Sarah Keckonen	2/27/2018	Email	I am opposed to the train destroying a cultural, economically, historically, and charitable ranch referred to as Morgan Legacy Farm. This is located at FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. Thank you	Refer to LU-5.
Jeannie Keeney	1/31/2018	Oral	Hi my name is Jeannie Keeney and I'm a candidate for Freestone County treasurer. I've worked in county government for 22 years and what I would like to say is I'm totally against this high-speed rail. It offers nothing for our county and offers nothing for the counties around us. And I would like to take the remaining of my time because I thought I'm very open minded. I'd like to take the 2 minutes and 45 seconds and open this us to any employees of the Federal Railroad Administration or the Texas Central that is losing something because of this high-speed rail that you believe this is a good idea and I want you to sell it to me in my remaining two minutes and 30 seconds. Thank you.	Refer to SC-19.
Donald Kekich	2/23/2018	Website	I am in opposition to the current course of the High Speed Rail service which is projected to cut through the property of the Morgan Legacy Farm near FM 709 and 3194. This property includes migratory waters and a habitat for bald eagles not to mention the charitable benefits to those people who historically and continue to enjoy the beauty and natural surroundings of the farm. It should not be too much to ask that the Federal Railroad Association, exhibiting good stewardship of the land and understanding the negative social impact the current route would have; I move the proposed route north of the power lines. This move would only affect an approximately 6 mile stretch of the proposed rail line.	Refer to LU-5.
Donald Kekich	2/23/2018	Website	Regarding your planned route of the High Speed Rail service from Dallas to Houston, I take exception to the part of the route which is projected to run through the Morgan Legacy Farm near FM 709 and 3194. To run this line through this property would be a travesty! So much good work is being done by the owners of this farm regarding allowing our first responders access to this beautiful natural area in order to clear their minds and enjoy some quality down time. There is never any charge for anyone staying at this farm which is rare these days. To run a rail line through this farm and separate the main lodge from the stables, rodeo arena and guest houses would be criminal. You must reevaluate your decision since there is an easy fix to this problem by running the rail line a short distance to the north of the power lines.	Refer to LU-5.
Donald Kekich	2/24/2018	Website	I am opposed to the train running through a historical and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique irreplaceable property. I believe a move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about the historical significance of the ranch to the community that will be destroyed with the proposed rail line.	Refer to LU-5.
Donald Kekich	2/24/2018	Website	The Morgan Legacy Farm has been providing a beautiful getaway and solace for a great number of people for years, which is not only uplifting but therapeutic for all those who have enjoyed the amenities of the Farm. It not only utilized by those from the DFW metroplex but also students from Japan who were treated to a free stay (as all people are) at the farm to escape the turmoil and shock of the Fukushima nuclear power plant disaster. This farm is not only a viable environmental resource on a local, state or national level, but an international level as well. Can we not do better and reroute the high speed rail line, instead of destroying such a lovely retreat?	Refer to LU-5.
Donald Kekich	2/24/2018	Website	Is it not ironic that several children from Japan were sent to the Morgan Legacy Farm near FM 709 and 3194 for therapeutic reasons after the nuclear disaster at the Fukushima Daiichi power plant; Japan being the home of the high speed mag-lev rail line. If your proposed route through the Morgan Legacy Farm would stand, where then should we send America's children after any disaster? Should it be Japan? Seems a bit silly, so let common sense be your guide and move the proposed line a short distance north of the power lines and save a valuable asset instead of trampling on it!	Refer to LU-5.

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Donald Kekich	2/28/2018	Website	Destroying such a wonderful venue as the Morgan Legacy Farm by running a high speed rail line directly through the property is a travesty, especially when an alternative route lies a short distance away just north of the power lines. The Morgan Family has worked hard in the true spirit of altruism to provide a place where people can enjoy nature and relax in the beautiful surroundings which nature provides. Having a high speed train going through the property at over 100 miles per hour does not seem a public spirited or well thought out alternative to the projected route. Please reconsider your choice and help preserve such a welcoming and beautiful get away for everyone.	Refer to LU-5.
Donald Kekich	2/28/2018	Website	I find it incumbent upon me to strongly object to the current proposal to run the high speed rail line through the Morgan Legacy Farm near FM 709 and 3194. On the face of it, any impact statement which would ignore the damage to the current wildlife population of the farm, the destruction of the watershed which feeds lakes on the property, and the obvious destruction of buildings which are integral to the operation of the Farm; this impact statement is flawed. This Farm which has never charged guests to enjoy its facilities must not be destroyed when there is a viable alternative route readily available just north of the existing power lines. Ethical principles must prevail and a reevaluation of the route and subsequent 'changing of the route' must be a logical outcome.	Refer to LU-5.
Donald Kekich	2/28/2018	Website	The Federal Railroad Association must take into account the interests of the individuals affected by its pending decision to run a high speed rail service through the Morgan Legacy Farm near FM 709 and 3194. The individuals affected will be the hundreds of first responders, boy scouts, girl scouts, and members of the YMCA's who have enjoyed staying at the Morgan Family Farm at no cost. The pending decision of the FRA to run the rail line through this property would negate any future enjoyment of this area. A very viable alternative would be to simply move the line a short distance to the north of the existing power lines.	Refer to LU-5.
Donald Kekich	2/28/2018	Website	The daily loss of environmentally friendly acreage in this country makes it even more apparent that the Morgan Legacy Farm near FM 709 and 3194 should not be destroyed by the proposed path of the High Speed Rail system proposed which would run from Dallas to Houston. An easy and no more costly route could be to the north of the existing power lines which would be more environmentally friendly in not destroying the current watershed, wildlife or farm which has been enjoyed by many visitors free of charge.gdhr	Refer to LU-5.
Donald Kekich	3/4/2018	Website	The proposed rail line which would run through the Morgan Legacy Farm near FM709 and 3194 is very ill-advised as it will essentially destroy a valuable natural habitat and a refuge for people who find comfort in the solace of the Farm.	Refer to LU-5.
Donald Kekich	3/4/2018	Website	The Morgan Legacy Farm located near FM 709 and 3194 is a lovely retreat for the guests who stay free of cost. It is also a beautiful and necessary habitat for wildlife. It should not be considered for a possible route for the high-speed rail line.pw53	Refer to LU-5.
Donald Kekich	3/4/2018	Website	The Morgan Family Farm is an asset worth saving, not only for the benefit to visitors but also to the fauna and flora of this area near FM 709 and 3194. The proposed high speed rail line could easily run through an area to the north of the existing power lines.	Refer to LU-5.
Reese Kekich	2/27/2018	Email	I believe significant damage will occur to the environment and water shed adversely impacting migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared.	Refer to LU-5.
Reese Kekich	2/27/2018	Email	The current high-speed rail routing will be detrimental to Morgan legacy Farm on 709. Dividing this Property and running a rail through it will make it next to impossible to keep a relaxed atmosphere that this Ranch has always provide. Especially to first responders, doctors and nurses that need a respite more than most. And no one is ever charged for the use of this special ranch that has opened itself up to the community and the world- even having tsunami victims seek comfort there! Do not rip that from the community and those who need it the most- not when another more suitable and less destructive route is possible!	Refer to LU-5.
Reese Kekich	2/27/2018	Email	This route through Morgan Legacy farm causes multiple issues that are truly detrimental to migratory waters, the bald eagle habitat and have a huge impact on the environment that is totally unnecessary. There is an alternate route along the power lines with an existing easement that would make much more sense and not destroy all that Morgan Legacy Farm protects. Destruction of this safe haven is deplorable.	Refer to LU-5.
Reese Kekich	2/27/2018	Email	Morgan Legacy Farm located near FM 709 and 3194 is irreplaceable. The charitable benefits are something that can truly not be found anywhere else in the area. The benefit the first responders are given at Morgan Legacy Farm is simply not available at any other venue and the value that providing all of it at no cost is immeasurable. There is a suitable alternate route that would not destroy all that the ranch has to offer the community. I highly oppose the current route and am so disappointed the destruction of such a community asset would even be considered.	Refer to LU-5.
Reese Kekich	2/27/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US.	Refer to LU-5.

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Reese Kekich	2/27/2018	Email	By separating access on the Morgan Legacy Farm property from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and proved less damage to the county long term.	Refer to LU-5.
Reese Kekich	2/27/2018	Email	There couldn't possibly be a reason to destroy Morgan Legacy Farm in lieu simply moving the rail to north of the existing power line easement. It seems much more appropriate to run the train next to a high voltage power grid already existing. Making the environmental issues far less detrimental to the county. The property and environment that would be destroyed on Morgan Legacy Farm could not be replaced. I strongly oppose the current proposed route.	Refer to LU-5.
Reese Kekich	2/28/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Reese Kekich	2/28/2018	Email	I believe significant damage will occur to the environment and water shed adversely impacting migratory waters of the US. And by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables -the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel.	Refer to LU-5.
Reese Kekich	2/28/2018	Email	Morgan Legacy Farm cannot be destroyed. . If the proposed route is relocated to north of the utility lines the damage to water shed will be lessened and this irreplaceable ranch and it's charitable mission would be spared. So it would be beneficial environmentally, economically and charitably speaking.	Refer to LU-5.
Reese Kekich	2/28/2018	Email	Although I'm sure there has been much research that went into this southernmost proposed route, the chosen route seems to defy logic. The route crosses several local roads and divides several properties. The work on the roads that would be needed to follow this route would obviously add considerable cost to the construction of the rail line.	Refer to BA-5, BA-7, BA-8 and TR-8.
Reese Kekich	2/28/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and proved less damage to the county long term.	Refer to LU-5.
Reese Kekich	2/28/2018	Email	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Reese Kekich	3/1/2018	Email	I recently became aware of the possible loss of a property due to the proposed route of the HSR. This property listed as Morgan Legacy Farm located near FM 709 and 3194 is irreplaceable. Other than the obvious ecological damage if this route is used the charitable, economic and cultural benefits of this property would be forever lost. It appears to me that if this 6-7 mile line is moved north of the existing power line easement less damage to the county would occur.	Refer to LU-5.
Reese Kekich	3/1/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Reese Kekich	3/1/2018	Email	I strongly oppose the loss of watershed and loss of water for migratory waterfowl at Morgan Legacy Farms, given the topography construction go this rail would be better suited north of the ranch along the existing power lines.	Refer to LU-5.
Reese Kekich	3/1/2018	Email	Morgan Legacy Farm holds cultural, historical, economic and unique emotional benefits to the county, the state and also has international significance. It cannot be destroyed by the proposed route- I urge the rail to move the route north near the existing power lines and allow Morgan Legacy Farm to continue to serve the community.	Refer to LU-5.
Reese Kekich	3/1/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property	Refer to LU-5, WW-1 and WW-2.

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			useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	
Reese Kekich	3/1/2018	Email	The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about The impact on limited areas for special charitable giving events.	Refer to BA-3 and WW-2.
Reese Kekich	3/1/2018	Email	The current high-speed rail routing will be detrimental to Morgan legacy Farm on 709. Dividing this Property and running a rail through it will make it next to impossible to keep a relaxed atmosphere that this Ranch has always provided. I can't even count the number of times that I've sat down there just listening to nature. I have always looked forward to my children been able to go to the ranch and play in the outdoors and learn about nature there. Rerouting the train further north with the powerlines or down I 45 would be a better option.	Refer to LU-5.
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Reese Kekich	3/1/2018	Email	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared.	Refer to LU-5.
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			police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared.	
Reese Kekich	3/1/2018	Email	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared.	Refer to LU-5.
Reese Kekich	3/1/2018	Email	The possible loss of Morgan Legacy Farm due to the proposed route of the HSR is a travesty. Morgan Legacy Farm located near FM 709 and 3194 is irreplaceable. Other than the obvious ecological damage if this route is used the charitable, economic and cultural benefits of this property would be forever lost. It appears to me that if this 6-7 mile line is moved north of the existing power line easement less damage to the county would occur	Refer to LU-5.
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Vashtai Kekich	2/21/2018	Website	am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Vashtai Kekich	2/21/2018	Website	I am completely against the train destroying Morgan Legacy Farm. Moving the route north near existing power lines would save this property that is truly a life changing place for so many people. It is also going to be less destructive to the environment to move this route north.	Refer to LU-5.
Vashtai Kekich	2/21/2018	Website	I am concerned about the charitable benefits that will be destroyed with this route. Moving the route north to already existing power lines would cause far less damage to the environment and the county!	Refer to LU-5.
Vashtai Kekich	2/22/2018	Website	I am writing to urge you to change the proposed route. The proposed route will destroy a true treasure when it cuts through Morgan Creek Legacy Farm. Not only the respite it provides churches, families and first responders at no cost will be destroyed, but so will the wildlife preserved on the ranch. Moving this project north to existing powerlines would save a place that is truly irreplaceable.	Refer to LU-5.
Vashtai Kekich	2/23/2018	Website	I am highly opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This is absolutely devastating to not just me but to all the people in the county that this will impact.	Refer to LU-5.

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			Morgan Legacy Farm provided comfort to me and my family when we needed it most. To see it destroyed when there is a reasonable location to move the rail would be an absolute tragedy.	
Vashtai Kekich	2/26/2018	Website	I am writing this comment to oppose the location of the High Speed Rail. Currently the route cuts through Morgan Legacy Farm located on FM 709 and 3194. If the route was moved north of the existing power lines it would be saving Morgan Legacy Farm so it can continue to serve the community. Morgan Legacy Farm has been such a blessing to so many people, not just in the county but spanning even internationally. And to think that all of the things done by Morgan Legacy Farms has always been free of charge - it would be a travesty to take away all the future respite they could provide to those who really need it. First responders, victims of disasters, medical providers who deal with trauma, families who need help and many others. The route can be moved but this farm cannot be replaced.	Refer to LU-5.
Vashtai Kekich	2/26/2018	Website	Morgan Legacy Farm located near FM 709 and 3194 is irreplaceable. Other than the obvious ecological damage if this route is used- the charitable, economic and cultural benefits of this property would be forever lost. It appears to me that if this 6-7 mile line is moved north of the existing power line easement less damage to the county would occur and Morgan Legacy Farm could continue the charitable work that is so important to so many.	Refer to LU-5.
Vashtai Kekich	2/26/2018	Website	I have immense concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared.	Refer to LU-5.
Vashtai Kekich	2/27/2018	Email	Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about The impact on limited areas for special charitable giving events.	Refer to LU-5.
Vashtai Kekich	2/27/2018	Email	The preferred route of this rail travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US.	Refer to WW-1.
Vashtai Kekich	2/27/2018	Email	I believe significant damage will occur to the environment and water shed adversely impacting migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared.	Refer to LU-5.
Vashtai Kekich	2/27/2018	Email	The current high-speed rail routing will be detrimental to Morgan legacy Farm on 709. Dividing this Property and running a rail through it will make it next to impossible to keep a relaxed atmosphere that this Ranch has always provide. Especially to first responders, doctors and nurses that need a respite more than most. And no one is ever charged for the use of this special ranch that has opened itself up to the community and the world- even having tsunami victims seek comfort there! Do not rip that from the community and those who need it the most- not when another more suitable and less destructive route is possible!	Refer to LU-5.
Vashtai Kekich	2/27/2018	Email	This route through Morgan Legacy farm causes multiple issues that are truly detrimental to migratory waters, the bald eagle habitat and have a huge impact on the environment that is totally unnecessary. There is an alternate route along the power lines with an existing easement that would make much more sense and not destroy all that Morgan Legacy Farm protects. Destruction of this safe haven is deplorable.	Refer to LU-5.
Vashtai Kekich	2/27/2018	Email	Morgan Legacy Farm located near FM 709 and 3194 is irreplaceable. The charitable benefits are something that can truly not be found anywhere else in the area. The benefit the first responders are given at Morgan Legacy Farm is simply not available at any other venue and the value that providing all of it at no cost is immeasurable. There is a suitable alternate route that would not destroy all that the ranch has to offer the community. I highly oppose the current route and am so disappointed the destruction of such a community asset would even be considered.	Refer to LU-5.
Vashtai Kekich	2/27/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US.	Refer to LU-5.
Vashtai Kekich	2/27/2018	Email	By separating access on the Morgan Legacy Farm property from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including	Refer to LU-5.

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			first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and proved less damage to the county long term.	
Vashtai Kekich	2/27/2018	Email	There couldn't possibly be a reason to destroy Morgan Legacy Farm in lieu simply moving the rail to north of the existing power line easement. It seems much more appropriate to run the train next to a high voltage power grid already existing. Making the environmental issues far less detrimental to the county. The property and environment that would be destroyed on Morgan Legacy Farm could not be replaced. I strongly oppose the current proposed route.	Refer to LU-5.
Vashtai Kekich	2/28/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Vashtai Kekich	2/28/2018	Email	I believe significant damage will occur to the environment and water shed adversely impacting migratory waters of the US. And by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables -the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel.	Refer to LU-5.
Vashtai Kekich	2/28/2018	Email	Morgan Legacy Farm cannot be destroyed. . If the proposed route is relocated to north of the utility lines the damage to water shed will be lessened and this irreplaceable ranch and it's charitable mission would be spared. So it would be beneficial environmentally, economically and charitably speaking.	Refer to LU-5.
Vashtai Kekich	2/28/2018	Email	Although I'm sure there has been much research that went into this southernmost proposed route, the chosen route seems to defy logic. The route crosses several local roads and divides several properties. The work on the roads that would be needed to follow this route would obviously add considerable cost to the construction of the rail line.	Refer to BA-5, BA-7, BA-8 and TR-8.
Vashtai Kekich	2/28/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and proved less damage to the county long term.	Refer to LU-5.
Vashtai Kekich	2/28/2018	Email	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Vashtai Kekich	3/1/2018	Email	I recently became aware of the possible loss of a property due to the proposed route of the HSR. This property listed as Morgan Legacy Farm located near FM 709 and 3194 is irreplaceable. Other than the obvious ecological damage if this route is used the charitable, economic and cultural benefits of this property would be forever lost. It appears to me that if this 6-7 mile line is moved north of the existing power line easement less damage to the county would occur.	Refer to LU-5.
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Vashtai Kekich	3/1/2018	Email	I strongly oppose the loss of watershed and loss of water for migratory waterfowl at Morgan Legacy Farms, given the topography construction go this rail would be better suited north of the ranch along the existing power lines.	Refer to LU-5.
Vashtai Kekich	3/1/2018	Email	Morgan Legacy Farm holds cultural, historical, economic and unique emotional benefits to the county, the state and also has international significance. It cannot be destroyed by the proposed route- I urge the rail to move the route north near the existing power lines and allow Morgan Legacy Farm to continue to serve the community.	Refer to LU-5.
Vashtai Kekich	3/1/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has	Refer to LU-5, WW-1 and WW-2.

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Vashtai Kekich	3/1/2018	Email	The current high-speed rail routing will be detrimental to Morgan legacy Farm on 709. Dividing this Property and running a rail through it will make it next to impossible to keep a relaxed atmosphere that this Ranch has always provided. I can't even count the number of times that I've sat down there just listening to nature. I have always looked forward to my children been able to go to the ranch and play in the outdoors and learn about nature there. Rerouting the train further north with the powerlines or down I 45 would be a better option.	Refer to LU-5.
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Vashtai Kekich	3/1/2018	Email	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared.	Refer to LU-5.
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Vashtai Kekich	3/1/2018	Email	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared.	Refer to LU-5.
Vashtai Kekich	3/1/2018	Email	The possible loss of Morgan Legacy Farm due to the proposed route of the HSR is a travesty. Morgan Legacy Farm located near FM 709 and 3194 is irreplaceable. Other than the obvious ecological damage if this route is used the charitable, economic and cultural benefits of this property would be forever lost. It appears to me that if this 6-7 mile line is moved north of the existing power line easement less damage to the county would occur	Refer to LU-5.
Vashtai Kekich	3/1/2018	Email	The possible loss of Morgan Legacy Farm due to the proposed route of the HSR is a travesty. Morgan Legacy Farm located near FM 709 and 3194 is irreplaceable. Other than the obvious ecological damage if this route is used the charitable, economic and cultural benefits of this property would be forever lost. It appears to me that if this 6-7 mile line is moved north of the existing power line easement less damage to the county would occur	Refer to LU-5.
Vashtai Kekich	3/1/2018	Email	The possible loss of Morgan Legacy Farm due to the proposed route of the HSR is a travesty. Morgan Legacy Farm located near FM 709 and 3194 is irreplaceable. Other than the obvious ecological damage if this route is used the charitable, economic and cultural benefits of this property would be forever lost. It appears to me that if this 6-7 mile line is moved north of the existing power line easement less damage to the county would occur	Refer to LU-5.
Jack Kelley	2/27/2018	Website	WE DON'T NEED THIS DAMM RAILROAD !!!!!!!!!!!!!!!!!!!!!!! WHAT GOOD WILL IT DO TO LEON COUNTY !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!	Comment noted.
Jason Kelley	2/21/2018	Website	I have concerns about the high speed rail in Navarro Country travelling through the intersections of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the country I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the U.S. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables, the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire, and police personnel. If proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and its charitable mission could be spared. Our office staff has had over 100 employees and family members visit this	Refer to LU-5.

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			ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property (all at no cost!). I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable, and historic on the county that would occur if Morgan Legacy Farm is traversed.	
Beth Kelly	2/4/2018	Letter	The Federal Rail Administration (FRA) has improperly selected one build alternative (Utility Corridor) and one alignment (HC-4) through Waller County without conducting the necessary comparative analysis of alternatives pursuant to NEPA. Specifically, we are requesting that your agency call upon the FRA to step back and conduct a programmatic EIS for the four build corridors (BNSF, UPRR, 145, Utility) that met the "Purpose and Need" of the project identified in the Corridor Alternatives Analysis Technical Report (August 2015). Doing so is the only way that the FRA can fulfill its responsibility to advance an alternative that resolves the conflicts the project creates in Waller County. (40 C.F.R. S 1501.2(c)). This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to BA-5, BA-7, BA-8, BA-9, BA-10, EJ-1, NE-1, NE-8, NE-9 and PI-1.
Beth Kelly	2/4/2018	Letter	Despite two written requests dated November 14, 2014 and July 6, 2015 from the Waller County Sub-Regional Planning Commission ("WCSRPC"), the FRA failed to coordinate with any local government in Waller County "prior to identifying the alternative alignments to be evaluated in the draft EIS" as the FRA stated it would do on Page 24 of the Scoping Report that was released by the FRA in April of 2015. The WCSRPC is a sub-regional planning commission formed for the purposes of planning future development of our community and is comprised of elected officials from several municipalities in Waller County, in addition to Waller County itself and two of its school districts. Without this coordination, there is no way to ensure that impacts to the local community are properly analyzed and conflicts with local plans are resolved. The FRA has also erred in identifying the WCSRPC as a "public stakeholder" and not a political subdivision of the state of Texas. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to PI-1.
Beth Kelly	2/4/2018	Letter	FEASIBILITY OF PROPOSED HIGH SPEED RAIL A recent study entitled, "Texas High Speed Rail: Caution Ahead" by Baruch Feigenbaum, the Assistant Director of Transportation Policy at the Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 million a year, and that TCR has severely underestimated the costs to build the project and the overestimated the projected ridership. The Report stated: "We truly hope that high-speed rail becomes a reality in the United States, and we would prefer that it be developed and implemented by the private sector," writes Feigenbaum. "However, based on our experience and analysis we are concerned that Texas Central's project will fail so spectacularly that privately financed U.S. high-speed rail lines may never be given a second chance." Given the irreversible impacts this project could have on our community, we should not building a project that does not meet feasibility requirements under NEPA and other federal laws. In effect, this project will either become a burden on taxpayers in terms of subsidies, or a bridge to nowhere...	Refer to GN-3.
Beth Kelly	2/4/2018	Letter	The Waller Harris Emergency Services District No. 200 ("ESD") provides emergency services throughout the impacted area of the proposed alignment of the High Speed Rail. These services could be negatively impacted by the HSR line, due to its potential impact on county and private roads, many of which are used for emergency vehicles that now service the District and provide an 8-minute response time. The HSR will disrupt this service and increase the response time to dangerous and unacceptable levels. The District is funded with ad valorem taxation and any diminution of value due to the HSR will cause a tax increase to cover expenses and budgets. Each fire department costs \$4.5 million for the building, equipment and staffing. An ambulance costs \$300,000 and staff is needed 24/7 for 365 days. New fire stations and emergency services will be needed should the HSR divide the District. However, currently the District cannot prepare for this and other needs because of the FRA's actions. Right now, the District has 10 fire departments and will need more if the HSR is built. The District is also very concerned with catastrophic accidents that may occur from an HSR accident. Hundreds of ambulances, life flights, and emergency services will be needed and the District will not be able to handle this type of emergency. This will place an undue burden on the District. To date there has been no discussion with the FRA as to how they will resolve these conflicts. This issue was brought to the attention of the FRA by Texas Department Of Transportation as a result Of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SS-12, SS-18, SS-23 and SS-26.
Beth Kelly	2/4/2018	Letter	The proposed alignment goes through the city of Waller's Extra-Territorial Jurisdiction and was chosen with no opportunity for public input or comment from city officials. The City of Waller has a population of approximately 2,400 people and is located in both Waller and Harris counties. The City is a general law city under the 5,000 threshold and is limited in growth strategies compared to home rule cities. This means it is important to maximize the development of the geographical area available to the city. The HC-4 Route passes through the City's extraterritorial jurisdiction and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990-acre tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility currently under construction, a heating and air conditioning, \$410 million facility that will be 4.2 million square feet in size, the largest industrial facility under one roof in the State of Texas, and employ 4,000 people in 2016 and 6,000 by 2018. The City is part of a Greater Houston Partnership task force to support Daikin/Goodman in their effort to bring their key suppliers to the Waller area. It is estimated that the suppliers will add	Refer to LU-4.

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			another 24,000 employees. There is Concern that the HSR will create a barrier between Waller and the Goodman facility and cause the city to lose much needed tax base from these suppliers. The barrier will cause suppliers to locate to the east of the HSR in the unincorporated area, causing a proliferation of onsite water and wastewater facilities rather than using city utilities, resulting in a much less efficient usage of land and resources. Goodman Manufacturing has stated their position on the HSR route HC-4 this way: we would be concerned with any route that disrupts Waller plans to provide Goodman employees (residents and non-residents) with support services such as housing and retail options."	
Beth Kelly	2/4/2018	Letter	IMPACT ON HEWLETT PACKARD DATA CENTER One more major impact will be on the Hewlett Packard Data Center facility, which houses 1,500 servers that will be within 1,000 feet of the HC-4route. When notified of the route, HP's management team and legal department stated: "Hewlett Packard Enterprise is currently not in a position to approve or disapprove the proposed route... However... the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property. If we determine that is the case, then we would have no choice, but to vigorously oppose this proposed route." This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result Of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SC-11.
Beth Kelly	2/4/2018	Letter	The proposed alignment will run through a large portion of Waller ISD's district, which could negatively impact bus routes, which may cause Waller ISD to purchase additional school buses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SC-5.
Beth Kelly	2/4/2018	Letter	The proposed alignment of the HSR will run through a portion of Waller County that is currently experienced a high rate of commercial and residential development. As a result, the areas that could be impacted are areas that have and should continue to see high increases in property valuations due to positive development taking place in these areas, including high-end residential development. This project will create an obsolescence that will negatively impact the property values in Waller County. Bankers and appraisers heavily discount property values in situations like this, which destroys the market value of all properties. Because of this loss in value, ad valorem taxation will decrease causing WISD to lose \$3.6 million in annual revenue, SI .8 million will be lost to the Municipal Management District discussed in No. 2 above, the City of Waller will lose \$1.3 million and property tax collected by the county appraiser will be reduced by between \$279,000 to \$1.6 million annually from developments that will be ruined by the train passing through or near them. The HSR will prevent the highest and best use of hundreds of properties throughout Waller and Harris Counties where the area is experiencing some of the fastest growth in the state. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. This results in a disparate impact on Waller County, which has a majority minority population. These issues were brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to EJ-1, LU-4, SC-19 and VA-1.
Beth Kelly	2/4/2018	Letter	Quality of Life issues include people living within noise and vibration distance, as well as, sight, particularly if the train track is elevated. Depending on location and height of track, there will be loss of disposable income for the increase in travel time because people will not want to live within five to ten miles Of the train track causing them to spend more time driving longer distances. Mr. T. J. Johnson, President of the Waller County Advocacy Group, estimates quality of life spent driving behind the wheel of their vehicles will be reduced by 5,000 man-hours per year for residents in Waller County and cost an additional loss of disposable income up to \$3 million. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to AS-1, NV-1, NV-5, TR-6 and TR-8.
Beth Kelly	2/4/2018	Letter	Kickapoo Preserve is a high-end development for 500 new homes for Daiken/Goodman employees that is under construction development. The proposed alignment will be just west of homes that are currently occupied and others that are under construction and other that are for sale. ms issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to LU-4.
Beth Kelly	2/4/2018	Letter	Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest and Six Pines - all developments for nearly 500 homes, 50 of which have already been built with four or five more in the works are all now cancelled because of the route. The HC-4 route travels right through the developments and destroys the economic viability of them and the value of everyone's property. Also, within these developments are four horse riding trails that the train will cross. This will destroy any viability of the equestrian facility and create dangerous situations for anyone riding in the area, especially children. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to LU-3, LU-4, RF-1 and VA-1.
Beth Kelly	2/4/2018	Letter	The proposed alignment will impact all future road and thoroughfares through the northern portion of the County. Dozens of roads are planned, but none will be able to be completed if the train cuts through stifling all future economic development in that area. This issue was	Refer to PI-1 and TR-8.

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			brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	
Beth Kelly	2/4/2018	Letter	IMPACT ON WATERFOWL AND HUNTING Recreational and Sport duck hunting will be directly affected by any noise, vibration and possible 96 trains running through the area. The route cuts through the north end of one of the major wetlands in the region where duck hunting is vital to the economy and where water fowl and their hunting will be diminished, if not destroyed by a high speed train. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Through the development of the Project, FRA and TCRR have taken steps to avoid, minimize and mitigate any impacts to wetlands. The Build Alternatives have been designed in accordance with compliance and mitigation measures outlined in Section 3.7.6 Waters of the U.S., Avoidance, Minimization, and Mitigation . TCRR is working with USACE through the permitting process to develop mitigation measures for unavoidable impacts. Additionally, mitigation measures to avoid impacts to migratory birds and comply with the Migratory Bird Protection Act are described in Section 3.6.6, Natural Resources, Avoidance, Minimization, and Mitigation . The construction and operation of the Project would not restrict hunting activities or add any regulations that would restrict hunting activities or indirect activities related to recreational hunting. Accordingly, no economic loss to the hunting industry would be expected.
Beth Kelly	2/4/2018	Letter	IMPACTS ON HISTORICAL SITES At the coordination meeting with TXDOT on or about February 9, 2016, Mr. Rick Welch and Tom Gleason discussed historical significant locations and objects and cultural resources within Waller County and the location where the rail is selected to traverse. Mr. Welch told of Benaiah "Yankee" Jones, III, born in Massachusetts in 1795 and moved to Texas in the 1830's to early 1840's. He ended up in the area that is now northeast Waller County where he bought 1, 100 acres. On this land, he built a stage coach Inn that became a famous stage coach route that is still visible today in the Kickapoo Preserve. Jones and his family are also buried on the family cemetery located in the Kickapoo Preserve. HC-4 runs right over this land and very close, if not directly over this old Inn and Stage Coach site and cemetery. When Kickapoo Preserve was established, they were required to perform an archeological survey, which produced the "Kickapoo Archeological Survey Report of April, 2010." For this report, the developer was required to obtain an Army Corps of Engineers Section 4 Permit. This report revealed four archeological sites and two pre- historic/historic sites considered for inclusion in the National Register of Historical Places. Mr. Welch has historical maps indicating historical boundaries, roads, stage coach routes, written historic interviews of "old timers," and all the historical sites on the Kickapoo Preserve. These documents show where the sites were for historical Stage Coach Road that was created between the 1830's and 1840's that came from in the original town of Harrisburg (now Houston) and went northwest through Mr. Jones' land. These are all historical sites that should not be destroyed by the HSR. All of this information was provided. All of this information was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to CR-2 and CR-9.
Beth Kelly	2/6/2018	Handwritten	IMPACT ON PUBLIC SAFETY At the coordination meeting between WCSRPC and TXDOT on February 9, 2016, Mr. Tom Gleason discussed the Atmos Energy Turbine Powered Natural Gas Compression Station, which uses a jet engine to pressure up to a 30 inch natural gas pipeline between Waxahachie and Katy Texas. The pipeline is pressured up to 930 psi and was installed in 2006. There have been at least three known accidental releases of natural gas: May 24, 2007 - 18,000 lbs released, May 30, 2007 -- 20,000 lbs released, and June 11, 2007 -- unknown quantity On August 9, 2011 , there was a planned Emergency Shutdown Simulation that released thousands Of pounds of gas that Mr. Gleason and other neighbors experienced over a mile away. It turns out that Atmos has to perform emergency simulations twice a year creating potential hazardous situations, especially with an electric train traveling nearby. What would happen during one of these accidental or planned events should a train traveling 200 mph ignite the natural gas and cause a catastrophic accident? This will cause an unprecedented catastrophe with tremendous loss of life, damage to private property and environmental destruction to Waller County or any other county should this occur. The train adds the ignition source to an already volatile and potentially dangerous scenario that creates an unacceptable risk to the health, safety and welfare of our community and local residents, as well as, the passengers on the train should an explosion occur. All Of this information was brought to the attention Of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to EU-6.
Beth Kelly	2/6/2018	Handwritten	IMPACT ON KATY PRAIRIE CONSERVANCY Katy Prairie Conservancy owns the Warren Ranch, a 6400 acre preserve that provides essential habitat for migratory birds and is designated as a Global Important Bird Area. Warren Ranch is a critical part of the Katy Prairie Preserve, a vast collection of protected properties owned or managed by the nonprofit land trust Katy Prairie Conservancy (KPC). KPC is diligently working to protect this land for generations to come. The prairie is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more	Refer to RF-4, NR-2, WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be

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			than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one mile of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands exist that will be directly or indirectly affected by a HSR corridor. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.
Beth Kelly	2/6/2018	Handwritten	IMPACT ON G&W WATER G & W Water is the supplier of potable water for northern Waller county and southern Grimes County. They recently obtained funding and built a new water tower and the proposed train route falls directly on top of it. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to EU-2.
Beth Kelly	2/6/2018	Handwritten	IMPACT ON FLOODING AND DRAINAGE Local Environmental Impact include the Spring Creek Watershed where five creeks will cross the track of the HSR. This watershed will be directly impacted by the train and the track depending on how it's built. Tropical Storm Allison, the Tax Day Floods, the flooding event in May of 2016, and Hurricane Harvey have shown that if any impediments to water flow occur through the watershed, the area will experience major flooding and damage to property if the track is not properly studied and engineered. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to FP-1, SS-17, WW-1, WW-8.
T.J. Kelly	2/6/2018	Oral	I really don't have a lot of the information that you-all have, and I greatly appreciate it all. Thank you for informing all of us on everything. I made it to the three meetings. She even knows my name. That's outstanding. I appreciate you listening to us. I know that's a lot of work. I know there's a lot of work going from both sides. It's emotional. Neighbors, brothers, I stand with you all, and I will stand with you all. If you make this happen, you are -- it sounds to me that you are throwing out the Constitution. It sounds to me you are throwing out the Bill of Rights, everything we fought to have. If you give a private company eminent domain, how can you sleep at night? How could you literally look at somebody and tell them they can't have what they worked for? I stand here as a neighbor, because if I don't stand with my neighbors, who's going to stand with me when you come for my land, too. When this private company you approve, if you give them this build that you approve, that our rights have a price, and those who have the money can tell us what to do, can take our rights from us, can take everything we worked for from us, not because we're not paying for it, not because we're not continuing to work for it; because they had more money. That is not what I moved here for. I accepted my commutes. I take them proudly. I ride past these scenic routes that you did not include. No, this train will not be good for us. Thank you.	Refer to AS-1, ED-1, GN-4, NE-1, NE-2, NE-6 and PI-7.
TJ Kelly	1/30/2018	Oral	It's actually TJ Kelly. You hear a lot about heritage. You hear a lot about people being here forever. I can't claim that. I'm from Georgia. I moved here almost four years ago to Houston, actually Spring. There is no more small town around that area, with my wife. She's actually from downtown Houston. Grew up there before they put the Am train in front of her mom's house. She's got a really big experience about trains being put up in places. We are both combat veterans. She's in the army. It's an interesting household. I came here to work with a security company in Houston. I patrol a few districts down there. I got here with stories of dad. He grew up here. I learned all about Texas from him. We married and that's how I came here. I got here and did not get to experience what my dad talked to me about Texas. So the plan came into play and we moved but we worked hard and my wife is 100% disabled because of injuries. The Texas land board finally after four years -- we just really just got here and we found out there is a train being built. A train station being built five, no 15 miles down the road. But it's my commute to College Station. It is the commute that everybody is trying to cut down. I commuted because I love the country way of life. People bring up this economy and the crime that will bring. That station that they are going to put there without asking anybody input about the crime it will bring. They put those trains down in front of my wives parent's house and people that had farms in those areas, their animals will get shot. That want shuttles to Huntsville or College Station. The mayor of College Station wants it so bad, he is pushing it on TV. If they want it so bad, tell them to put the train there. We enjoy the country way of life. We don't have to deal with those same things they have down to deal with down there. Those commuters, tell them to move to New York. These people don't want to preserve our way of life. In Iraq I never thought I would have to come home and defend my homeland from my own country.	Refer to GN-7, SS-1, SS-6 and TR-2.
TJ Kelly	2/5/2018	Oral	I'm TJ Kelly, I'm from Bettis, just recently moved there in November from Brenham. The moment I heard the mayor of College Station promoting this half way station that supposed to be a fast route from Houston to Dallas, I asked, why is there a stop here. So it's going to ruin everything we worked for to come. It's going to bring that crime that we left in Houston. It's going to ruin that country life that we worked to have. There are commuters complaining this is why they want this rail. I commuted. I commuted from Willis to College station with a camper because we moved from North Houston. We wanted to move closer to where I worked. If they want to work there, move. Don't make us pay for them to accommodate them. We worked for what we have. And like I said in Jewett, I spent many years in Iraq and never thought that I would have to fight for my own land, my neighbor's land by my own countryman. Don't bring this fight here.	Refer to GN-7 and SS-6.
Martye Kendrick	3/9/2018	Website	I am in favor of this groundbreaking project! I am so excited about connecting Dallas and Houston in this transformation way!	Comment noted.

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Annette Kennedy	2/1/2018	Website	Please, please, please STOP the bullet train from cutting a path through our precious land of Navarro County. NOTHING good will come to our county from this invasion and I see only problems will result from it! Let the people affected VOTE on this and you will see NO, NO, NO!! Thanks for reading.	Refer to SC-19.
Beth Kennedy	2/5/2018	Website	I am adamantly OPPOSED to this high speed rail project because of the negative environmental impact it will have on the Katy Prairie, as well as other intact, environmental areas of land between Houston and Dallas. The Katy Prairie is the last remaining tract of land west of Houston where wildlife can abound with a minimum of human intrusion. Building a railroad just to the north of the prairie will not only disturb the birds and other wildlife living there, but will severely detract from the natural experience visitors have when they visit the area. Harris County and the surrounding area already has a bad enough reputation regarding treatment of the environment, and now you people want to take it one step further and begin the destruction of one of the last remaining areas where people can see a variety of wildlife. Another reason I oppose the rail line is because I don't think anyone will use it! People don't even use the train in downtown Houston very much; nor do they use the other mass transportation we have available around here - the bus system! Why in the world would millions of people addicted to their cars and driving want to bother to take the time to go to a train station, board the train, go to the trouble of getting a cab or car in Dallas, etc. etc.??? I think it's a ridiculous and wasteful idea! Texas pays little attention to preserving its natural areas, and this is just one more example of the burning desire you people have to keep developing this state until there is no wildlife left except grackles, pigeons, squirrels and a few scrawny coyotes!! Shame on you!!!	Refer to GN-4, NR-1, NR-2, PN-3 and RF-4.
Sandra Kennedy	3/1/2018	Website	I completely support this important project and pray it happens for continued progress and community development.	Comment noted.
Pamela Kersh	2/2/2018	Email	I am interested in receiving updates for the Texas Central High Speed Rail.	Refer to PI-1.
Pamela Kersh	2/6/2018	Email	I personally am HIGHLY OPPOSED to the high speed rail for the following reasons: 1 .1t is not economically viable 2.1t destroys peoples' property 3.11 cuts into all of central Texas destroying our beautiful state. 4,1t destroys churches, homes, ranches, farms, cemeteries, and historical landmarks. 5 Our property values will be decreased but our taxes will have to rise to meet the safely requirements for our county. 6. Information provided by the HSR to the public is too vague and will allow the project too much freedom	Refer to GN-4, NE-1 and VA-1.
Carol Keys	1/31/2018	Oral	My name is Carol Keys, K-E-Y-S; 300 FCR 976, Mexia. I also own land on 1366. It goes within about 1700 feet of that place. I am against it. I do not believe that people will ride it. I do not think it's necessary. We will not benefit in any way, shape, form, or fashion in this part of the country or any place in the country. Nobody benefits from it, and I am opposed to it.	Refer to GN-2, LU-7 and SC-19.
Julie Keyser	2/5/2018	Handwritten	If this was happening in your neighborhood or on your beloved land, would you still support this? Since so many are against this, the cost is exorbitant and the train is unnecessary. I respectfully ask all investors to cut their losses now, and for whatever investment funds can be returned, be returned and the project stopped before it starts and save all of us the incredible negative impact this project will have. Just because someone thought this would be cool and talked a lot of investors (most probably living no where near the train) into this investment doesn't mean this dream should come true. DON'T BUILD! NO BUILD! Pride cometh before the fall.	Comment noted.
Julie Keyser	2/5/2018	Handwritten	The rail will be constructed near the area where I live but potentially the sand won't affect me. However, for the next 20 years, while its being built our already terrible roads will only be worse. The California bullet train is WAY behind schedule and BILLIONS over budget forcing taxpayers to foot the rest of the bill. The way Texas does construction on its highways and freeways, and the way management of projects is regulated, leaves me with no FAITH that a bullet train will be any different. The amount of noise, destruction of open space and country, the incredible loss to anything property values during construction, the added light pollution, the cost to us (especially the majority of us who don't go to Dallas often), the construction burden on communities, I honestly can't understand how the destruction outweighs the benefits. The cost is astronomically higher than expected in California that makes me cringe enough. NOT HAPPY! Also, I doubt any investors live anywhere near the proposed lines.	Refer to NV-1 and TR-6. Lighting installed along the HSR corridor will be directed towards the rail tracks and will be designed to limit its projections outward to the community. Please see Section 3.10.5, Aesthetics and Scenic Resources, Environmental Consequences of the Final EIS for a discussion of lighting impacts. The type of mitigation is not yet designed for specific cases but may include planting trees or vegetation to screen views.
Sam Khan	1/17/2018	Website	Its great that Dallas is bringing its A game to build a high speed train. When I think of this, "Grand Central NYC" station comes into my mind. A station that connects all the local NYC trains and trains from New Haven CT to this. I am hoping that this High Speed Train Station will be linked to other Dart services so folks from North TX(Prosper, McKinney, Plano, need to take uber or drive to this new "Rail Road Station". Since Dart train only goes up to Plano. I am hoping that this project will consider all the scenario for the folks living Dallas Suburbs.	Comment noted.
Brian King	2/16/2018	Website	Please build this train! We truly need this for the growth of our population, economy and much more. I would love to be able to visit my sister that lived in Dallas much more often as well. We need this now more than ever before!	Comment noted.
Chris King	2/16/2018	Website	If the high-speed rail line was slated to come through my backyard, divide my property and take my land I might feel similar to the way those who oppose it do. Reality is though it isn't. Reality is Texas is growing. It's prospering from this growth and it's time for Texas to take the lead	Comment noted.

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			in building for the future. The high-speed rail service isn't going to benefit me with my daily 75 miles, hour and a half commute each way, from Navarro County to Plano where I work. I rarely go to Houston by any means of travel and I surely won't drive 50 miles north to catch a train to then travel 200 miles south. However, I am a big proponent of commuter train service as an alternative means of travel by car. I have been all over Europe and utilized their train services to get where I needed to go and not once stepped foot into a vehicle. I feel the US is light years behind other developed nations when it comes to commuter rail service and my hope is that the high-speed rail service from Dallas to Houston is just the beginning of further development for regionalized commuter rail service connecting Texas rural cities to metropolitan areas. As Texans, we rely too much on our vehicles to get us to where we want to go. Families spend thousands of dollars and maybe more annually on fuel, insurance, and maintenance of their vehicles. Imagine how much money we could save and redirect to other uses if we had transportation alternatives. If Texas continues to grow and prosper, there won't be room for all of our vehicles on the roads unless our government continues to spend millions and billions of dollars building bigger roads and then budgeting to maintain them in the future. Commuter rail service is the answer and building the electric high-speed rail service from Dallas to Houston is just the beginning.	
Christopher King	2/27/2018	Website	It's time that rural Texans wake up and start owning growth that is taking place right in our own backyards. The answer is not to always DENY growth so we can keep our way of life as we have known it the last 100 years! This is always the position our Navarro county leaders take any time growth wants to cross in to our borders! We have an opportunity to build something great that goes right through the heart of our county and a few overzealous county leaders think they are representing everyone in the county with puffed up chests denying access through our county. I commute on interstate 45 everyday to Plano for my job. I hate I have to travel 150 miles trip to earn a living, but I do and that is my choice. I experience the traffic on the highway night and day and over the last 5 years it has doubled! In 5 years it will probably double again! Navarro county leadership talks out both sides of their mouths! They have no problem taking in the millions of dollars in tax revenue from travelers off the interstate from those who frequent our restaurants and businesses. Yet they scoff at the idea of an opportunity like the bullet train. So what if there isn't a stop in Navarro county. Someday maybe there will be...did you ever think of that? Growth is coming south from the DFW whether they like it or not. We can either get on board with it and navigate our future in support of the growth or we can stand at our borders with DO NOT TRESPASS signs to keep everyone out. Wait and see where that gets us!	Comment noted.
Daphne King	2/28/2018	Website	I support the EIS findings and advancement of the Dallas to Houston High-Speed Rail project.	Comment noted.
Jackie King	1/29/2018	Oral	My name is Jackie King. Regarding Navarro County's surface or ground water resources, three features of the Navarro's landscape that will be impacted by any proposed rail in the past, marked utility lines sections 2-A and 3-A, include the Richland watershed, the flood plains, and the upper sources of water draining down Chambers Creek, Mills Creek, and Richland Creek, as well as all tributaries draining into those creeks. The design of any proposed rail through that area must allow more than normal and rapid drainage off the west side of the rail and normal flow on the Corsicana side of the rail to prevent collateral damage to Navarro County properties and towns outside the legal, east, and west property lines of said rail, because water, and lots of it, always finds a way to travel where it will. Not even a rail line can overcome it. If your client's rail line structure blocks and backs up massive amounts of water or, in the alternative, blocks needed water in times of drought, then the line will prevent the flow of surface water needed to recharge Richland Chambers Reservoir. As you know, the Tarrant County water district manages that reservoir for primarily the people of Tarrant County. Navarro County benefits as well. Questions for the record. If your client's rail design is a completely sealed rail corridor, how will that design mitigate loss of needed water to maintain necessary water levels for the people of Tarrant County? If your client's rail design allows for appropriate flow through the rail structure, how will that flow be channeled to prevent damage to towns and properties on the Corsicana side of the rail while complementing natural flows from traditional sources of surface water to continue their path to Richland Chambers reservoir? Thank you.	Refer to FP-1, WW-1 and WW-2. Approximately 59 percent of the Build Alternatives in Navarro County would be constructed on viaduct (bridge type structure) which allows for free movement of water in those areas and would avoid and/or minimize impacts to all waters (streams, ponds, and special aquatic sites such as wetlands and springs) crossed by the route.
Michael King	2/5/2018	Website	This company does not have eminent domain yet it continues to tell effected land owners that it does. This will cost all of the counties in its path major expenditures for roads that cross the railways path.	Refer to ED-1, ED-3 and TR-7.
Robert King	1/25/2018	Website	It's time Texas leads the nation by installing high speed rail. Houston to Dallas should be the beginning of such a plan. After that Houston to San Antonio and then San Antonio to Dallas.	Comment noted.
Rose Mary King	1/22/2018	Email	The proposed High-speed rail is a very bad idea. It is not necessary, is not beneficial to the majority of the population and will not result in true benefit to the state and detriment to those living along the 240 mile stretch of land. It is a huge threat to the farms and the rural way of life that it be rending asunder. The rail will have an extremely negative impact on the many citizens whose lives and lands would be impacted. Not only would the rail destroy the livelihood of numerous farmers, it would also impact the lives of those who buy from those farmers. Put the welfare of the citizens above the profit interest of some business. Thank you.	Refer to LU-11, NE-9 and SC-19.
Sandra King	1/29/2018	Letter	1. Concern for Texas counties Dallas, Ellis, Navarro, Freestone, Leon, Madison, Grimes, Harris and Wheeler and their endangered species such as bald eagles, monarch butterflies, woodpeckers, traveling pigeons, Red Wolf, Grey Wolf, migratory birds, for hunting, the wood stork, the water serpent, the Houston toad, and the white-faced Ibis, swallow of the interior, Cagle Map Turtle, the Ouachita, pocket rock mussel, also including the wild flowers of large-fruited sand Verbena, the Indian braids of Navasota.	Refer to NE-9, NR-1, NR-2, NR-3, NR-4 and NR-5. Passenger Pigeons are extinct. The Red Wolf and Gray Wolf are extirpated from Texas. The Monarch Butterfly is currently "Under Review" for listing by FWS and is not currently a protected species.

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			<p>2. Concerns about water spills, and the impact of flow and drainage in case of flooding.</p> <p>3. Concerns about soil erosion.</p> <p>4. Concerns about livestock reproduction (breeding) due to vibration and noise.</p> <p>5. Noise pollution.</p> <p>6. Redirection of roads, and closure of roads that facilitate access to emergencies.</p> <p>7. Radiation from electromagnetic currents produced by the "High Speed Train"</p>	Other species mentioned were assessed in Table 3.6-8: LFSV Habitat by Segment except for those not listed by TPWD or FWS such as the Brazos water snake, Cagle's Map Turtle, Ouachita, and Rock-Pocket Mussel.
Patricia Kirby	2/14/2018	Website	Although I'm not a Texan, I believe this project is extremely important for a better future for America. High-speed rail is a key part of that better future. Cars are choking the highways all across the country -- with the typical car trip from Dallas to Houston projected to increase by several hours before long. Please, Texas, show your impressive roundup skills and herd off those cars. Make Dallas-Houston high-speed rail a reality.	Comment noted.
Camille Kirk	1/30/2018	Email	I am very interested in a Bullet Train to Dallas from Houston Area. However, I live in Katy; if the station for the Houston area involves getting anywhere near the Galleria area, I will NOT use it - I avoid that location by vehicle whenever possible. I believe it would be a mistake to send people to that area for the Train. Houston already made a HUGE mistake in not providing rail to downtown Houston - would have so enjoyed being able to hop the train into town to take advantage of festivals, concerts, theatres, museums but I will not drive in and deal with inner city traffic/parking. I believe this cost the city BIG TIME in commerce as they could have reaped from the vast suburban areas surrounding Houston opportunities. the traffic on 110 is intolerable - HUGE opportunity missed in not providing lite rail. I fear same kind of mistake Will be made with the bullet train.	Refer to GN-6, GN-7 and TR-4.
Camille Kirk	2/20/2018	Website	The area chosen for station, site of former Northwest Mall, is a high crime area - hence the demise of the mall. I would not want to drive in to catch the train and leave my car in this vulnerable area. perhaps a couple of stations on either side of Houston area or other option would better attract paying riders. I would utilize the train, but as it is, trying to find a ride to and from station rather than leave my car at the station would prohibit my using the train. would just be easier to drive it myself going straight up from Katy area to Dallas and then having my car to use rather than try to get transportation to and from Station here and in Dallas - that hassle would probably not end up saving me more than maybe an hour - not worth the trouble. what you are offering is not worth the expense. would rather have rail within the city and surrounding suburbs to utilize downtown offerings than a 'quickie' to Dallas ... or not so quickie after going through the effort.	Refer to GN-7 and NE-1.
Chance Kirk	2/24/2018	Website	The train will go through my in-laws's property; property that has been in the family for sixty years. It will not only impact my family, but many other residential properties. All of us depend on this property for our livelihood! Not only is this a residential issue, but there is a historical events that have occurred in the past. Furthermore, the train will disrupt migratory fowls and bald eagles. Progress is important, but it makes ethical sense to move the train where no one will be impacted. That can be done by moving it 945 feet to east where power lines are currently located.	Refer to LU-5 and NR-3.
Chance Kirk	3/8/2018	Website	I am opposed to the train entering the area around FM 709 and 3194 for many environmental reasons, bald eagle habitat, economic impact, and historical significance. Environmental concerns alone should be a sufficient enough reason to move the current proposal further north of the power lines. It is important to note that although the plans are in place, movement of the tracks north of the power lines would be a win-win situation for the current residents, community, environmental, and the state of Texas.	Refer to LU-5.
Chance Kirk	3/8/2018	Website	I am opposed to the train entering the area around FM 709 and 3194 for many environmental reasons, bald eagle habitat, economic impact, and historical significance. Environmental concerns alone should be a sufficient enough reason to move the current proposal further north of the power lines. It is important to note that although the plans are in place, movement of the tracks north of the power lines would be a win-win situation for the current residents, community, environmental, and the state of Texas.	Refer to LU-5.
lauren Kirk	2/24/2018	Website	The train will go through my grandparent's property; property that has been in the family for sixty years. It will not only impact my family, but many other residential properties. All of us depend on this property for our livelihood! Not only is this a residential issue, but there is a historical events that have occurred in the past. Furthermore, the train will disrupt migratory fowls and bald eagles. Progress is important, but it makes ethical sense to move the train where no one will be impacted. That can be done by moving it 945 feet to east where power lines are currently located.	Refer to LU-5 and NR-3.
Lauren Kirk	3/8/2018	Website	Absolutely, Unequivocally Opposed!!!! I am opposed to the train entering the area around FM 709 and 3194 for many environmental reasons, bald eagle habitat, economic impact, and historical significance. Environmental concerns alone should be a sufficient enough reason to move the current proposal further north of the power lines. It is important to note that although the plans are in place, movement of the tracks north of the power lines would be a win-win situation for the current residents, community, environmental, and the state of Texas.	Refer to LU-5.
Lauren Kirk	3/8/2018	Website	Absolutely, Unequivocally Opposed!!!! I am opposed to the train entering the area around FM 709 and 3194 for many environmental reasons, bald eagle habitat, economic impact, and historical significance. Environmental concerns alone should be a sufficient enough reason to move	Refer to LU-5.

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Mrs. Lauren Kirk	3/8/2018	Website	Absolutely, Unequivocally Opposed!!!! I am opposed to the train entering the area around FM 709 and 3194 for many environmental reasons, bald eagle habitat, economic impact, and historical significance. Environmental concerns alone should be a sufficient enough reason to move the current proposal further north of the power lines. It is important to note that although the plans are in place, movement of the tracks north of the power lines would be a win-win situation for the current residents, community, environmental, and the state of Texas.	Refer to LU-5.
Jesse Kirkham	2/7/2018	Website	Providing high-speed rail is tantamount to moving our country into the future. Why? Because: - a 100% privately funded infrastructure unlocks more local investment - It will create 10,000 construction jobs each year and 1,000 permanent jobs. - Estimates show that it will inject \$36 Billion over next 25 years into the Texas economy. - It will diversify and enforce the importance of investment in a balanced transportation system. - It's cleaner transportation. N700 Bullet Train emits 1/12th the CO2 as a jet would between Houston and Dallas. - The current 4-hour, 240 mile trek up I-45 is expected to increase to 6.5 hours by 2035 - I-45 is the nation's 2nd deadliest interstate in the U.S.; rail keeps more cars off roads and saves lives - With a 90-minute travel time, be at your destination before you could board a flight after arriving at an airport. Let's move into the future by building the infrastructure for future transportation.	Comment noted.
Ken Kirklin	2/21/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersections of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the country I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the U.S. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables, the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire, and police personnel. If proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and its charitable mission could be spared. Our office staff has had over 100 employees and family members visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property (all at no cost!). I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable, and historic on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
Ken Kirklin	2/21/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersections of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the country I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the U.S. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables, the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire, and police personnel. If proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and its charitable mission could be spared. Our office staff has had over 100 employees and family members visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property (all at no cost!). I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable, and historic on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
Kevin Kirklin	2/21/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersections of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the country I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the U.S. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables, the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire, and police personnel. If proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and its charitable mission could be spared. Our office staff has had over 100 employees and family members visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property (all at no cost!). I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable, and historic on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
Debra Kirtley	3/9/2018	Website	Get this train built We need this.	Comment noted.
Mykail Kirven	2/21/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersections of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the country I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the U.S. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables, the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses,	Refer to LU-5.

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			fire, and police personnel. If proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and its charitable mission could be spared. Our office staff has had over 100 employees and family members visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property (all at no cost!). I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable, and historic on the county that would occur if Morgan Legacy Farm is traversed.	
Jan Kish	2/16/2018	Website	We need the bullet train. If we want to be a State or the country of 21st century, We need to expand our mass transportation and infrastructure. Jan Kish	Comment noted.
Joseph Michael Kish	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Judy Klasing	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This property is a very special place for my family. Please save Morgan Legacy Farm.	Refer to LU-5.
Judy Klasing	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This property is a very special place for my family. Please save Morgan Legacy Farm.	Refer to LU-5.
Judy Klasing	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This property is a very special place for my family. Please save Morgan Legacy Farm.	Refer to LU-5.
Milton Klasing	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This property is a very special place for my family. Please save Morgan Legacy Farm.	Refer to LU-5.
Milton Klasing	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This property is a very special place for my family. Please save Morgan Legacy Farm.	Refer to LU-5.
Gilbert E Klefstad	2/6/2018	Handwritten	I oppose the high speed train. I question the economic viability of this venture. Ridership will not support the debt required to build and subsequently operate it. It is not right for a private company to gain eminent domain authority for a project that doesn't even have their funding lined up. The trains will be numerous and noisy with little plans to abate the noise and pollution. I vote regularly and will oppose any politician supporting this project either financial or regulatory, for this project. I support the NO BUILD OPTION!	Refer to ED-1, GN-2, NE-1 and NV-1.
Joseph Klein	2/6/2018	Oral	My comment is they talk about no impact to existing roads. This is not true. Who is going to provide service to the future roads? The county will be. We are not going to be able to do that on our own. We will need help. How about if it cuts our property in half. The environmental impact doesn't accurately depict what this will do. It does not really show the impact it will have. I know on my property it has not be surveyed. My property is located approximately 10 miles west of where the train station will be. The south side of the highway where the high-speed rail will run through. Imagine the noise, the pollution. Is it worth saving time on a commute? I would like to be on record that I have a well there and if that happens how will I go about getting the water to my cows if the high-speed rail runs straight through and over it. That is the only one I have and I run cattle on the top of the land, about 210 of them. It is the only water source of my cattle have. My pond dried up in the drought. Another comment I have is there is a new house directly across the road from my address and its isn't even on the map or drawing. It is out of the way of the right of the way so shouldn't by big deal. And sure that have a well too. The local newspaper had	Refer to LU-11, LU-14, NV-1, PN-3, TR-7 and TR-8.

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			sited that the high-speed rail will have the right for anything within 2 miles of the right of way for construction. I could not find anything to that affect in the EIS. And I am wondering if that is true. Because I would be opposed if that is it. I am a land owner and I am extremely opposed to the high-speed rail. I don't want them hitting my land.	
Joseph Klein	3/9/2018	Website	Why is the Federal Railroad Commission (FRC) spending Federal tax dollars on this shaky Texas Central Railroad (TCR) project? Why did it start, and why is it still incurring costs when the legality and economic footing of the project is still unresolved or questionable. What public interest is there in continuing to expend our funds now? If I organize the Klein Beaumont-to-El Paso High Speed Railroad Company, will the FRC start preparing an Environmental Impact Statement for my company? If not, why not stop this expensive effort now until realistic feasibility has been established? Additionally, the environmental impact of the TRC is horribly understated, and, if it actually were completed, its ability to have any significant impact on Texas or the U.S. traffic growth problems would be insignificant. Federal tax funds spent would be unavailable for realistic plans to address such growth after wasting them on TCR's dream. When I worked for a major aircraft company, we had the knowledge and capability to produce supersonic passenger aircraft, but made the market decision not to for basic business reasons. The travel time savings by the higher speed in the air were only a part of other passenger travel times (travel to and from both departure and arrival terminals and time waiting in the terminals, etc.). Passengers were not expected to pay the much higher supersonic air time savings costs for the relatively small impact air time savings would have on their total travel time. The same issues apply to the high speed railroad project. In summary, the FRC should never have started this EIS work, and should immediately stop it until a real feasibility study has been presented which demonstrates both a legal and economic need for it. Why is the Federal Railroad Commission (FRC) spending Federal tax dollars on this shaky Texas Central Railroad (TCR) project? Why did it start, and why is it still incurring costs when the legality and economic footing of the project is still unresolved or questionable. What public interest is there in continuing to expend our funds now?	Refer to GN-4, NE-1, NE-5, PN-3 and SC-3.
Mary Ann Klein	3/9/2018	Website	I attended the entire hours long meeting in Navasota, Texas. The analysis of the FRA Draft Environmental Impact statement provided by many who attended the meeting revealed how flawed the study was. There were many engineers who spoke about the flaws in the study. The Sheriff of Grimes County spoke about the lack of consultation on safety issues. The Engineer in charge of Road and Bridges in Grimes County spoke about the many issues the engineers addressed which the study had not taken into account. He also spoke to the effects of the construction and operation of the proposed railroad on the county infrastructure. He supported the views of the engineers who had prepared a thorough analysis. The negative effects on county residents (noise pollution, devaluation of land,), wildlife, infrastructure, safety, schools, etc. were clearly revealed. So many topics were not addressed in the draft and so many that were addressed were done in a sloppy fashion. The effect on a parcel of land my siblings and I own was also of concern. The path of the proposed railroad would cross legal access we have to our land which we gained through a difficult and costly procedure. The damage to our parcel would be considerable. I do not understand why this study was undertaken when Texas Central's claim to have imminent domain is still not established. Why was this study done at tax payers expense when Texas Central is not a railroad.	Refer to NE-9 and SS-1.
Mary Ann Klein	3/9/2018	Website	I attended the entire hours long meeting in Navasota, Texas. The analysis of the FRA Draft Environmental Impact statement provided by many who attended the meeting revealed how flawed the study was. There were many engineers who spoke about the flaws in the study. The Sheriff of Grimes County spoke about the lack of consultation on safety issues. The Engineer in charge of Road and Bridges in Grimes County spoke about the many issues the engineers addressed which the study had not taken into account. He also spoke to the effects of the construction and operation of the proposed railroad on the county infrastructure. He supported the views of the engineers who had prepared a thorough analysis. The negative effects on county residents (noise pollution, devaluation of land,), wildlife, infrastructure, safety, schools, etc. were clearly revealed. So many topics were not addressed in the draft and so many that were addressed were done in a sloppy fashion. The effect on a parcel of land my siblings and I own was also of concern. The path of the proposed railroad would cross legal access we have to our land which we gained through a difficult and costly procedure. The damage to our parcel would be considerable. I do not understand why this study was undertaken when Texas Central's claim to have imminent domain is still not established. Why was this study done at tax payers expense when Texas Central is not a railroad.	Refer to NE-9 and SS-1.
Lee Kleinman	3/9/2018	Website	I am supportive of this project as it provides an alternative to using the congested highways along this corridor. In addition it helps the North Texas region reach the Federally mandated air attainment goals. Further, the economic benefit for the State of Texas is great. Please approve the environmental study and allow the project to proceed.	Comment noted.
Larry Klingbeil	2/8/2018	Website	I believe this project to be an outstanding example of what private business can do to help America become a vibrant partner in High Speed Rail. The many jobs that will be created, cleaner emissions, moving more people cheaply and pay taxes instead of having Government paying for it. I believe this is quite a concept and should be implemented as early as possible.	Refer to GN-4.
Anthony Klonaris	12/19/2018	Email	I strongly oppose the proposed high speed rail. Virtually EVERY high speed rail in the US loses money, and ends up as a tax payer subsidized boondoggle. Anthony Klonaris	Refer to GN-4 and NE-1.

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Submitted By	Date Submitted	Submission Type	Comment	Response
Jane Knapik	3/5/2018	Website	KEEP HIGH SPEED RAIL OUT OF MADISON COUNTY, TEXAS. IT IS A WASTE OF MONEY AND TIME. HIGH SPEED RAIL PROVIDES ZERO BENEFIT TO THE CITIZENS OF MADISON COUNTY, TEXAS. MY FAMILY HAS OWNED LAND IN MADISON COUNTY TEXAS FOR WELL OVER 100 YEARS. WE DO NOT WANT TEXAS CENTRAL RAILWAY.	Comment noted.
Jane Knapik	3/5/2018	Website	KEEP HIGH SPEED RAIL OUT OF MADISON COUNTY, TEXAS. IT IS A WASTE OF MONEY AND TIME. HIGH SPEED RAIL PROVIDES ZERO BENEFIT TO THE CITIZENS OF MADISON COUNTY, TEXAS. MY FAMILY HAS OWNED LAND IN MADISON COUNTY TEXAS FOR WELL OVER 100 YEARS. WE DO NOT WANT TEXAS CENTRAL RAILWAY.	Comment noted.
John Knight	3/8/2018	Website	We urgently need the Dallas to Houston High Speed Rail project. Rail infrastructure for passenger service is woefully inadequate in the U.S. and Texas is a cutting edge part of the U.S Economy that would benefit greatly from an easier way to get between these two major population and business centers. We need to stop being behind the rest of the world on this and look to the future.	Comment noted.
Shawn Knox	2/2/2018	Email	<p>I am lodging an Objection to the proposed high speed rail line between Houston and Dallas for the following reason. Failure to consider Increased Acreage and Adverse Public Safety Impacts - "NO Build Alternative". (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8). The No Build analysis totally skipped the huge increase in Impacted Acreage from 3000 acres as communicated in writing by TCRR to 8000 acres. That 167% increase has not been addressed by the FRA at all ; neither was it a part of the No Build Alternative Analysis.</p> <p>TCRR's current plan has caused the closure, rerouting, modification, and rebuilding over the HSR of many Private and Public Roads and increased the Road ROW land required Without any ACCOUNTABILITY FOR TCRR's Earlier Claims. The FRA simply glosses over those huge Changes. Why is that?</p> <p>What about the many Public Safety considerations that the FRA has Glossed Over, such as:</p> <ul style="list-style-type: none"> a) increased ER (Emergency Response) times, b) safety of traffic congestion around construction sites, c) lane closures, d) rerouting roads, e) road closures and t) more Public Road travel required just to get around from point A to point B due to the HSR)? <p>The FRA does NOT provide adequate documentation for elimination of the No Build Alternative. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement</p> <p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason.</p> <p>Inadequate Documentation for elimination of "No Build" Alternative" (Ret DEIS Main Text I, Sect. ES.8, pg. 8). The FRA does NOT provide adequate documentation for elimination of the No Build Alternative. No Build is actually the Correct Answer.</p> <p>First, the FRA DEIS understates the damage to the public and property but overstates/assumes the HSR need.</p> <p>Second, TCRR underestimates the project cost and overestimates the ridership. The FRA never considered the Reason Foundation's analysis (which clearly proved this project WILL FA IL); that analysis has not been mentioned in the FRA DEIS at all. That is NOTAN OBJECTIVE, UNBIASED ANALYSIS OF THE FRA DE'S.</p> <p>I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement</p> <p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason.</p> <p>"NO Build Option" Must be Reconsidered - (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8). Here are reasons the "No Build Alternative " MUST be reconsidered by the FRA.</p> <p>First, the claims by the FRA on 1-45 transportation predictions, traffic congestion, safety on 1—45, and transportation alternatives are not adequately supported with derailed facts. In fact, the opposite cases have been made with much more facts _</p> <p>Second, the "Public Need" has never been established in the DEIS by the FRA.</p> <p>Third, "Public Need" must clearly be established due to the huge negative impact on landowners' property, homes, cemeteries, livelihood, existing public roads, and county maintenance revenues. That has nor been adequately covered by the FRA DE'S. Further, it has no/ been quantified by the FRA like the other things that support the HSR have been quantified for comparison purposes.</p> <p>In Other words, the FRA 's DE'S is simply a "thumb on the scale for 'CRR 's benefit" Without the facts to back it I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement, I am lodging an Objection to the proposed high speed rail line between Houston and Dallas for the following reason.</p> <p>Inadequate/insufficient Documentation: "No Build Alternative" • (Ref DEIS Main Text I, Sect. ES_8, Pg. 8).</p> <p>The Public is NOT going to accept from the FRA general statements that support the HSR without the FACTS to back it up. The appropriate level of detail to support the FRA's claims about the No Build Alternative simply does nor exist in the DEIS Rationale is included in another comment on this subject due to space limitations. The FRA also mentions there would be no improvement of safety on with the No Build</p>	Refer to BA-3, BA-4, BA-6, EU-2,GN-2, GN-3, LU-9, LU-14, NE-1, NE-9, PN-3, SS-19, SS-23, TR-6, TR-7 and TR-8.

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			<p>Alternative. The FRA must quantify that claim BEFORE It can be used to support the FRA's conclusion that the No Build Alternative is not an option.</p> <p>Therefore, the FRA does NOT provide adequate documentation for elimination of the No Build Alternative.</p> <p>I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p> <p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason, Inadequate/insufficient Documentation to eliminate "No Build Alternative" • (Ref DEIS Main Text I, Sect. ES.8, Pg. 8). The FRA does NOT provide adequate documentation for elimination Of the NO Build Alternative.</p> <p>First. any claim regarding this Project being a traffic solution or congestion relief has been contradicted by TCRR many times...and we in the opposition have that documented. TCRR has stated...or, perhaps, this Project will NOT solve any perceived traffic issues, particularly near the big cities.</p> <p>Second, the FRA must show more data regarding future estimates Of traffic volume. After researching past predictions, it is found that today' s track volumes On 145 have in no way even come close reaching those predictions. In fact, it has only reached roughly one half of those predictions, Third, the FRA simply makes the statement that No Build would provide no Alternative Transportation Needs.</p> <p>Where is the FRA 's statistical proof Of such "NEEDS"? No data is shown by the FRA.</p> <p>I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p> <p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason.</p> <p>Lack Of a Credible Comprehensive Risk Management System by the FRA and TCRR and Emergency Response Planning for Public Safety kef: DEIS Appendix F TCRR FDCE v7 REPORT: Sect. 3.12, Pg. 49 of 199; Sect 4.1, 62 of 199; pg. 63 of 199; sect. 4.4, Pg. 64 of 199).</p> <p>Comment: If the FRA is responsible for ' RR Safety", it is inconceivable that the FRA is considering giving a private company's application to construct and operate an HSR a green light WITHOUT the application of a Comprehensive Risk Management System, particularly since the lives Of the public hinge on its safe and secure construction and operation That sort Of lack of credible oversight by the FRA, a Federal government agency responsible for "RR Safety" could easily be considered "Negligent, " to say the least.</p> <p>I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason.</p> <p>or a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning ror Public safety (Rer: DEIS Appendix F TCRR FDCE v? REPORT: Sect. 3.12, Pg. 49 of 199; Sect 4.1, pg. 62 of 199; Sect. 4.2, Pg. 63 of 199; Sect 4.4, Pg. 64 of 199). Comment: The HSR remote route with its crossings being routed very close m O&G and utility facilities is, figuratively speaking, "screaming" for application of a comprehensive and competent Risk Management System, including identification of risk disaster scenarios along with qualitative and/or quantitative risk assessments being performed by qualified risk engineers on those scenarios followed by mitigation actions\planning.</p> <p>I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p> <p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason.</p> <p>Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public Safety (Ref DEIS Appendix F TCRRFDCE REPORT; sect, 3.12, Pg. 49 of 199; Sect 4. l,pg. 62 of 199; sect. 4.2, pg. 63 of 199; sect. 4.4, Pg. 64 of 199).</p> <p>Question 1 : Were any risk management systems applied to Emergency Response for the HSR if there is a shut down or emergency situation in an isolated area; i.e., if there is a problem out in the middle of nowhere?</p> <p>Question 2: What Risk Management System has been applied or what Emergency Response Planning been has done to handle high elevation rescue of the Public in case of a shut-down or incident in the middle of nowhere during operation?</p> <p>Question 3: Ille same question would apply to the Construction Phase, also. 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Wayne Knox	2/2/2018	Email	<p>I am lodging an Objection to the proposed high speed rail line between Houston and Dallas for the following reason. Failure to consider Increased Acreage and Adverse Public Safety Impacts - "NO Build Alternative". (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8). The No Build analysis totally skipped the huge increase in Impacted Acreage from 3000 acres as communicated in writing by TCRR to 8000 acres. That 167% increase has not been addressed by the FRA at all ; neither was it a part of the No Build Alternative Analysis.</p> <p>TCRR's current plan has caused the closure, rerouting, modification, and rebuilding over the HSR of many Private and Public Roads and increased the Road ROW land required Without any ACCOUNTABILITY FOR TCRR's Earlier Claims. The FRA simply glosses over those huge Changes. Why is that?</p> <p>What about the many Public Safety considerations that the FRA has Glossed Over, such as:</p> <ul style="list-style-type: none"> a) increased ER (Emergency Response) times, b) safety of traffic congestion around construction sites, c) lane closures, d) rerouting roads, e) road closures and t) more Public Road travel required just to get around from point A to point B due to the HSR)? <p>The FRA does NOT provide adequate documentation for elimination of the No Build Alternative.</p> <p>I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement</p> <p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason. Inadequate Documentation for elimination of "No Build" Alternative" (Ret DEIS Main Text I, Sect. ES.8, pg. 8). The FRA does NOT provide adequate documentation for elimination of the No Build Alternative. No Build is actually the Correct Answer. First, the FRA DEIS understates the damage to the public and property but overstates/assumes the HSR need. Second, TCRR underestimates the project cost and overestimates the ridership. The FRA never considered the Reason Foundation's analysis (which clearly proved this project WILL FA IL); that analysis has not been mentioned in the FRA DEIS at all. That is NOTAN OBJECTIVE, UNBIASED ANALYSIS OF THE FRA DE'S.</p> <p>I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement</p> <p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason. "NO Build Option" Must be Reconsidered - (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8). Here are reasons the "No Build Alternative " MUST he reconsidered by the FRA.</p> <p>First, the claims by the FRA on 1-45 transportation predictions, traffic congestion, safety on 1—45, and transportation alternatives are not adequately supported with derailed facts. In fact, the opposite cases have been made with much more facts _</p> <p>Second, the "Public Need" has never been established in the DEIS by the FRA.</p> <p>Third, "Public Need" must clearly be established due to the huge negative impact on landowners' property, homes, cemeteries, livelihood, existing public roads, and county maintenance revenues. That has nor been adequately covered by the FRA DE'S. Further, it has no/ been quantified by the FRA like the other things that support the HSR have been quantified for comparison purposes.</p> <p>In Other words, the FRA 's DE'S is simply a "thumb on the scale for 'CRR 's benefit" Without the facts to back it I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement,</p> <p>I am lodging an Objection to the proposed high speed rail line between Houston and Dallas for the following reason. Inadequate/insufficient Documentation: "No Build Alternative" • (Ref DEIS Main Text I, Sect. ES_8, Pg. 8).</p> <p>The Public is NOT going to accept from the FRA general statements that support the HSR without the FACTS to back it up. The appropriate level of detail to support the FRA's claims about the No Build Alternative simply does nor exist in the DEIS Rationale is included in another comment on this subject due to space limitations.</p> <p>The FRA also mentions there would be no improvement of safety on with the No Build Alternative. The FRA must quantify that claim BEFORE It can be used to support the FRA's conclusion that the No Build Alternative is not an option.</p> <p>Therefore, the FRA does NOT provide adequate documentation for elimination of the No Build Alternative.</p> <p>I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p> <p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason, Inadequate/insufficient Documentation to eliminate "No Build Alternative" • (Ref DEIS Main Text I, Sect. ES.8, Pg. 8). 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			<p>opposition have that documented. TCRR has stated...or, perhaps, this Project will NOT solve any perceived traffic issues, particularly near the big cities.</p> <p>Second, the FRA must show more data regarding future estimates Of traffic volume. After researching past predictions, it is found that today' s track volumes On 145 have in no way even come close reaching those predictions. In fact, it has only reached roughly one half of those predictions, Third, the FRA simply makes the statement that No Build would provide no Alternative Transportation Needs.</p> <p>Where is the FRA 's statistical proof Of such "NEEDS"? No data is shown by the FRA.</p> <p>I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p> <p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason.</p> <p>Lack Of a Credible Comprehensive Risk Management System by the FRA and TCRR and Emergency Response Planning for Public Safety kef: DEIS Appendix F TCRR FDCE v7 REPORT: Sect. 3.12, Pg. 49 of 199; Sect 4.1, 62 of 199; pg. 63 of 199; sect. 4.4, Pg. 64 of 199).</p> <p>Comment: If the FRA is responsible for ' RR Safety", it is inconceivable that the FRA is considering giving a private company's application to construct and operate an HSR a green light WITHOUT the application of a Comprehensive Risk Management System, particularly since the lives Of the public hinge on its safe and secure construction and operation</p> <p>That sort Of lack of credible oversight by the FRA, a Federal government agency responsible for "RR Safety" could easily be considered "Negligent, " to say the least.</p> <p>I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement</p> <p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason.</p> <p>or a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public safety (Rer: DEIS Appendix F TCRR FDCE v? REPORT: Sect. 3.12, Pg. 49 of 199; Sect 4.1, pg. 62 of 199; Sect. 4.2, Pg. 63 of 199; Sect 4.4, Pg. 64 of 199).</p> <p>Comment: The HSR remote route with its crossings being routed very close m O&G and utility facilities is, figuratively speaking, "screaming" for application of a comprehensive and competent Risk Management System, including identification of risk disaster scenarios along with qualitative and/or quantitative risk assessments being performed by qualified risk engineers on those scenarios followed by mitigation actions\planning.</p> <p>I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p> <p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason.</p> <p>Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public Safety (Ref DEIS Appendix F TCRRFDCE REPORT; sect, 3.12, Pg. 49 of 199; Sect 4. l,pg. 62 of 199; sect. 4.2, pg. 63 of 199; sect. 4.4, Pg. 64 of 199).</p> <p>Question 1 : Were any risk management systems applied to Emergency Response for the HSR if there is a shut down or emergency situation in an isolated area; i.e., if there is a problem out in the middle of nowhere?</p> <p>Question 2: What Risk Management System has been applied or what Emergency Response Planning been has done to handle high elevation rescue of the Public in case of a shut-down or incident in the middle of nowhere during operation?</p> <p>Question 3: Ille same question would apply to the Construction Phase, also.</p> <p>I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p> <p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason.</p> <p>Lack Of a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public safety (Ref: DEIS Appendix FTCRR FDCE v7 REPORT: sect. 3.12, Pg. 49 of 199; sect4.l,Pg. 62 of 199; sect. 4.2, Pg. 63 of 199; sect. 4.4, pg. 64 Of 199).</p> <p>Question 1 : Has a Risk Management System been applied to the security of the HSR during construction and operation ?</p> <p>Question 2: Since the FRA is responsible for RR Safety, including that of the Public, and would be the Federal Agency to allow TCRR to operate a RR in the future with the F RA's oversight, why is there no mention in the DEIS of risk management Systems being applied to public safety or security?</p> <p>I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	
Ryu Kobayashi	1/25/2018	Email	Train station in Houston near 510West where most congested area can cause more trafiv to the area. I hope you have better location for the train station. Accessibility to the station is very important.	Refer to GN-6, GN-7, TC-4 and TR-5.
Justin Kockritz	2/20/2018	Letter	As described in the Draft EIS, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a Federal undertaking subject to the National Environmental Policy Act, Section 106 of the National Historic Preservation Act, Section 4(f) of the Department of Transportation Act, and related environmental regulations. Although other Federal agencies, such as the U.S. Army Corps of Engineers, are cooperating in the project, FRA is the designated lead Federal agency for the preparation of the Draft EIS. THC staff, led by Justin Kockritz (History Programs Division), Rebecca Shelton (Archeology Division), and Alex	Refer to CR-3.

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			<p>Toprac and Lydia Woods (Division of Architecture), have completed their review of the Draft EIS, and have some key comments that apply throughout the document and to the review of the project in general. Also, attached is a comment matrix of more specific Draft EIS comments, questions, and suggested revisions. First, THC understands that due to the scale and complexity of the project, and the lack of right-of-entry to much of the land within the Build Alternatives considered, the identification and evaluation of historic properties within the Areas of Potential Effect (APE) are a work in progress and will be phased over time. Approximately less than 50% of the historic-age aboveground resources within the APE have been evaluated, and only 12% of the limits of disturbance have been surveyed for archeological resources. Throughout the EIS, the current status of these identification efforts should be clearly noted, and it should be stated that the analysis of the Build Alternatives relies on the best available, though necessarily incomplete, information regarding historic properties in the project APE. Next, throughout the EIS, references are made to executing a project Programmatic Agreement (PA), which THC has long expected and fully supports. Please contact our office to begin consultation on this P A. THC hopes that we, FRA, cooperating Federal agencies, the Advisory Council on Historic Preservation, and the appropriate consulting parties can execute the P A prior to the issuance of the Final EIS, or at least come to agreement on its terms. The P A should include: the procedure for the continued identification and evaluation of historic-age properties and archeological sites within the APE as access is obtained and as the APE changes due to refining the alignment or to account for related ancillary features (staging areas, mitigation areas, temporary easements, etc.); procedures for unanticipated discoveries of potential historic properties; the assessment of effects of the project on historic properties; and, the resolution of adverse effects to historic properties. It is important to note that the state laws regarding cemeteries, including chapters of the Texas Health and Safety Code, the Administrative Code, and the Penal Code, apply to all cemeteries, not just those that are designated as a Historic Texas Cemetery or that are listed in, or eligible for listing in, the National Register of Historic Places. Throughout the Draft EIS, references to Texas cemetery laws and regulations should be revised to reflect that these state laws will be adhered to; several of the most relevant sections have been identified in the comment matrix. As the archeological survey work continues, please coordinate as early as possible with our Archeology Division to identify areas where additional investigations may be required to delineate cemetery boundaries or to determine the presence of previously unknown or unmarked burials. Finally, for several properties, the Draft EIS includes findings when THC has not yet formally concurred with FRA's evaluation of the property's eligibility for listing in the National Register and/ or its assessment of the project's effects. The Draft EIS errs on the side of caution and generally assumes that properties are eligible for listing in the National Register, and that any potential effects will be adverse, unless THC has previously concurred otherwise. If there are properties that FRA now proposes to determine eligible for listing in the National Register, or to treat them as eligible-such as Linfield Elementary (Dallas County site DA.11 Ob)-we request that FRA provide notice of this determination and any appropriate documentation for our review. For historic properties that the Draft EIS proposes a finding of effect that THC has not yet concurred with-for instance, the Cadiz Street Overpass and Underpass (Dallas County site DA.023), where THC requested engineering and architectural plans prior to concurring with FRA'S adverse effect finding, or the Furney Richardson School (Freestone County site FR.016a-g), where THC requested viewshed renderings prior to concurring with FRA's finding of no adverse effect-the subsequent assessment of effects should be detailed in the project PA.</p>	
Caroline Kofstad	2/27/2018	Website	It would really be nice to have this hassle free option to Houston and not sit behind the wheel for what often turns into an almost 6 hour trip. Also, really great that it will reduce emissions with less cars on the road.	Comment noted.
David Kofstad	1/24/2018	Website	Time savings vs. driving 4-5 hours on a good day	Comment noted.
Skyler Korgel	2/17/2018	Website	The Texas Central rail from Houston to Dallas will be an incredible improvement to Texas through the eased facility of travel between the state's two largest cities, improving our infrastructure, creating jobs, attracting the envy of the nation, reduce some congestion on Dallas and Houston roadways, and save lives of those that would normally risk the drive between the two cities. This is a well-thought out project that deserves to be supported and allowed for construction.	Comment noted.
Thomas Korkmas	2/5/2018	Oral	<p>My name is Thomas Korkmas. I live in west Houston. And with all due respect, I don't have a whole lot of respect or confidence in studies because I got flooded out when I was told I wouldn't. If the Army Corps of Engineers decides to flood, you're flooded. It is my opinion that the over 50-year-old technology proposed by TCR is not the best use of a corridor from Dallas to Houston. There is no reason to accept that the project will be profitable or that people will even use it. You've heard that already. I want to explain further. This project is known as a private public international project, as envisioned in the Trans Pacific partnership. How many of you remember that? It was one of the first things that Donald trump killed when he entered office. It is to sell our infrastructure to foreign companies so that they will buy our bonds. It's pretty easy to figure out. If the TCR process fails, there will be an effort to get the government to bail out the investors and then change the use of this project. That is my opinion. A possibility that the effort is to acquire the corridor, and that is the value of the corridor for another use. Is the highest and best use of the corridor high-speed rail?We don't know. Does this have anything to do with the new Interstate 14, which the press has predictably--well, maybe not predictably--understandably not wanting to tell you about, but we are about to have a new interstate highway that goes from east to west from El Paso all the way over to the Texas border across from Leesville. This train will go -- or this project</p>	Refer to ED-1, GN-4, TC-2 and TR-8.

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			will go right over Interstate 14. Does this meet Department of Defense criteria? The answer is no. One of the reasons why we have such easy use for -- easy access for railroads has to do with what is found in this document right here. It's an unclassified copy of a Defense Department directive having to do with railroads. You can't use this to move military personnel, military equipment, or anything else. This is the basis for which railroads have the right of eminent domain. It doesn't match that. So I'm going to just skip through this real quick and ask you a question. Who are the investors in this project and what do they do for a living? You answer that question and you'll find out that what I've just laid out to you is the great possibility that what they are trying to do is make a land grab to grab a whole bunch of real estate for a future use that you don't know about because this is a dead duck. To use a metaphor, put a spike in it.	
Nik Koumoundouros	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. Please log on to the site listed below (and ask as many of your friends to do so as well) and repetitively make the negative comments about the rail location cutting through and destroying the ranch. All the time documenting numbers of complaints. We have been advised that if there are significant negative comments (your job) and significant concrete evidence presented (our job) that moving the route off the ranch will have a reasonable chance of success.	Refer to LU-5.
Charles Kowis	2/6/2018	Handwritten	We do not want the bullet railway train. This is bad for environment and what about the noise that make and also bad cattle and wildlife. If you put a fence around it you would mass put land and mass up road and bridges and were the people pipeline and the power lines and cemetery. Poeple that already there and also you have to put up fences all the way around it. We have a work shop right by there. I don't know would be in way are do have to move or not. [Sic] and my brother shop if we half move. Roans Prairie Wrangle Ln. 936-894-2850, 936-825-5896. [Sic].	Refer to CR-6, EU-2, LU-11, NR-1, NR-5, NV-1 and TR-8.
Joshua Kozel	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual diruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Frederick Kraft	2/26/2018	Website	I am concerned about the high speed rail project's proposed location in Navarro County near the intersection of 709 and 3194 - splitting the Morgan Legacy Farm. I believe the proposed location will cause significant damage to the environment, wildlife and the water shed of the Morgan Legacy Farm - which I understand is located at the highest elevation in Navarro County. I have personally observed an abundance of wildlife at the Morgan Legacy Farm. I understand that the proposed route will separate the farm's lodge from its rodeo arena, stables and guest houses and I believe that the damage the proposed route will cause to the farm's charitable mission to host and entertain groups like the Salesmanship Club, the staff of Children's Hospital, the Boy Scouts of America and others would be irreparable. I would ask that the 5-7 mile portion of the proposed route scheduled to parallel 3194 be moved north of the existing power lines to lessen the harmful environmental, economic, charitable and historic impact the proposed route will have on the Morgan Legacy Farm.	Refer to LU-5.
Chelsea Kramer	3/5/2018	Oral	Howdy. My name is Chelsie Kramer. Just real briefly, if it was 15 years ago, I'd be getting ready to get my show goats ready at the Houston Livestock Show and Rodeo, so I do empathize with a lot of the testimony that's been given thus far today. However, times change, and I can say that professionally and personally, I support this high-speed train. And today, I'm actually here in a professional capacity to represent the Texas Association of Business. The Texas Association of Business serves as your state chamber of commerce; and more importantly, represents thousands of members across the state. And these members are mainly made up of small business owners. We are the leading	Comment noted.

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			voice for all the policy issues affecting business here in Texas. So with that being said, we do support any safe transportation infrastructure improvements and alternatives that will benefit Texas commerce, and also are in favor of projects that will bring good-paying jobs to the state of Texas and create positive economic impact. The high-speed train between Dallas and Houston will create thousands of jobs, inject millions of dollars of investment into the state economy, and potentially generate billions more in economic impact; and therefore, the Texas Association of Business, on behalf of all of our members across the state, are in -- fully support the Texas Central Partners	
Robert Kramp	2/19/2018	Website	We need a better way to get between the Metroplex and Houston than I-45 or a 3 hour flight all in. Two 21st century cities deserve 21st century travel.	Comment noted.
Chris Kratovil	1/17/2018	Website	I am the office managing partner of the Dallas office of a major national law firm. We have over 40 lawyers in our downtown Dallas office, many of whom regularly travel to Houston on business. Indeed, I personally travel to Houston 1-2 times per month. We would be regular users of the Texas Central Dallas-Houston high speed rail. The idea of being able to walk a couple blocks from our office, board a Texas Central train and be in Central Houston ready to conduct business just 90 minutes later has tremendous appeal to me and my colleagues. I believe we would be able to expand our client relationships and our number of engagements in Houston by using Texas Central's high speed rail, and we are excited about the prospect of doing so. Federal Railroad Administration	Refer to GN-7.
Kathy Kray	2/19/2018	Website	I am from the Midwest where trains are used daily. I fully support a rail system as I drive them Houston Dallas route often and think the bullet train is a necessary system.	Comment noted.
Edward Krejci	2/5/2018	Handwritten	How will first responders be properly trained to deal with a HSR incident?	Refer to SS-18.
Mike Krewson	3/1/2018	Website	I feel this project not only helps Waco but Texas as a whole. Jobs, economy and convenience.	Comment noted.
Eliza Krishnan	2/28/2018	Website	I am opposed to the train destroying a culturally, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5.
Peggy and George Krohn	2/5/2018	Letter	much as 8,000 acres) by a private entity is a "forever" taking that once done cannot be reversed regardless of whether the project succeeds or fails. What is the likelihood that a private entity with no prior experience in acquiring a rail system, let alone successfully operating one will succeed. What is Plan B? Business owners along IH-45 and in the small towns of the counties through which the rail will pass will suffer significant economic loss of trade if the rail project pulls as much highway traffic as it must to reach the ridership goal. Where has this impact been identified and quantified? COST/BENEFIT ANALYSIS: The EIS has not demonstrated a significant need for the project. Basic data such as the current number of people who travel between Houston and Dallas per day by car, air, bus or other means is not established. Projecting ridership based on the population growth expected in the metropolitan areas is unrealistic considering the barriers to public access.. The proposed station in Grimes County would appear to have been added to give the appearance of wider access to the rail system, but no realistic estimate was given for boarding at this location. The lack of local (public) access within the outlying counties could have been offset by stops in each county had speed not been the overlying criteria. Commercial, private and charter air transportation provides faster speed at the same or lesser cost; automobiles provide family friendly convenience at much lower cost; rail provides freight transport. All are readily available, easily upgradeable and can be readily accessed by the public. What more can this rail project provide? Based on the social, economic and environmental assessment CONCLUSION: prepared for the Dallas to Houston High-Speed Rail Project proposed by Texas Central Partners LLC, the NO-BUILD ALTERNATIVE is the only logical alternative. COMMENTS ON DRAFT ENVIRONMENTAL STATEMENT TEXAS CENTRAL HIGH-SPEED RAIL - DALLAS TO HOUSTON Thank you for the opportunity to participate in this important process of assessing the impact of this project. At this time, there are still many questions that the environmental statement has touched upon but not fully evaluated. Economic viability of the project is a prime example. Project ownership is another. The "answer sheet" provided touches on a few corporeal issues but begs for more answers. At this point, as a Texas Taxpayer, I would ask that you reinstate the no-build alternative due to lack of verifiable public information and lack of public support for all alternate routes presented at the public hearings. The public would like definitive answers to their concerns.	Refer to BA-4, BA-6, BA-8, BA-12, GN-2, GN-7, NE-1, NE-9, PN-3 and SC-15.
Charly Kronberger	1/12/2018	Email	This proposed HSR will directly affect me as a property owner by tremendously devaluing my property. The proposed line is just a bit over 2 miles away, so my property is out of the condemnation area, and will bear the full brunt of tremendous devaluation. As retirement approaches, the sale of this property that has invaluable sweat equity, is critical to supporting me in my retirement.	Refer to VA-1.

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Charly Kronberger	2/5/2018	Website	Do not build this HSR. How will potential riders get to the station? They will DRIVE and have to PARK a vehicle. By the time they drive across the city to get on the HSR, they could be half way to the other city! How will potential riders get to the station? They will DRIVE and have to PARK a vehicle. By the time they drive across the city to get on the HSR, they could be half way to the other city!	Refer to GN-6, TR-3, TR-4 and TR-12.
Charly Kronberger	2/5/2018	Website	As proposed, this HSR does not make sense. Granted there may eventually be a need, but it aint there today. And if they build a terminal in Grimes county, but "bullet" aspect will be a mute point. The travel time will decrease.	Refer to PN-3 and TC-4.
Charly Kronberger	2/5/2018	Website	Potential riders will still have to get to a terminal . . . likely by car . . . and will have to pay to park. Just like going to the airport to fly. There is bound to be security that is similar to flying. Likewise, there will be limitations on what you can take with you, just as in air travel. Why would anyone pay a fare that is similar to flying, to ride a train that takes twice as long as air travel? Do not build this HSR. It does not make sense.	Refer to BA-12, GN-6, PN-3, SC-3, SS-9, TR-2, TR-3 and TR-4.
Charly Kronberger	2/5/2018	Website	My husband and I raise sheep on our property . . . these are "pastoral" animals and do not do well in a non-pastoral setting. The train is proposed to be close enough to our property that it will be rendered non-pastoral and our sheep will be in danger.	Refer to NR-1 and SS-2.
Charly Kronberger	2/5/2018	Website	As a hard-working taxpayer, I am alarmed that this proposed HSR could receive RRIF federal government loans. I understand that those are granted without the need for much of a viable business plan . . . and that upon "failure," there is no need to repay these RRIF loans? That is unacceptable! TCR seems to be hiding their business plan. The numbers do not cash flow, and this project as it has been presented appears doomed to failure . . . leaving all taxpayers left to deal with it. Building it is one thing . . . running and maintaining it is another. Where are the REAL numbers?	Refer to GN-4.
Charly Kronberger	2/5/2018	Website	Why / How could a typical family of 4 afford to go to any kind of event / venue by taking this train? Train tickets alone would be nearly \$1,000 and what the heck happens when you get dumped off the train at the other end? There is no infrastructure in place to take you across town to the final destination . . . especially in Houston. There are only so many uber drivers and taxis. There is no inter city lite rail and the buses are kind of a joke . . . I know that I would not take my family on a bus trip across town.	Refer to GN-6, SC-3, TR-3 and TR-4.
Charly Kronberger	2/5/2018	Website	How can a "bullet" train maintain it's true bullet speed if it has to stop half way there? The proposed stop in Grimes county will pretty much eliminate the purported travel time of 90 minutes!	Refer to TC-4.
Charly Kronberger	2/5/2018	Website	Deer, Woodpeckers, Owls, Bobcats and other . . . these are the wild animals in my neighborhood that will be severely devastated by this proposed train. We are their stewards, and this proposed HSR is not needed and is not feasible. Do not build it.	For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Charly Kronberger	2/5/2018	Website	Our community has viable development plans that this train will totally trash. This proposed train will not benefit anyone except the few wealthy proponents that appear to be ready to take the money and run after construction. I have not seen any viable business plan that shows how they will be able to cash flow this albatross after construction is finished.	Refer to LU-3, NE-1 and SC-19.
Charly Kronberger	2/5/2018	Website	Most folks travelling between Houston and Dallas have "stuff" that they need to carry with them. Conference calls are replacing the need for many business people to have to travel back and forth as often . . . I know this first hand as I used to do so in my work. Equipment, Suitcases, pets, Christmas presents, food for potluck dinners . . . all of this and other items are important things and "stuff" that travelers need to pack in their vehicles, and won't be able to take on a HSR. Do not build the HSR . . . not anywhere!	Comment noted.
Charly Kronberger	2/5/2018	Website	Do not build this HSR. What in the world will happen to the millions of people that are proposed to ride this thing? What will they do when they get off the train on the other end? There is no infrastructure to support it!	Refer to GN-6, TR-3, TR-4 and TR-12.
Charly Kronberger	2/5/2018	Website	What / How will PTSD veterans be affected by this HSR? The noise and vibrations will be unbearable for many. Do not build this HSR.	Refer to NV-1 and NV-5.
Charly Kronberger	2/5/2018	Website	I live close to the power line easement, which is in the process of being widened for other's benefit. The trucks that have been working on this project have torn up our roads and the shoulder of our roads, because they are too big to make the turns. Many very large trucks have been lost back in the woods and have created great havoc trying to get back out. Now the county is having to repair our roads. My taxes are going up to pay for this . . . who is gonna pay for the torn up roads that the HSR construction brings? Do not build this HSR, as it is not needed.	Refer to TR-6 and TR-7.
Charly Kronberger	2/5/2018	Website	Environmental impact? Yes. A very detrimental EI. Who is gonna pay for the adverse affect on our livestock? Spooking horses and injured riders . . . hospital and vet bills, and inability to get emergency help when needed. Do not build this HSR. It is not feasible and is not needed.	Refer to NR-1 and SS-23. Section 3.4.5.2.4, Noise and Vibration, HSR Operational Noise Impacts assesses the potential for noise from trains to startle or otherwise impact nearby animals. The noise levels required for this

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				effect would only occur within 45 feet of project, inside the fenced right of way where no animals would be permitted.
Charly Kronberger	2/5/2018	Website	Do NOT Build this HRS. Everything that I read from around the world says that it will not cash flow. The population density at either end is not dense enough. There is "nothing" at either end . . . except for the vacant parcel of land in Dallas that the paper happens to own and who stand to "benefit" from a HSR terminal. What about Houston? There is no infrastructure to support the millions of proposed riders getting off at NW Mall. How are they going to get downtown or to the Medical center or to NRG or to Minute Maid or to the soccer stadium or to U of H or Rice or anywhere else? Riding a HSR is a novelty . . . so go to Disneyland and ride the rides there.	Refer to GN-2, GN-4, GN-6, GN-7, GN-9, NE-1, TR-4 and TR-12.
Paul Kronberger	2/5/2018	Oral	Hello. My name is Paul Kronberger. I got a couple of things I want to put into this. When I was in high school, my best friend, his favorite saying was a lie is as good as the truth if you can get somebody to believe it. The railroad group is real good about putting out press releases. They got lots of money, lots of people, lots of pretty pictures. And I don't know if there's any reporters left, but I would challenge them to go out and talk to the real people; don't take this press release they give to you and put it on the news and do that part of it. The other part is this train's going to go through northwest Harris County and Waller County. I lived in this area for 35 years. I remember when there was nothing out here. I was one of the few people that drove in to Houston to work. The city has come to this area. Waller County, we got Daikin with 4900 employees right now. They're looking at another 2,000. We got support people building their buildings and hiring their people to support them. HP's got their people. You know, I talked to real estate people. There's all kinds of stuff on the books. We're going to build this hospital, this big mall-type situation, apartment complexes, all this stuff all in that area where they want to put this dadgum train. And all that stuff's on hold. You know, Waller County's getting ready to boom, and this train has put a stop to all that. You know, and when you put this train in, the sad part about Waller County and northern Harris County, the Western side of the county has got a lot of people that probably can use better jobs, better opportunities, and this train's going to put a wall right through the middle of it and they're going to be left out again. Hempstead is struggling financially, Hempstead School District is struggling, and this thing is not going to help them at all. Don't build the train.	Refer to LU-4, SC-6, SC-11, SC-19, SC-21 and TR-8. Any additional property tax revenues would be applied according to existing taxing agencies within each county, including Hempstead ISD.
Randy Krueger	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Cathy Kuebler	2/16/2018	Website	This train is critical for the continued growth of both cities.	Comment noted.
Bella Kuhn	2/5/2018	Handwritten	REFERENCE: ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF WALLER COUNTY (A Historical Minority Population County) - DEVALUATION OF HOMES LAND HOMESTEAD PROPERTY NO HIGH SPEED RAIL WALLER/HARRIS COUNTY This project will create an Obsolescence that will negatively impact the property values in Waller/Harris County. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. As a resident of the Waller/Harris County area, FRA, High Speed Rail, failed to coordinate with the local Waller County Government, and it is obvious it would *beneficial to our area. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and many of neighbors and friends. The train will be felt by the surrounding residents up to 2 miles (either side of the rail), which would definitely cause future foundation issues to surrounding homes in the close proximity of the proposed route. This proposed route of HSR's goal is to service from only one city central to the next city central with a possible one stop in-between. This HSR will not benefit one Waller resident in anyway. In fact it will add many safety concerns. Why make our community pay the price of a future disaster to take place in our wonderful small community.	Refer to EJ-1, NV-5, PN-3, PN-5, SC-19, SS-1 and VA-1.

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			NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	
Bella Kuhn	2/5/2018	Handwritten	REFERENCE: FARM, AND SHOW ANIMALS. AND THE MAJOR IMPACT OF HIGH SPEED RAIL WILL PLACE ON THEIR GROWTH PERFORMANCE, PRODUCTION AND SUPPLY OF LAND TO TABLE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one Of these is a big source of our daily nourishment. As we know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Train. I feel our family has supplied generations to come with the lifestyle Of animal life, which so many never benefit from. As all know THE FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Stop this madness, let today's, tomorrows, and future generations enjoy this lifestyle of Farm Of Nature, Land and Animals, which so many miss in today's world. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to GN-3, NE-1 and NR-1.
Bella Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON ECONOMIC DEVELOPMENT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more do-able, that will bring more residents to this area, as well of Jobs, and businesses. But, none will be able to be completed Train Cuts through. which will also be Stifling to All Future Economics Development in this area. HC-4 route through Waller/Harris County: This route is some three miles west Of the original publicly notice route, and changed without any public input from those affected: Waller/Hams County. FRA Failed to Coordinate With The Local Waller County Government. No Build Option Should Be Chosen As The Only Viable Option FOR TEXAS	Refer to BA-3, PI-1, SC-13, SC-19 and TR-8.
Bella Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON FLOODING AND DRAINAGE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community. Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR. Stop this future flooding issues from adding to our drainage issues, stop the HSR. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS. Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to FP-1, WW-1, WW-2 and WW-8.
Bella Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON THE CITY OF WALLER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 —a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to AQ-7, GN-3, LU-4 and NE-1.
Bella Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I feel that the Northern Portion of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value of everyone's property, which is devastating to each individual and or piece of property of each resident. Why! Why destroy this TEXAS sole with a HSR.	Refer to LU-3, LU-4, RF-1 and VA-1.

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			Our community is made up of beautiful acreage, and residents that have paid high dollar for their Texas Soil. Stop the High Speed Rail in Waller/Harris County, say: No To High Speed Rail, save our Communities, save our Texas Heritage, Save Our Land. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	
Bella Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/HARRIS County area, the proposed alignment of the High Speed Rail will run through a large portion of the Waller ISD's district. This would negatively impact bus routes, which may cause Waller ISD to purchase addition school buses to transport student, and accommodate delays to county and private roads being impacted and/or closed by the proposed High Speed Rail project. The safety of our children is the utmost concern for our Waller/Harris County residents, parents, and school factuality. Why add the risk? Why add the tax dollars, to withstand this unneeded debt to our community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to SC-5 and SC-8.
Bella Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT OF QUALITY OF LIFE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY "Quality of Life", would be a huge devastating issue for the residents, and community Of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye sight of Waller/Harris County. HSR's are known for derailing, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns of safety for our Waller/Harris County residents in that existing surrounding area, as well. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to AS-1, NV-1, NV-5, SS-1 and TC-4.
Bella Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON HISTORICAL SITES NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Today in our community we are very fortunate to be able to drive by, admire, and learn the history of this community of Waller County. An Army Corps of Engineers Section 4 Permit report has revealed four archeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of Historical Places. Why deprive our County of this Historical Event. Due to the fact that FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY". NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to CR-9.
Bella Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON HEWLETT PACKARD DATA CENTER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to SC-11.
Bella Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO. 200 NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, the "Need and purpose" of this project has not been shown to date. A High Speed Train would not be beneficial to our land, our city, our community, our schools, our roads, our emergency services, and neighboring communities. HC-4 route through Waller County, is some three miles west of the original publicity noticed route, and changed without any opportunity for public	Refer to BA-3, PI-1, PI-8, PN-3, SC-7, SC-19 and SS-23.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

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			input from those affected. EMERGENCY SERVICES could be negatively impacted by the HSR line, due to its potential impact on our county and private roads. Many of which are used for emergency vehicles that now service the District and provide an 8 — minute response time. This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit Waller residents in any way. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely from a Concerned Citizen of Waller/Harris County	
Bella Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This Is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor. As our community grows, with progress, why tear each mile Stone down, with an un-needed, un-wanted high speed rail. How can Waller County grown with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Bella Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON G&W WATER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet of this Water Tower. Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Harris County to this devastating loss. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to GN-3 and WW-6. The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.
Bella Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON WATERFOWL AND HUNTING NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting. The route of the HSR cuts through and will destroy the north end of one of the major wetlands in this region, where duct hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN. Again, "The NEED AND PURPOSE" of this HSR project has not been shown, to date!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to NR-1, NR-2, RF-2 and WW-2.
Bella Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT OF PUBLIC SAFETY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY To me public safety is a big issue, a factor in our day to day operations, as wemove from location to location within OUT community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!! NO one has considered the lives of the residents that live in our community, or our safety Of an explosion, from the speed Of the train. Again FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT!!!!!!!!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen Of Waller/Harris County	Refer to EU-2, EU-6, EU-7 and PI-1.
Bella Kuhn	2/6/2018	Handwritten	REFERENCE: FARM, AND SHOW ANIMALS. AND THE MAJOR IMPACT OF HIGH SPEED RAIL WILL PLACE ON THEIR GROWTH PERFORMANCE, PRODUCTION AND SUPPLY OF LAND TO TABLE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one of these is a big source of our daily nourishment. As we know, all animals are	Refer to GN-3, NE-1 and NR-1.

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			<p>sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Train.</p> <p>I feel our family has supplied generations to come with the lifestyle of animal life, which so many never benefit from.</p> <p>As all know THE FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Stop this madness, let today's, tomorrows, and future generations enjoy this lifestyle of Farm Of Nature, Land and Animals, which so many miss in today's world.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	
Bella Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON ECONOMIC DEVELOPMENT</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more do-able, that will bring more residents to this area, as well of Jobs, and businesses. But, none will be able to be completed Train Cuts through. which will also be Stifling to All Future Economics Development in this area.</p> <p>HC-4 route through Waller/Harris County: This route is some three miles west Of the original publicly notice route, and changed without any public input from those affected: Waller/Harris County.</p> <p>FRA Failed to Coordinate With The Local Waller County Government.</p> <p>No Build Option Should Be Chosen As The Only Viable Option For Texas</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to BA-3, PI-1, SC-13, SC-19 and TR-8.
Bella Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON FLOODING AND DRAINAGE</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community.</p> <p>Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR.</p> <p>Stop this future flooding issues from adding to our drainage issues, stop the HSR.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS.</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to FP-1, WW-1, WW-2 and WW-8.
Bella Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON THE CITY OF WALLER</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 —a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility.</p> <p>FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to AQ-7, GN-3, LU-4 and NE-1.
Bella Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of Waller/Harris County, I feel that the Northern Portion of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value of everyone's property, which is devastating to each individual and or piece of property of each resident. Why! Why destroy this TEXAS sole with a HSR.</p> <p>Our community is made up of beautiful acreage, and residents that have paid high dollar for their Texas Soil. Stop the High Speed Rail in Waller/Harris County, say: No To High Speed Rail, save our Communities, save our Texas Heritage, Save Our Land.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Resident of Waller/Harris County.</p>	Refer to LU-3, LU-4, RF-1 and VA-1.
Bella Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT OF QUALITY OF LIFE</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p>	Refer to AS-1, NV-1, NV-5, SS-1 and TC-4.

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			<p>"Quality of Life", would be a huge devastating issue for the residents, and community of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye sight of Waller/Harris County.</p> <p>HSR's are known for derailing, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns of safety for our Waller/Harris County residents in that existing surrounding area, as well.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Resident of Waller/Harris County.</p>	
Bella Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON HISTORICAL SITES NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>Today in our community we are very fortunate to be able to drive by, admire, and learn the history of this community of Waller County. An Army Corps of Engineers Section 4 Permit report has revealed four archeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of Historical Places. Why deprive our County of this Historical Event. Due to the fact that FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY".</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to CR-9.
Bella Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON HEWLETT PACKARD DATA CENTER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property.</p> <p>FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area.</p> <p>As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to SC-11.
Bella Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO. 200 NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of the Waller/Harris County Area, the "Need and purpose" of this project has not been "shown to date. A High Speed Train would not be beneficial to our land, our city, our community, our schools, our roads, our emergency services, and neighboring communities. HC-4 route through Waller County, is some three miles west of the original publicity noticed route, and changed without any opportunity for public input from those affected.</p> <p>EMERGENCY SERVICES could be negatively impacted by the HSR line, due to its potential impact on our county and private roads. Many of which are used for emergency vehicles that now service the District and provide an 8 — minute response time.</p> <p>This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit Waller residents in any way. Why make our community pay the price of a future disaster to take place in our wonderful small community.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely from a Concerned Citizen of Waller/Harris County</p>	Refer to BA-3, PI-1, PI-8, PN-3, SC-7, SC-19 and SS-23.
Bella Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of Waller/Harris County, I am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This Is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor.</p> <p>As our community grows, with progress, why tear each mile Stone down, with an un-needed, un-wanted high speed rail. How can Waller</p>	Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species,

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			County grown with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.
Bella Kuhn	2/6/2018	Handwritten	REFERENCE: IMPACT ON G&W WATER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet of this Water Tower. Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Harris County to this devastating loss. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to GN-3 and WW-6. The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.
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Carson Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT OF QUALITY OF LIFE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY "Quality of Life", would be a huge devastating issue for the residents, and community of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye sight of Waller/Harris County. HSR's are known for derailing, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns of safety for our Waller/Harris County residents in that existing surrounding area, as well. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to AS-1, NV-1, NV-5, SS-1 and TC-4.
Carson Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON THE CITY OF WALLER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 —a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to AQ-7, GN-3, LU-4 and NE-1.

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Carson Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON FLOODING AND DRAINAGE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community.</p> <p>Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR.</p> <p>Stop this future flooding issues from adding to our drainage issues, stop the HSR.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS.</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to FP-1, WW-1, WW-2 and WW-8.
Carson Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON ECONOMIC DEVELOPMENT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more do-able, that will bring more residents to this area, as well of Jobs, and businesses. But, none will be able to be completed Train Cuts through. which will also be Stifling to All Future Economics Development in this area.</p> <p>HC-4 route through Waller/Harris County: This route is some three miles west Of the original publicly notice route, and changed without any public input from those affected: Waller/Hams County.</p> <p>FRA Failed to Coordinate With The Local Waller County Government.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS.</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to BA-3, PI-1, SC-13, SC-19 and TR-8.
Carson Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT OF QUALITY OF LIFE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>"Quality of Life", would be a huge devastating issue for the residents, and community Of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye sight of Waller/Harris County.</p> <p>HSR's are known for derailing, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns of safety for our Waller/Harris County residents in that existing surrounding area, as well.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Resident of Waller/Harris County.</p>	Refer to AS-1, NV-1, NV-5, SS-1 and TC-4.
Carson Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of the Waller/HARRIS County area, the proposed alignment of the High Speed Rail will run through a large portion of the Waller ISD's district. This would negatively impact bus routes, which may cause Waller ISD to purchase addition school buses to transport student, and accommodate delays to county and private roads being impacted and/or closed by the proposed High Speed Rail project.</p> <p>The safety of our children is the utmost concern for our Waller/Harris County residents, parents, and school factuality. Why add the risk? Why add the tax dollars, to withstand this unneeded debt to our community.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Resident of Waller/Harris County.</p>	Refer to SC-5 and SC-8.
Carson Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p>	Refer to LU-3, LU-4, RF-1 and VA-1.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

Submitted By	Date Submitted	Submission Type	Comment	Response
			<p>As a resident of Waller/Harris County, I feel that the Northern Portion of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value of everyone's property, which is devastating to each individual and or piece of property of each resident. Why! Why destroy this TEXAS sole with a HSR.</p> <p>Our community is made up of beautiful acreage, and residents that have paid high dollar for their Texas Soil. Stop the High Speed Rail in Waller/Harris County, say: No To High Speed Rail, save our Communities, save our Texas Heritage, Save Our Land.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Resident of Waller/Harris County.</p>	
Carson Kuhn	2/5/2018	Handwritten	<p>REFERENCE: FARM, AND SHOW ANIMALS. AND THE MAJOR IMPACT OF HIGH SPEED RAIL WILL PLACE ON THEIR GROWTH PERFORMANCE, PRODUCTION AND SUPPLY OF LAND TO TABLE</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one Of these is a big source of our daily nourishment. As we know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Train.</p> <p>I feel our family has supplied generations to come with the lifestyle Of animal life, which so many never benefit from.</p> <p>As all know THE FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Stop this madness, let today's, tomorrows, and future generations enjoy this lifestyle of Farm Of Nature, Land and Animals, which so many miss in today's world.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to GN-3, NE-1 and NR-1.
Carson Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON HISTORICAL SITES</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>Today in our community we are very fortunate to be able to drive by, admire, and learn the history of this community of Waller County. An Army Corps of Engineers Section 4 Permit report has revealed four archeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of Historical Places. Why deprive our County of this Historical Event. Due to the fact that FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY".</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to CR-9.
Carson Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON HEWLETT PACKARD DATA CENTER</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property.</p> <p>FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area.</p> <p>As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to PI-1, PN-3 and SC-11.
Carson Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO. 200</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of the Waller/Harris County Area, the "Need and purpose" of this project has not been shown to date. A High Speed Train would not be beneficial to our land, our city, our community, our schools, our roads, our emergency services, and neighboring communities. HC-4 route through Waller County, is some three miles west of the original publicity noticed route, and changed without any opportunity for public input from those affected.</p> <p>EMERGENCY SERVICES could be negatively impacted by the HSR line, due to its potential impact on our county and private roads. Many of</p>	Refer to BA-3, PI-1, PI-8, PN-3, SC-7, SC-19 and SS-23.

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			<p>which are used for emergency vehicles that now service the District and provide an 8 — minute response time.</p> <p>This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit Waller residents in any way. Why make our community pay the price of a future disaster to take place in our wonderful small community.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely from a Concerned Citizen of Waller/Harris County</p>	
Carson Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of Waller/Harris County, I am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This Is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor.</p> <p>As our community grows, with progress, why tear each mile Stone down, with an un-needed, un-wanted high speed rail. How can Waller County grown with this no-nonsense HSR in our area!</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Resident of Waller/Harris County.</p>	<p>Refer to NR-2, RF-4 and WW-2.</p> <p>For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife. For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</p>
Carson Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON G&W WATER</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet of this Water Tower.</p> <p>Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Harris County to this devastating loss.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Resident of Waller/Harris County.</p>	<p>Refer to GN-3 and WW-6.</p> <p>The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.</p>
Carson Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON WATERFOWL AND HUNTING</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>I moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting.</p> <p>The route of the HSR cuts through and will destroy the north end of one of the major wetlands in this region, where duct hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN.</p> <p>Again, "The NEED AND PURPOSE" of this HSR project has not been shown, to date!!!</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	<p>Refer to NR-1, NR-2, RF-2 and WW-2.</p> <p>For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</p>
Carson Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT OF PUBLIC SAFETY</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>To me public safety is a big issue, a factor in our day to day operations, as wemove from location to location within OUT community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!! NO one has considered the lives of the residents that live in our community, or our safety Of an explosion, from the speed of the train.</p> <p>Again FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT!!!!!!!!!!</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	<p>Refer to EU-2, EU-6, EU-7 and PI-1.</p>
Carson Kuhn	2/5/2018	Website	<p>Reference: ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF COUNTY (A Historica! Minoritv Population County) - DEVALUATION OF HOMES LAND HOMESTEAD PROPERTY NO HIGH SPEED RAIL WALLER/HARRIS COUNTY This project will create an obsolescence that will negatively impact the property values in Waller/Harris County. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. As a resident of the Waller/Harris County area, FRA, High Speed Rail, failed to coordinate with the local Waller County Government, and it is obvious it would be beneficial to our area. Looking at</p>	<p>Refer to NV-5, PI-1, SC-19, SS-1, SS-12, SS-21 and VA-1.</p>

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			<p>the proposed route, the HSR will run through a large number of pieces of private property owned by myself and many of neighbors and friends. The train Will be felt by the surrounding residents up to 2 miles (either side of the rail), which would definitely cause future foundation issues to surrounding homes in the close proximity of the proposed route. This proposed route of HSR's goal is to service from only one city central to the next City central with a possible One stop in-between. This HSR will not benefit one Waller resident in any way. In fact it will add many safety concerns. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS</p>	
Carson Kuhn	2/6/2018	Handwritten	<p>REFERENCE: ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF WALLER COUNTY (A Historical Minority Population County) - DEVALUATION OF HOMES LAND HOMESTEAD PROPERTY NO HIGH SPEED RAIL WALLER/HARRIS COUNTY This project will create an Obsolescence that will negatively impact the property values in Waller/Harris County. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. As a resident of the Waller/Harris County area, FRA, High Speed Rail, failed to coordinate with the local Waller County Government, and it is obvious it would not be beneficial to our area. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and many of neighbors and friends. The train will be felt by the surrounding residents up to 2 miles (either side of the rail), which would definitely cause future foundation issues to surrounding homes in the close proximity of the proposed route. This proposed route of HSR's goal is to service from only one city central to the next city central with a possible one stop in-between. This HSR will not benefit one Waller resident in anyway. In fact it will add many safety concerns. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to NV-5, PI-1, SC-19, SS-1, SS-12, SS-21 and VA-1.
Carson Kuhn	2/6/2018	Handwritten	<p>REFERENCE: FARM, AND SHOW ANIMALS. AND THE MAJOR IMPACT OF HIGH SPEED RAIL WILL PLACE ON THEIR GROWTH PERFORMANCE, PRODUCTION AND SUPPLY OF LAND TO TABLE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one Of these is a big source of our daily nourishment. As we know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Train. I feel our family has supplied generations to come with the lifestyle of animal life, which so many never benefit from. As all know THE FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Stop this madness, let today's, tomorrows, and future generations enjoy this lifestyle of Farm of Nature, Land and Animals, which so many miss in today's world. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to GN-3, NE-1 and NR-1.
Carson Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON HISTORICAL SITES NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Today in our community we are very fortunate to be able to drive by, admire, and learn the history of this community of Waller County. An Army Corps of Engineers Section 4 Permit report has revealed four archeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of Historical Places. Why deprive our County of this Historical Event. Due to the fact that FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY". NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to CR-9.
Carson Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I feel that the Northern Portion of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value of everyone's property, which is devastating to each individual and or piece of property of each resident. Why! Why destroy this TEXAS sole with a HSR. Our community is made up of beautiful acreage, and residents that have paid high dollar for their Texas Soil. Stop the High Speed Rail in</p>	Refer to LU-3, LU-4, RF-1 and VA-1.

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			Waller/Harris County, say: No To High Speed Rail, save our Communities, save our Texas Heritage, Save Our Land. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	
Carson Kuhn	2/6/2018	Handwritten	REFERENCE: IMPACT ON THE CITY OF WALLER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 —a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to AQ-7, GN-3, LU-4 and NE-1.
Carson Kuhn	2/6/2018	Handwritten	REFERENCE: IMPACT ON FLOODING AND DRAINAGE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community. Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR. Stop this future flooding issues from adding to our drainage issues, stop the HSR. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS. Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to FP-1, WW-1, WW-2 and WW-8.
Carson Kuhn	2/6/2018	Handwritten	REFERENCE: IMPACT ON ECONOMIC DEVELOPMENT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more do-able, that will bring more residents to this area, as well of Jobs, and businesses. But, none will be able to be completed Train Cuts through. which will also be Stifling to All Future Economics Development in this area. HC-4 route through Waller/Harris County: This route is some three miles west Of the original publicly notice route, and changed without any public input from those affected: Waller/Harris County. FRA Failed to Coordinate With The Local Waller County Government. No Build Option Should Be Chosen As The Only Viable Option For Texas Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to BA-3, PI-1, SC-13, SC-19 and TR-8.
Carson Kuhn	2/6/2018	Handwritten	REFERENCE: IMPACT OF QUALITY OF LIFE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY "Quality of Life", would be a huge devastating issue for the residents, and community Of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye sight of Waller/Harris County. HSR's are known for derailing, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns of safety for our Waller/Harris County residents in that existing surrounding area, as well. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to AS-1, NV-1, NV-5, SS-1 and TC-4.
Carson Kuhn	2/6/2018	Handwritten	REFERENCE: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/HARRIS County area, the proposed alignment of the High Speed Rail will run through a large portion of the Waller ISD's district. This would negatively impact bus routes, which may cause Waller ISD to purchase addition school buses to transport student, and accommodate delays to county and private roads being impacted and/or closed by the proposed High Speed Rail project. The safety of our children is the utmost concern for our Waller/Harris County residents, parents, and school factuality. Why add the risk? Why add the tax dollars, to withstand this unneeded debt to our community.	Refer to SC-5 and SC-8.

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			NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	
Carson Kuhn	2/6/2018	Handwritten	REFERENCE: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/HARRIS County area, the proposed alignment of the High Speed Rail will run through a large portion of the Waller ISD's district. This would negatively impact bus routes, which may cause Waller ISD to purchase addition school buses to transport student, and accommodate delays to county and private roads being impacted and/or closed by the proposed High Speed Rail project. The safety of our children is the utmost concern for our Waller/Harris County residents, parents, and school factuality. Why add the risk? Why add the tax dollars, to withstand this unneeded debt to our community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to SC-5 and SC-8.
Carson Kuhn	2/6/2018	Handwritten	REFERENCE: IMPACT ON HEWLETT PACKARD DATA CENTER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to SC-11.
Carson Kuhn	2/6/2018	Handwritten	REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This Is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor. As our community grows, with progress, why tear each mile Stone down, with an un-needed, un-wanted high speed rail. How can Waller County grown with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Carson Kuhn	2/6/2018	Handwritten	REFERENCE: IMPACT ON G&W WATER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet of this Water Tower. Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Harris County to this devastating loss. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to GN-3 and WW-6. The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.
Carson Kuhn	2/6/2018	Handwritten	REFERENCE: IMPACT OF PUBLIC SAFETY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY To me public safety is a big issue, a factor in our day to day operations, as wemove from location to location within OUT community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!! NO one has considered the lives of the residents that live in our community, or our safety of an explosion, from	Refer to EU-2, EU-6, EU-7 and PI-1.

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			<p>the speed of the train. Again FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT!!!!!!!!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	
Carson Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON WATERFOWL AND HUNTING NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting. The route of the HSR cuts through and will destroy the north end of one of the major wetlands in this region, where duct hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN. Again, "The NEED AND PURPOSE" of this HSR project has not been shown, to date!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to NR-1, NR-2, RF-2 and WW-9.
Chris Kuhn	2/5/2018	Handwritten	<p>Reference: ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF WALLER COUNTY (A Historical Minority Population County) - DEVALUATION OF HOMES LAND HOMESTEAD PROPERTY NO HIGH SPEED RAIL WALLER/HARRIS COUNTY This project will create an Obsolescence that will negatively impact the property values in Waller/Harris County. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. As a resident of the Waller/Harris County area, FRA, High Speed Rail, failed to coordinate with the local Waller County Government, and it is obvious it would *beneficial to our area. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and many of neighbors and friends. The train will be felt by the surrounding residents up to 2 miles (either side of the rail), which would definitely cause future foundation issues to surrounding homes in the close proximity of the proposed route. This proposed route of HSR's goal is to service from only one city central to the next city central with a possible one stop in-between. This HSR will not benefit one Waller resident in anyway. In fact it will add many safety concerns. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to EJ-1, NV-5, PN-3, PN-5, SC-19, SS-1 and VA-1.
Chris Kuhn	2/5/2018	Handwritten	<p>REFERENCE: FARM, AND SHOW ANIMALS. AND THE MAJOR IMPACT OF HIGH SPEED RAIL WILL PLACE ON THEIR GROWTH PERFORMANCE, PRODUCTION AND SUPPLY OF LAND TO TABLE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one Of these is a big source of our daily nourishment. As we know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Train. I feel our family has supplied generations to come with the lifestyle Of animal life, which so many never benefit from. As all know THE FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Stop this madness, let today's, tomorrows, and future generations enjoy this lifestyle of Farm Of Nature, Land and Animals, which so many miss in today's world. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to GN-3, NE-1 and NR-1.
Chris Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON ECONOMIC DEVELOPMENT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more do-able, that will bring more residents to this area, as well of Jobs, and businesses. But, none will be able to be completed Train Cuts through. which will also be Stifling to All Future Economics Development in this area. HC-4 route through Waller/Harris County: This route is some three miles west Of the original publicly notice route, and changed without any public input from those affected: Waller/Hams County. FRA Failed to Coordinate With The Local Waller County Government.</p>	Refer to BA-3, PI-1, SC-13, SC-19 and TR-8.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

Submitted By	Date Submitted	Submission Type	Comment	Response
			No Build Option Should Be Chosen As The Only Viable Option FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	
Chris Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON FLOODING AND DRAINAGE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community. Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR. Stop this future flooding issues from adding to our drainage issues, stop the HSR. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS. Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to FP-1, WW-1, WW-2 and WW-8.
Chris Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON THE CITY OF WALLER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 —a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to AQ-7, GN-3, LU-4 and NE-1.
Chris Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I feel that the Northern Portion of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value of everyone's property, which is devastating to each individual and or piece of property of each resident. Why! Why destroy this TEXAS sole with a HSR. Our community is made up of beautiful acreage, and residents that have paid high dollar for their Texas Soil. Stop the High Speed Rail in Waller/Harris County, say: No To High Speed Rail, save our Communities, save our Texas Heritage, Save Our Land. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to LU-3, LU-4, RF-1 and VA-1.
Chris Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County area, the proposed alignment of the High Speed Rail will run through a large portion of the Waller ISD's district. This would negatively impact bus routes, which may cause Waller ISD to purchase addition school buses to transport student, and accommodate delays to county and private roads being impacted and/or closed by the proposed High Speed Rail project. The safety of our children is the utmost concern for our Waller/Harris County residents, parents, and school factuality. Why add the risk? Why add the tax dollars, to withstand this unneeded debt to our community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to SC-5 and SC-8.
Chris Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT OF QUALITY OF LIFE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY "Quality of Life", would be a huge devastating issue for the residents, and community Of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye sight of Waller/Harris County. HSR's are known for derailing, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns of safety for our Waller/Harris County residents in that existing surrounding area, as well.	Refer to AS-1, NV-1, NV-5, SS-1 and TC-4.

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			NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	
Chris Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON HISTORICAL SITES NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Today in our community we are very fortunate to be able to drive by, admire, and learn the history of this community of Waller County. An Army Corps of Engineers Section 4 Permit report has revealed four archeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of Historical Places. Why deprive our County of this Historical Event. Due to the fact that FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY". NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to CR-9.
Chris Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON HEWLETT PACKARD DATA CENTER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to SC-11.
Chris Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO. 200 NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, the "Need and purpose" of this project has not been shown to date. A High Speed Train would not be beneficial to our land, our city, our community, our schools, our roads, our emergency services, and neighboring communities. HC-4 route through Waller County, is some three miles west of the original publicity noticed route, and changed without any opportunity for public input from those affected. EMERGENCY SERVICES could be negatively impacted by the HSR line, due to its potential impact on our county and private roads. Many of which are used for emergency vehicles that now service the District and provide an 8 — minute response time. This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit Waller residents in any way. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely from a Concerned Citizen of Waller/Harris County	Refer to BA-3, PI-1, PI-8, PN-3, SC-7, SC-19 and SS-23.
Chris Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This Is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor. As our community grows, with progress, why tear each mile Stone down, with an un-needed, un-wanted high speed rail. How can Waller County grown with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .

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Chris Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON G&W WATER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet of this Water Tower.</p> <p>Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Harris County to this devastating loss.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Resident of Waller/Harris County.</p>	<p>Refer to GN-3 and WW-6.</p> <p>The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.</p>
Chris Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON WATERFOWL AND HUNTING NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>I moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting.</p> <p>The route of the HSR cuts through and will destroy the north end of one of the major wetlands in this region, where duct hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN.</p> <p>Again, "The NEED AND PURPOSE" of this HSR project has not been shown, to date!!!</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to NR-1, NR-2, RF-2 and WW-2.
Chris Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT OF PUBLIC SAFETY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>To me public safety is a big issue, a factor in our day to day operations, as wemove from location to location within OUT community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!! NO one has considered the lives of the residents that live in our community, or our safety Of an explosion, from the speed of the train.</p> <p>Again FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT!!!!!!!!!!</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to EU-2, EU-6, EU-7 and PI-1.
Chris Kuhn	2/5/2018	Website	<p>REFERENCE: FARM, AND SHOW ANIMALS, AND THE MAJOR IMPACT OF HIGH SPEED RAIL WILL PLACE ON THEIR GROWTH, PERFORMANCE, PRODUCTION AND SUPPLY OF LAND TO TABLE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as well as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one of these is a big source of our daily nourishment. As we all know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Train. I feel our family has supplied generations to come with the lifestyle of animal life, which so many never benefit from. As we all know THE FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Stop this madness, let todays, tomo"ows, and future generations enjoy this lifestyle of Farm Of Nature, Land and Animals, which so many miss in today's world. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p>	Refer to GN-3, NE-1 and NR-1.
Chris kuhn	2/5/2018	Website	<p>REFERENCE: IMPACT ON HEWLETT PACKARD DATA CENTER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way. ND BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FDR TEXAS</p> <p>ND BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FDR TEXAS</p>	Refer to PI-1, PN-3, SC-11 and SC-19.
Chris Kuhn	2/6/2018	Handwritten	<p>REFERENCE: ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF WALLER COUNTY (A Historical Minority Population County) - DEVALUATION OF HOMES LAND HOMESTEAD PROPERTY NO HIGH SPEED RAIL WALLER/HARRIS COUNTY</p> <p>This project will create an Obsolescence that will negatively impact the property values in Waller/Harris County. The proposed route will</p>	Refer to EJ-1, NV-5, PN-3, PN-5, SC-19, SS-1 and VA-1.

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			<p>cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. As a resident of the Waller/Harris County area, FRA, High Speed Rail, failed to coordinate with the local Waller County Government, and it is obvious it would not be beneficial to our area. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and many of neighbors and friends. The train will be felt by the surrounding residents up to 2 miles (either side of the rail), which would definitely cause future foundation issues to surrounding homes in the close proximity of the proposed route. This proposed route of HSR's goal is to service from only one city central to the next city central with a possible one stop in-between. This HSR will not benefit one Waller resident in anyway. In fact it will add many safety concerns. Why make our community pay the price of a future disaster to take place in our wonderful small community.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	
Chris Kuhn	2/6/2018	Oral	<p>So I guess all this is going to be in response to the EIS, right? Or the draft EIS. And I guess my question is -- is they talk about the profitability of the project and they talk about that it's going to increase the tax dollars in the area and my question is -- or concern potentially is that there's already taxes being collected on the airfare between the two and they're expecting or hoping to get the airfare riders on the train. So I don't quite see or understand how we're going to get additional tax money from this project due to the fact that we're just stealing money from Peter to pay Paul, basically. So I still don't understand how this will be a gain. You know, I do have children within the county and we live out in the remote areas of the county. And so -- so getting first responders to our house is already a challenge. So by adding a -- a beam that would incur or inhibit the police or the emergency response from making it to our homes is definitely a concern. I don't want to increase our response time by the police. There's a lot of concerns, obviously, but those -- those are some of my larger concerns. I -- I mean, this will definitely impact the value of my home, which I have put everything into. I would hate to see that all of a sudden all my savings is no longer worth anything due to the value of my home being depreciated. And I guess that's all. I guess that's all. Thank you</p>	Refer to SS-23 and VA-1.
Chris Kuhn	2/6/2018	Oral	<p>So I'm here tonight to state no high-speed rail for Texas, and we need to save our Texas heritage and also save our land. But my family is in the indirect path of the rail and we're worried about the major impact due to the rail being our land, our homes, our property values, our tax base. We're concerned about the additional flooding in the area. We have lots of show animals and we're concerned about the impact on the animals with the vibrations. Emergency services is a big concern. My elderly grandmother lives with us and we're concerned about the response time due to the -- emergency response time. Our school district will be cut in half with the rail, which was a concern. We are worried about the unsightly, you know, visual impact of the rail itself and that we will be able to see it from our home and that will be our new view instead of the big, pretty fields. The project doesn't make any sense at all to us. We think this project will be a financial, environmental and cultural disaster for Texas. This project has been proven negative for cash flow from the beginning. There's not any private money. We know the next step is to apply for federal loans. We, the taxpayers, will pay that federal loan back. So the project will directly -- will not directly benefit the Waller area and the area that I live in and/or -- nor will it benefit the landowners in any way. Why would they ask the rural committee to suffer from the benefit of the large -- the large cities? And in conclusion, I think that the no rail option should be the only option chosen -- the only viable option for the high speed is the no build. Thank you.</p>	Refer to AS-1, BA-6, FP-1, GN-4, NE-1, NE-9, NR-1, SC-6, SC-16, SS-19, SS-23 and VA-1.
Chris Kuhn	2/6/2018	Website	<p>REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor. As our community grows, with progress, why tear each mile stone down, with an un-needed, un-wanted high speed rail. How can Waller County grow with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p>	Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
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			can Waller County grow with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.
Chris Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON ECONOMIC DEVELOPMENT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more doable, that will bring more residents to this area, as well of jobs, and businesses. But, none will be able to be completed If The High Speed Train Cuts through, which will also be Stifling to All Future Economics Development in this area. HC-4 route through Waller/Harris County: This route is some three miles west of the original publicly notice route, and changed without any public input from those affected: Waller/Harris County. FRA Failed To Coordinate With The Local Waller County Government. No Build Option Should Be Chosen As The Only Viable Option FOR TEXAS	Refer to PI-1 and TR-8.
Chris Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON FLOODING AND DRAINAGE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community. Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR. Stop this future flooding issues from adding to our drainage issues, stop the HSR. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS.	Refer to FP-1, WW-1, WW-2 and WW-8.
Chris Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON THE CITY OF WALLER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 -a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Paikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS	Refer to AQ-7, GN-3, LU-4 and NE-1.
Chris Kuhn	2/6/2018	Website	IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, i feel that the Northern Portion of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value of everyone's property, which is devastating to each individual and or piece of property of each resident. Why! Why destroy this TEXAS sole with a HSR. Our community is made up of beautiful acreage, and residents that have paid high dollar for their Texas Soil. Stop the High Speed Rail in Waller/Harris County, say: No To High Speed Rail, save our Communities, save our Texas Heritage, Save Our Land. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to LU-3, LU-4, RF-1 and VA-1.
Chris Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/HARRIS County area, the proposed alignment of the High Speed Rail will run through a large portion of the Waller ISD's district. This would negatively impact bus routes, which may cause Waller ISD to purchase addition school buses to transport student, and accommodate delays to county and private roads being impacted and/or closed by the proposed High Speed Rail project. The safety of our children is the utmost concern for our Waller/Harris County residents, parents, and school factuality. Why add the risk? Why add the tax dollars, to withstand this unneeded debt to our community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to SC-5.
Chris Kuhn	2/6/2018	Website	REFERENCE: IMPACT OF QUALITY OF LIFE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY would be a huge devastating issue for the residents, and community Of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye sight of Waller/Harris County. HSR's are known for derailling, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns of safety for our Waller/Harris County residents in that existing surrounding area, as well. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to AS-1, NV-1, SS-12 and SS-13.
Chris Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON HISTORICAL SITES NO MGH SPEED RAIL FOR WALLER/HARRIS COUNTY Today in our community, we are very fortunate to be able to drive by, admire, and learn the history of this community of Waller County. An Army Corps of Engineers Section 4 Permit report has revealed four archeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of Historical Places. Why deprive our County of this Historical Event. Due to the fact that FRA FAILED ro COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY". NO BUILD SHOULD BE CHOSEN AS THE OPTION FOR TEXAS	Refer to CR-3, CR-9, CR-11 and PI-1.
Chris Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO. 200 NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, the "Need and Purpose" of this project has not been shown to date. A High Speed Train would not	Refer to LU-4, PN-3, SC-5, SS-19, SC-23, TR-1, TR-7 and TR-8.

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			be beneficial to our land, our city, our community, our schools, our roads, our emergency services, and neighboring communities. HC-4 route through Waller County, is some three miles west of the original publicity noticed route, and changed without any opportunity for public input from those affected. EMERGENCY SERVICES could be negatively impacted by the HSR line, due to its potential impact on our county and private roads. Many of which are used for emergency vehicles that now service the District and provide an 8 — minute response time. This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit Waller residents in anyway. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	
Chris Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident Of Waller/Harris County, am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs A 200 MPH train barreling within one miles Of this migratory bird sanctuaw is going to cause bird collisions and accidents. This is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor. As our community grows, with progress, why tear each mile stone down, with an un-needed, un-wanted high speed rail. How can Waller County grow with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to NR-2, RF-4, WW-1 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Chris Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON WATER NO MGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet Of this Water Tower. Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Harris County to this devastating loss. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONL Y VIABLE OPTION FOR TEXAS	Refer to GN-3 and WW-6. The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.
Chris Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON WATERFOWL AND HUNTING NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting. The route of the HSR cuts through and will destroy the north end of one of the major wetlands in this region, where duct hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN. Again, "The NEED AND PURPOSE" of this HSR project has not been shown, to date. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE ON FOR TEXAS	Refer to NR-1, NR-2, RF-2 and WW-2.
Chris Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON PUBLIC SAFETY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY To me public safety is a big issue, a factor in our day to day operations, as we move from location to location within our community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!! No one has considered the lives of the residents that live in our community, or our safety of an explosion, from the speed of the train. Again, FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT!!!!!!!!!!!! NO BUILD IS THE ONLY VIABLE OPTION FOR TEXAS	Refer to EU-2, EU-6, EU-7 and PI-1.
Chris Kuhn	2/21/2018	Email	REFERENCE: IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I feel that the Northern Portion of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value Of everyone's property, which is devastating to each individual and or piece of property of each resident. Why! Why destroy this TEXAS sole with a HSR. Our community is made up of beautiful acreage, and residents that have paid high dollar for their Texas Soil. Stop the High Speed Rail in Waller/Harris County, say: No To High Speed Rail, save our C ommunities, save our Texas Heritage, Save Our Land. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to ED-2, LU-3 and SC-12.
Chris Kuhn	2/21/2018	Email	REFERENCE: FARM AND SHOWAMMALS AND THE MAJOR IMPACT OF HIGH SPEED RAIL PLACE ON THEIR GROWTH PERFORMANCE PRODUCTION AND SUPPL Y OF LAND TO TABLE NO MGH SPEED RAIL FOR WALLER/HARRIS COUNTY Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing Of the farm animals, as well as the High Donar Show Lambs, my family enjoys on a day to day basis. Each one Of these is a big source Of our daily nourishment. As we all know, animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Traim feel our family has supplied generations to come with the lifestyle Of animal life, which so many never benefit from. As we an know THE FEASIBILITY OF THE PROPOSED MGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail protect could lose over \$500 Million a year. Stop this madness, let todays, tomorrows, and future generations enjoy this lifestyle Of Farm Of Nature, Land and Animals, which so many miss in today's world. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONL Y VIABLE OPTION FOR TEXAS	Refer to NR-1.

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Chris Kuhn	2/21/2018	Email	Waller County welcomes large growth for our community, Hewlett Packard Data Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property Of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. our Waller/ Harris County Community deserves to be abreast Of Our county government functions happening in our surrounding county area. Our Government cannot do their job properly if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident Of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to PI-1, PN-3, SC-11 and SC-19.
Chris Kuhn	2/21/2018	Email	As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 --a tract being held for housing and commercial development. HC-4 also passes within 4.000 feet of the Daikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL	Refer to GN-3 and LU-4.
Chris Kuhn	2/21/2018	Email	moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting. The route Of the HSR cuts through and will destroy the north end Of one Of the major wetlands in this region, where duct hunting is vital to the economy and where wateHowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN.	Refer to NR-2, RF-2 and WW-2.
Chris Kuhn	2/21/2018	Email	As a resident of the Waller/Harris County Area, the "Need and Purpose" of this project has not been shown to date. A High Speed Train would not be beneficial to our land, our city, our community, our schools, our roads, our emergency services, and neighboring communities. HC-4 route through Waller County, is some three miles west Of the original publicity noticed route, and changed without any opportunity for public input from those affected. EMERGENCY SERVICES could be negatively impacted by the HSR line, due to its potential impact on our county and private roads. Many of which are used for emergency vehicles that now service the District and provide an 8 — minute response time. This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit Waller residents in any way. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to PI-1, PN-3, SC-19, SS-12, SS-13 and SS-23.
Chris Kuhn	2/21/2018	Email	As the public requested, or should I say: Houston Representatives that are in favor Of the High Speed Rail requested, you provided a meeting location, for the "masses" that were "in favor of" the High Speed Rail. FRA, I heard each speech, and I heard the points that best fit into their needs. So by hearing those points, please, please, place the rail along Interstate 1-45. Let them replace the needed lanes with the High Speed Rail. They want it, if, and when it fails, they can put up with the financial issues, the unsightly view Of the rails, deal with the unpleasant side effects, deal with the additional water issues (which will happen), deal with safety, emergencies, safety of their children, closed roads, etc., etc., etc. Since it was clearly noted at this Houston meeting, the "millennial" don't want to drive, (we know they also feel they deserve the world served on a silver platter), and they are in favor of this boondoggle, let them deal on a every 1 5 minute basis Of their world being turned upside down due to a train passing through at a un-godly speed. We the "rural" community are happy with our world, our land, our view, our safety, our homesteads. We Waller County will not benefit from this project, only the problems associated with this project.	Refer to BA-9, NE-9, PI-10 and SC-19.
Chris Kuhn	2/21/2018	Email	REFERENCE: IMPACT ON THE CITY OF WALLER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 -a tract being held for housing and commercial development. HC-4 also passes within 4000 feet of the Daikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS	Refer to AQ-7, GN-3, LU-4 and NE-1.
Chris Kuhn	2/21/2018	Email	As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community. Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR.	Refer to FP-1, WW-1, WW-2 and WW-8.

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Chris Kuhn	2/21/2018	Email	As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 -a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area.	Refer to LU-4 and GN-3.
Chris Kuhn	2/21/2018	Email	Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way.	Refer to SC-11.
Chris Kuhn	2/21/2018	Email	REFERENCE: FARM, AND SHOWAWMALS, AND THE MAJOR IMPACT OF HIGH SPEED RAIL WILL PLACE ON THEIR GROWTH, PERFORMANCE, PRODUCTION AND SUPPLY OF LAND ro TABLE NO mGH SPEED RAIL FOR WALLER/HARRIS COUNTY Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as well as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one of these is a big source of our daily nourishment. As we all know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Train. feel our family has supplied generations to come with the lifestyle of animal life, which so many never benefit from. As we all know THE FEASIBILITY OF THE PROPOSED MGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Stop this madness, let todays, tomorrows, and future generations enjoy this lifestyle of Farm Of Nature, Land and Animals, which so many miss in today's world. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to NR-1.
Chris Kuhn	2/21/2018	Email	REFERENCE: IMPACT ON FLOODING AND DRAINAGE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community. Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR. Stop this future flooding issues from adding to our drainage issues, stop the HSR. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to FP-1, WW-1, WW-2 and WW-8.
Chris Kuhn	2/21/2018	Email	REFERENCE: IMPACT ON WATERFOWL AND HUNTING NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting. The route of the HSR cuts through and will destroy the north end of one of the major wetlands in this region, where duct hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN. Again, "The NEED AND PURPOSE" of this HSR project has not been shown, to date!!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to NR-1, NR-2, RF-2 and WW-9.
Chris Kuhn	2/21/2018	Email	Today in our community, we are very fortunate to be able to drive by, admire, and learn the history of this community of Waller County. An Army Corps of Engineer's Section 4 Permit report has revealed four archeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of Historical Places. Why deprive our County of this Historical Event. Due to the fact that FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY".	Refer to CR-9.
Chris Kuhn	2/21/2018	Email	NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY "Quality of Life", would be a huge devastating issue for the residents, and community of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye sight of Waller/Harris County. HSR's are known for derailing, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns of safety for our Waller/Harris County residents in that existing surrounding area, as well. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to AS-1, NV-1, NV-5, SS-1, SS-12, SS-13 and TC-4.
Chris Kuhn	2/21/2018	Website	REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident Of Waller/Harris County, am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy. which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a	Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see

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			HSR corridor. As our community grows, with progress, why tear each mile stone down, with an un-needed, un-wanted high speed rail. How can Waller County grow with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.
Chris Kuhn	2/21/2018	Website	REFERENCE: FARM, AND SHOW ANIMALS, AND THE MAJOR IMPACT OF HIGH SPEED RAIL WILL PLACE ON THEIR GROWTH, PERFORMANCE, PRODUCTION AND SUPPLY OF LAND TO TABLE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as well as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one of these is a big source of our daily nourishment. As we all know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Train. feel our family has supplied generations to come with the lifestyle of animal life, which so many never benefit from. As we all know THE FEASIBILITY OF THE PROPOSED MGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Stop this madness, let todays, tomorrows, and future generations enjoy this lifestyle of Farm of Nature, Land and Animals, which so many miss in today's world. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to NR-1. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.
Chris Kuhn	2/21/2018	Website	REFERENCE: IMPACT ON G&W WATER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet of this Water Tower. Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Harris County to this devastating loss. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to GN-3 and WW-6. The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.
Chris Kuhn	2/21/2018	Website	REFERENCE: IMPACT ON ECONOMIC DEVELOPMENT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more do-able, that will bring more residents to this area, as well of jobs, and businesses. But, none will be able to be completed If The High Speed Train Cuts through, which will also be Stifling to All Future Economics Development in this area. HC4 route through Waller/Harris County: This route is some three miles west of the original publicly notice route, and changed without any public input from those affected: Waller/Harris County. FRA Failed To Coordinate With The Local Waller County Government. No Build Option Should Be Chosen As The only Viable Option FOR TEXAS	Refer to PI-1 and TR-8.
Chris Kuhn	3/5/2018	Oral	So I'm here tonight to state no high-speed rail for Texas, and we need to save our Texas heritage and also save our land. But my family is in the indirect path of the rail and we're worried about the major impact due to the rail being our land, our homes, our property values, our tax base. We're concerned about the additional flooding in the area. We have lots of show animals and we're concerned about the impact on the animals with the vibrations. Emergency services is a big concern. My elderly grandmother lives with us and we're concerned about the response time due to the -- emergency response time. Our school district will be cut in half with the rail, which was a concern. We are worried about the unsightly, you know, visual impact of the rail itself and that we will be able to see it from our home and that will be our new view instead of the big, pretty fields. The project doesn't make any sense at all to us. We think this project will be a financial, environmental and cultural disaster for Texas. This project has been proven negative for cash flow from the beginning. There's not any private money. We know the next step is to apply for federal loans. We, the taxpayers, will pay that federal loan back. So the project will directly -- will not directly benefit the Waller area and the area that I live in and/or nor will it benefit the landowners in any way. Why would they ask the rural committee to suffer from the benefit of the large -- the large cities? And in conclusion, I think that the no rail option should be the only option chosen -- the only viable option for the high speed is the no build. Thank you.	Refer to AS-1, BA-6, FP-1, GN-4, NE-1, NE-9, NR-1, SC-6, SC-19, SS-16, SS-23 and VA-1.
Christopher Kuhn	1/31/2018	Letter	I am reading "On Track" dated January 2018 published and mailed to me by you. I Object. First: I Object that the governments that Steal 3/4ths Of what I make are using a portion Of that to propagandize Second: The HSR is a "private" initiative. Without government, it has chance because it requires eminent Why does some of the 3/4ths Of the fruits Of my labor go toward you doing that when I have no way what-so-ever Of benefiting from it and it in no way what-so-ever is it a threat to my safety? Conclusion: Iterative secession' The time has corne. First, Texas must seceed from this fraudulently formed and continually corrupted union. Then Grimes county should seceed from Texas. Then I should seceed from Grimes county. Of course that can't happen. They tried it in the 1860s murdered thousands of boys and girls and their mothers and fathers and families destroyed their property put what remained in bondage and servatude. And why? Because they just wanted there own space and to be out out yours. I think we will do better this time. By the way why did WTC7 fall down? "In disgust" doesn't come close to my preferred valediction here. Why is it needed? If it is needed, what makes you think it is even close to a good Way, let alone the best way, to accomplish its (implied but never stated or justified) goals. Now I will dissect your propaganda: 1. Why is the FRA issuing the EIS? The FRA is not a party to the project. They are a government (i.e.	Refer to ED-2, GN-4, NE-1, NE-2, PI-1, PI-7 and PN-3.

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			criminal) regulator (i.e. enforcer). They can have no impact Of any kind on environment or anything else 11. Has there ever been a case where a public comment has had any effect what you moronic worthless bureaucrats do? It hasn't has it! Only rioting in the streets gets your attention and then only when they're carrying pots Of hot tar and feather pillows. 12. You say you will respond to every comment received as part of this preparation. I have seen your robotic responses so these words ring empty. Without an answer to each Of these enumerated objections, I will consider you to have not responded to me. And should you respond, then that "opens the conversation". It goes both ways. I have every bit as much standing in this as the TCR more actually. I "am" a person. They are just a piece of paper. 13. Look back at what it took to create your FRA in the first place. It took absolutely nothing. And after that you are going to "issue a Record Of Decision (ROD) on the project"? Since you are a worthless agency, what is your decision worth?	
Harlie Kuhn	2/5/2018	Handwritten	<p>REFERENCE: FARM, AND SHOW ANIMALS. AND THE MAJOR IMPACT OF HIGH SPEED RAIL WILL PLACE ON THEIR GROWTH PERFORMANCE, PRODUCTION AND SUPPLY OF LAND TO TABLE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one Of these is a big source of our daily nourishment. As we know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Train.</p> <p>I feel our family has supplied generations to come with the lifestyle Of animal life, which so many never benefit from.</p> <p>As all know THE FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Stop this madness, let today's, tomorrows, and future generations enjoy this lifestyle of Farm Of Nature, Land and Animals, which so many miss in today's world.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to GN-3, NE-1 and NR-1.
Harlie Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON ECONOMIC DEVELOPMENT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more do-able, that will bring more residents to this area, as well of Jobs, and businesses. But, none will be able to be completed Train Cuts through. which will also be Stifling to All Future Economics Development in this area.</p> <p>HC-4 route through Waller/Harris County: This route is some three miles west Of the original publicly notice route, and changed without any public input from those affected: Waller/Hams County.</p> <p>FRA Failed to Coordinate With The Local Waller County Government.</p> <p>No Build Option Should Be Chosen As The Only Viable Option FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to BA-3, PI-1, SC-13, SC-19 and TR-8.
Harlie Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON FLOODING AND DRAINAGE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community.</p> <p>Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR.</p> <p>Stop this future flooding issues from adding to our drainage issues, stop the HSR.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS.</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to FP-1, WW-1, WW-2 and WW-8.
Harlie Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON THE CITY OF WALLER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 —a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility.</p> <p>FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area.</p>	Refer to AQ-7, GN-3, LU-4 and NE-1.

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			NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	
Harlie Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I feel that the Northern Portion of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value of everyone's property, which is devastating to each individual and or piece of property of each resident. Why! Why destroy this TEXAS sole with a HSR. Our community is made up of beautiful acreage, and residents that have paid high dollar for their Texas Soil. Stop the High Speed Rail in Waller/Harris County, say: No To High Speed Rail, save our Communities, save our Texas Heritage, Save Our Land. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to LU-3, LU-4, RF-1 and VA-1.
Harlie Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/HARRIS County area, the proposed alignment of the High Speed Rail will run through a large portion of the Waller ISD's district. This would negatively impact bus routes, which may cause Waller ISD to purchase addition school buses to transport student, and accommodate delays to county and private roads being impacted and/or closed by the proposed High Speed Rail project. The safety of our children is the utmost concern for our Waller/Harris County residents, parents, and school factuality. Why add the risk? Why add the tax dollars, to withstand this unneeded debt to our community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to SC-5 and SC-8.
Harlie Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT OF QUALITY OF LIFE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY "Quality of Life", would be a huge devastating issue for the residents, and community Of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye sight of Waller/Harris County. HSR's are known for derailing, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns of safety for our Waller/Harris County residents in that existing surrounding area, as well. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to AS-1, NV-1, NV-5, SS-12 and TC-4.
Harlie Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON HISTORICAL SITES NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Today in our community we are very fortunate to be able to drive by, admire, and learn the history of this community of Waller County. An Army Corps of Engineers Section 4 Permit report has revealed four archeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of Historical Places. Why deprive our County of this Historical Event. Due to the fact that FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY". NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to CR-9 and PI-1.
Harlie Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON HEWLETT PACKARD DATA CENTER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our	Refer to SC-11.

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			Waller County Community in any way. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	
Harlie Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO. 200 NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, the "Need and purpose" of this project has not been shown to date. A High Speed Train would not be beneficial to our land, our city, our community, our schools, our roads, our emergency services, and neighboring communities. HC-4 route through Waller County, is some three miles west of the original publicity noticed route, and changed without any opportunity for public input from those affected. EMERGENCY SERVICES could be negatively impacted by the HSR line, due to its potential impact on our county and private roads. Many of which are used for emergency vehicles that now service the District and provide an 8 — minute response time. This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit Waller residents in any way. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely from a Concerned Citizen of Waller/Harris County	Refer to BA-3, PI-1, PI-8, PN-3, SC-7, SC-19 and SS-23.
Harlie Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This Is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor. As our community grows, with progress, why tear each mile Stone down, with an un-needed, un-wanted high speed rail. How can Waller County grown with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Harlie Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON G&W WATER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet of this Water Tower. Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Harris County to this devastating loss. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to GN-3 and WW-6. The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.
Harlie Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON WATERFOWL AND HUNTING NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting. The route of the HSR cuts through and will destroy the north end of one of the major wetlands in this region, where duct hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN. Again, "The NEED AND PURPOSE" of this HSR project has not been shown, to date!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to NR-1, NR-2, RF-2 and WW-2.
Harlie Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT OF PUBLIC SAFETY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY To me public safety is a big issue, a factor in our day to day operations, as wemove from location to location within OUT community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!! NO one has considered the lives of the residents that live in our community, or our safety Of an explosion,	Refer to EU-2, EU-6, EU-7 and PI-1.

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			from the speed Of the train. Again FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT!!!!!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	
Harlie Kuhn	2/5/2018	Handwritten	Reference: ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF WALLER COUNTY (A Historical Minority Population County) - DEVALUATION OF HOMES LAND HOMESTEAD PROPERTY NO HIGH SPEED RAIL WALLER/HARRIS COUNTY This project will create an Obsolescence that will negatively impact the property values in Waller/Harris County. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. As a resident of the Waller/Harris County area, FRA, High Speed Rail, failed to coordinate with the local Waller County Government, and it is obvious it would *beneficial to our area. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and many of neighbors and friends. The train will be felt by the surrounding residents up to 2 miles (either side of the rail), which would definitely cause future foundation issues to surrounding homes in the close proximity of the proposed route. This proposed route of HSR's goal is to service from only one city central to the next city central with a possible one stop in-between. This HSR will not benefit one Waller resident in anyway. In fact it will add many safety concerns. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to EJ-1, NV-5, PN-3, PN-5, SC-19, SS-1 and VA-1.
Harlie Kuhn	2/5/2018	Website	REFERENCE: IMPACT ON THE CITY OF WALLER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the citVs extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 -a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS	Refer to GN-3 and LU-4.
Harlie Kuhn	2/5/2018	Website	IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, i feel that the Northern Portion of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value of everyone's property, which is devastating to each individual and or piece of property of each resident. Why! Why destroy this TEXAS sole with a HSR. Our community is made up of beautiful acreage, and residents that have paid high dollar for their Texas Soil. Stop the High Speed Rail in Waller/Harris County, say: No To High Speed Rail, save our Communities, save our Texas Heritage, Save Our Land. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to LU-3, LU-4, RF-1 and VA-1.
Harlie Kuhn	2/5/2018	Website	REFERENCE: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/HARRIS County area, the proposed alignment of the High Speed Rail will run through a large portion of the Waller ISD's district. This would negatively impact bus routes, which may cause Waller ISD to purchase addition school buses to transport student, and accommodate delays to county and private roads being impacted and/or closed by the proposed High Speed Rail project. The safety of our children is the utmost concern for our Waller/Harris County residents, parents, and school factuality. Why add the risk? Why add the tax dollars, to withstand this unneeded debt to our community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to SC-5 and SC-8.
Harlie Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON PUBLIC SAFETY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY To me public safety is a big issue, a factor in our day to day operations, as we movefrom location to location within our community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!! No one has considered the lives of the residents that live in our community, or our safety of an explosion, from the speed of the train. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS	Refer to EU-2, EU-6, EU-7 and PI-1.
Harlie Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON WATERFOWL AND HUNTING NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting. The route of the HSR cuts through and will destroy the north end of one of the major wetlands in this region, where duct hunting is vital to the economy and where waterfowl and their hunting	Refer to NR-1, NR-2, RF-2 and WW-2.

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Harlie Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON WATER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet of this Water Tower. Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Harris County to this devastating loss. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to GN-3 and WW-6. The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.
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Harlie Kuhn	2/6/2018	Website	REFERENCE: FARM AND SHOW AMMALS. AND THE MAJOR IMPACT OF HIGH SPEED RAIL WILL PLACE ON THEIR GROWTH, PERFORMANCE, PRODUCTION AND SUPPLY OF LAND TO TABLE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Our Homestead in Waller/HarHs County supplies numerous benefits as the pleasant viewing Of the farm animals, as well as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one Of these is a big Source Of our daily nourishment. As we know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, 90 minutes due to the High Speed Train. our family has supplied generations to come with the lifestyle of animal life, which so many never beneat from. As we an know THE FEASIBILITY OF THE PROPOSED MGH SPEED RAIL, The Reason Foundation, concludes that the proposed could lose over \$500 Million a year. stop this madness, let todays, tomorrows, and future generations enjoy this lifestyle of Farm Of Nature, Land and Animals, which so many miss in today's world. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONL Y VIABLE OPTION FOR TEXAS	Refer to NR-1.
Harlie Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON ECONOMIC DEVELOPMENT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more doable, that will bring more residents to this area, as well of jobs, and businesses. But, none will be able to be completed If The High Speed Train Cuts through, which will also be Stifling to All Future Economics Development in this area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS	Refer to PI-1 and TR-8.
Harlie Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON FLOODING AND DRAINAGE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community. Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR. Stop this future flooding issues from adding to our drainage issues, stop the HSR. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS.	Refer to FP-1, WW-1, WW-2 and WW-8.
Harlie Kuhn	2/6/2018	Website	REFERENCE: IMPACT OF QUALITY OF LIFE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY would be a huge devastating issue for the residents, and community of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye sight of Waller/Harris County. HSR's are known for derailling, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns of safety for our Waller/Harris County residents in that existing surrounding area, as well. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to AS-1, NV-1, SS-12 and SS-13.
Harlie Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON HISTORICAL SITES NO MGH SPEED RAIL FOR WALLER/HARRIS COUNTY Today in our community, we are very fortunate to be able to drive by, admire, and learn the history of this community of Waller County. An Army Corps of Engineers Section 4 Permit report has revealed four archeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of Historical Places. Why deprive our County of this Historical Event. Due to the fact that FRA FAILED ro COORDINATE WITH THE LOCAL WALLER	Refer to CR-3, CR-9, CR-11 and PI-1.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

Submitted By	Date Submitted	Submission Type	Comment	Response
			COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY". NO BUILD SHOULD BE CHOSEN AS THE OPTION FOR TEXAS	
Harlie Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON HEWLETT PACKARD DATA CENTER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to PI-1 and SC-11.
Harlie Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO. 200 NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, the "Need and Purpose" of this project has not been shown to date. A High Speed Train would not be beneficial to our land, our city, our community, our schools, our roads, our emergency services, and neighboring communities. HC-4 route through Waller County, is some three miles west of the original publicity noticed route, and changed without any opportunity for public input from those affected. EMERGENCY SERVICES could be negatively impacted by the HSR line, due to its potential impact on our county and private roads. Many of which are used for emergency vehicles that now service the District and provide an 8 - minute response time. This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit Waller residents in any way. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to BA-8, LU-4, PI-1, PN-3, SC-5, SC-19 and SS-23.
Harlie Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratow bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands Of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor. As our community grows, with progress, why tear each mile stone down, with an un-needed, un-wanted high speed rail. How can Waller County grow with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to NR-2, RF-4, WW-1 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Lacy Kuhn	1/31/2018	Letter	Dear Mr. Wright: The purpose of this letter is to request a ninety-day extension of the comment period for the pending Notice Of Availability Dallas to Houston High Speed Rail draft EIS, which was announced in the Federal Register on December u, 2017 at 82 FR 60723. This request to extend the comment period is made on behalf of Waller County, and the Waller County Sub-Regional Planning Commission ("WCSRPC"), a sub-regional planning organization that is comprised of several governmental organizations, including Waller County, in addition to the cities of Hempstead, Pine Island, Prairie View, Waller, Katy, and two school districts - Waller Independent School District and Hempstead School District, and a concerned land owner in the Waller/Harris County Area, Paula A. Kuhn. Both WCSRPC and WCAG have been involved with Waller County Area in responding to this project since 2014. All of these entities together represent thousands of property owners, including myself, business owners, and several elected officials from the Waller/Harris County area who share the belief that using eminent domain for a project that has questionable feasibility and presents a threat to taxpayers, like myself, in the event that tax-subsidized loans are used to construct this project. I am making this request to allow adequate time for the public, including Waller County, WCSRPC, and WCAG, and other local governments, organizations, and individual land owners, to properly review and provide usefr_l and meaningful comments on the Federal Railroad Administrations proposed Dallas to Houston High Speed Rail draft EIS. The current Notice Of Availability, which was published on December 22, 2017, allows a minimal 60-day comment period, With a deadline Of February 20, 2018. Meanwhile the US Army Corp of Engineers has published Public Notice for two wetland projects permit applications under Section 404 of the Clean Water Act for this same project, with exactly the truncated deadline for public comments of February 20, 2018. These simultaneous, short comment periods, which commended during the holidays, allow insufficient time for meaningful public participation in the NEPA process. NEPA requires that an agency prepare an EIS for any "Major Federal action significantly affecting the quality of the human environment" and EIS is a procedural obligation designed to assure that agencies give propeny consideration to the environmental consequences of their actions. The EISa1so insures that the public is informed about the environmental impact of proposed agency actions." To accomplish this purpose, NEPA regulations require that the agency prepare and submit public comment a draft EIS, and that the FRA takes into account those public comments in preparing the final	Refer to PI-3, PI-7 and PI-11.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

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			EIS. In addition to the inadequate time the FRA has allowed for public comment on the draft EIS, the process has been incredibly confusing and has changed so many times that full public participation has been nearly impossible. Notices that have been published by AECOM, the environmental contractor, listing locations, dates and times for public hearings in each of the 10 impacted counties, have With changes to the venues for Madison and Grimes County as listed in the January issue of On Tract, The Dallas to Houston HSR newsletter, and those changes have not been reflected on in the FRA's website as of January 19, Many property owners, including myself and many of my friends, own property in multiple impacted counties. The current public hearing schedule contains overlapping meetings for several counties and some will occur at the same time. This does not allow all landowners the opportunity to participate at the hearing for all of the counties that they own land in. Accordingly, on behalf Of myself a concerned citizen Of County , and particularly Waller County, WCSRPC and WCAG, please except this request for a ninety-day extension of the comment period to May z', 2018 on this critically important EIS. A Concerned Citizen of Waller/Harris County, Mrs. Lacy Kuhn (Mail; the [...] [...]	
Lacy Kuhn	2/5/2018	Handwritten	Reference: ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF WALLER COUNTY (A Historical Minority Population County) - DEVALUATION OF HOMES LAND HOMESTEAD PROPERTY NO HIGH SPEED RAIL WALLER/HARRIS COUNTY This project will create an Obsolescence that will negatively impact the property values in Waller/Harris County. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. As a resident of the Waller/Harris County area, FRA, High Speed Rail, failed to coordinate with the local Waller County Government, and it is obvious it would *beneficial to our area. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and many of neighbors and friends. The train will be felt by the surrounding residents up to 2 miles (either side of the rail), which would definitely cause future foundation issues to surrounding homes in the close proximity of the proposed route. This proposed route of HSR's goal is to service from only one city central to the next city central with a possible one stop in-between. This HSR will not benefit one Waller resident in anyway. In fact it will add many safety concerns. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to EJ-1, NV-5, PN-3, PN-5, SC-19, SS-1 and VA-1.
Lacy Kuhn	2/5/2018	Handwritten	REFERENCE: FARM, AND SHOW ANIMALS. AND THE MAJOR IMPACT OF HIGH SPEED RAIL WILL PLACE ON THEIR GROWTH PERFORMANCE, PRODUCTION AND SUPPL Y OF LAND TO TABLE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one Of these is a big source of our daily nourishment. As we know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Train. I feel our family has supplied generations to come with the lifestyle Of animal life, which so many never benefit from. As all know THE FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Stop this madness, let today's, tomorrows, and future generations enjoy this lifestyle of Farm Of Nature, Land and Animals, which so many miss in today's world. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to GN-3, NE-1 and NR-1.
Lacy Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON ECONOMIC DEVELOPMENT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more do-able, that will bring more residents to this area, as well of Jobs, and businesses. But, none will be able to be completed Train Cuts through. which will also be Stifling to All Future Economics Development in this area. HC-4 route through Waller/Harris County: This route is some three miles west Of the original publicly notice route, and changed without any public input from those affected: Waller/Hams County. FRA Failed to Coordinate With The Local Waller County Government. No Build Option Should Be Chosen As The Only Viable Option FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to BA-3, PI-1, SC-13, SC-19 and TR-8.

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Lacy Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON FLOODING AND DRAINAGE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community.</p> <p>Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR.</p> <p>Stop this future flooding issues from adding to our drainage issues, stop the HSR.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS.</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to FP-1, WW-1, WW-2 and WW-8.
Lacy Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON THE CITY OF WALLER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 —a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility.</p> <p>FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to AQ-7, GN-3, LU-4 and NE-1.
Lacy Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of Waller/Harris County, I feel that the Northern Portion of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value of everyone's property, which is devastating to each individual and or piece of property of each resident. Why! Why destroy this TEXAS sole with a HSR.</p> <p>Our community is made up of beautiful acreage, and residents that have paid high dollar for their Texas Soil. Stop the High Speed Rail in Waller/Harris County, say: No To High Speed Rail, save our Communities, save our Texas Heritage, Save Our Land.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Resident of Waller/Harris County.</p>	Refer to LU-3, LU-4, RF-1 and VA-1.
Lacy Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of the Waller/HARRIS County area, the proposed alignment of the High Speed Rail will run through a large portion of the Waller ISD's district. This would negatively impact bus routes, which may cause Waller ISD to purchase addition school buses to transport student, and accommodate delays to county and private roads being impacted and/or closed by the proposed High Speed Rail project.</p> <p>The safety of our children is the utmost concern for our Waller/Harris County residents, parents, and school factuality. Why add the risk? Why add the tax dollars, to withstand this unneeded debt to our community.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Resident of Waller/Harris County.</p>	Refer to SC-5 and SC-8.
Lacy Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON HISTORICAL SITES NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>Today in our community we are very fortunate to be able to drive by, admire, and learn the history of this community of Waller County. An Army Corps of Engineers Section 4 Permit report has revealed four archeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of Historical Places. Why deprive our County of this Historical Event. Due to the fact that FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY".</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to CR-9.
Lacy Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON HEWLETT PACKARD DATA CENTER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p>	Refer to SC-11.

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			<p>Waller County welcomes large growth for our community, Hewlett Packard Data Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property.</p> <p>FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job properly if FRA failed to coordinate with our local county government, for the High Speed Rail in our area.</p> <p>As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	
Lacy Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO. 200</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of the Waller/Harris County Area, the "Need and purpose" of this project has not been shown to date. A High Speed Train would not be beneficial to our land, our city, our community, our schools, our roads, our emergency services, and neighboring communities. HC-4 route through Waller County, is some three miles west of the original publicity noticed route, and changed without any opportunity for public input from those affected.</p> <p>EMERGENCY SERVICES could be negatively impacted by the HSR line, due to its potential impact on our county and private roads. Many of which are used for emergency vehicles that now service the District and provide an 8 — minute response time.</p> <p>This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit Waller residents in any way. Why make our community pay the price of a future disaster to take place in our wonderful small community.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely from a Concerned Citizen of Waller/Harris County</p>	Refer to BA-3, PI-1, PI-8, PN-3, SC-7, SC-19 and SS-23.
Lacy Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of Waller/Harris County, I am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor.</p> <p>As our community grows, with progress, why tear each mile Stone down, with an un-needed, un-wanted high speed rail. How can Waller County grown with this no-nonsense HSR in our area!</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Resident of Waller/Harris County.</p>	Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Lacy Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON G&W WATER</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet of this Water Tower.</p> <p>Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Harris County to this devastating loss.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Resident of Waller/Harris County.</p>	Refer to GN-3 and WW-6. The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.
Lacy Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON WATERFOWL AND HUNTING</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>I moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting.</p> <p>The route of the HSR cuts through and will destroy the north end of one of the major wetlands in this region, where duct hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN.</p>	Refer to NR-1, NR-2, RF-2 and WW-1.

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			Again, "The NEED AND PURPOSE" of this HSR project has not been shown, to date!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	
Lacy Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT OF PUBLIC SAFETY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY To me public safety is a big issue, a factor in our day to day operations, as wemove from location to location within OUT community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!! NO one has considered the lives of the residents that live in our community, or our safety Of an explosion, from the speed Of the train. Again FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT!!!!!!!!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to EU-2, EU-6, EU-7 and PI-1.
Lacy Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON ECONOMIC DEVELOPMENT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more do-able, that will bring more residents to this area, as well of Jobs, and businesses. But, none will be able to be completed Train Cuts through. which will also be Stifling to All Future Economics Development in this area. HC-4 route through Waller/Harris County: This route is some three miles west Of the original publicly notice route, and changed without any public input from those affected: Waller/Harris County. FRA Failed to Coordinate With The Local Waller County Government. No Build Option Should Be Chosen As The Only Viable Option For Texas Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to BA-3, PI-1, SC-13, SC-19 and TR-8.
Lacy Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT OF QUALITY OF LIFE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY "Quality of Life", would be a huge devastating issue for the residents, and community Of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye sight of Waller/Harris County. HSR's are known for derailing, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns of safety for our Waller/Harris County residents in that existing surrounding area, as well. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to AS-1, NV-1, NV-5, SS-1 and TC-4.
Lacy Kuhn	2/5/2018	Website	REFERENCE: IMPACT ON THE CITY OF WALLER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 -a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet ot the Paikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS	Refer to AQ-7, GN-3, LU-4 and NE-1.
Lacy Kuhn	2/6/2018	Handwritten	REFERENCE: ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF WALLER COUNTY (A Historical Minority Population County) - DEVALUATION OF HOMES LAND HOMESTEAD PROPERTY NO HIGH SPEED RAIL WALLER/HARRIS COUNTY This project will create an Obsolescence that will negatively impact the property values in Waller/Harris County. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. As a resident of the Waller/Harris County area, FRA, High Speed Rail, failed to coordinate with the local Waller County Government, and it is obvious it would not be beneficial to our area. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and many of neighbors and friends. The train will be felt by the surrounding residents up to 2 miles (either side of	Refer to EJ-1, NV-5, PI-1, PN-3, PN-5, SC-19, SS-1 and VA-1.

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Submitted By	Date Submitted	Submission Type	Comment	Response
			<p>the rail), which would definitely cause future foundation issues to surrounding homes in the close proximity of the proposed route. This proposed route of HSR's goal is to service from only one city central to the next city central with a possible one stop in-between. This HSR will not benefit one Waller resident in anyway. In fact it will add many safety concerns. Why make our community pay the price of a future disaster to take place in our wonderful small community.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	
Lacy Kuhn	2/6/2018	Handwritten	<p>REFERENCE: FARM, AND SHOW ANIMALS. AND THE MAJOR IMPACT OF HIGH SPEED RAIL WILL PLACE ON THEIR GROWTH PERFORMANCE, PRODUCTION AND SUPPLY OF LAND TO TABLE</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one Of these is a big source of our daily nourishment. As we know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Train.</p> <p>I feel our family has supplied generations to come with the lifestyle Of animal life, which so many never benefit from.</p> <p>As all know THE FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Stop this madness, let today's, tomorrows, and future generations enjoy this lifestyle of Farm Of Nature, Land and Animals, which so many miss in today's world.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to GN-3, NE-1 and NR-1.
Lacy Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON FLOODING AND DRAINAGE</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community.</p> <p>Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR.</p> <p>Stop this future flooding issues from adding to our drainage issues, stop the HSR.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS.</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to FP-1, WW-1, WW-2 and WW-8.
Lacy Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON THE CITY OF WALLER</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 —a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility.</p> <p>FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to AQ-7, GN-3, LU-4 and NE-1.
Lacy Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of Waller/Harris County, I feel that the Northern Portion of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value of everyone's property, which is devastating to each individual and or piece of property of each resident. Why! Why destroy this TEXAS sole with a HSR.</p> <p>Our community is made up of beautiful acreage, and residents that have paid high dollar for their Texas Soil. Stop the High Speed Rail in Waller/Harris County, say: No To High Speed Rail, save our Communities, save our Texas Heritage, Save Our Land.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Resident of Waller/Harris County.</p>	Refer to LU-3, LU-4, RF-1 and VA-1.

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Lacy Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/HARRIS County area, the proposed alignment of the High Speed Rail will run through a large portion of the Waller ISD's district. This would negatively impact bus routes, which may cause Waller ISD to purchase addition school buses to transport student, and accommodate delays to county and private roads being impacted and/or closed by the proposed High Speed Rail project. The safety of our children is the utmost concern for our Waller/Harris County residents, parents, and school factuality. Why add the risk? Why add the tax dollars, to withstand this unneeded debt to our community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.</p>	Refer to SC-5 and SC-8.
Lacy Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON HISTORICAL SITES NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Today in our community we are very fortunate to be able to drive by, admire, and learn the history of this community of Waller County. An Army Corps of Engineers Section 4 Permit report has revealed four archeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of Historical Places. Why deprive our County of this Historical Event. Due to the fact that FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY". NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to CR-9.
Lacy Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON HEWLETT PACKARD DATA CENTER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to PI-1 and SC-11.
Lacy Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO. 200 NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, the "Need and purpose" of this project has not been shown to date. A High Speed Train would not be beneficial to our land, our city, our community, our schools, our roads, our emergency services, and neighboring communities. HC-4 route through Waller County, is some three miles west of the original publicity noticed route, and changed without any opportunity for public input from those affected. EMERGENCY SERVICES could be negatively impacted by the HSR line, due to its potential impact on our county and private roads. Many of which are used for emergency vehicles that now service the District and provide an 8 — minute response time. This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit Waller residents in any way. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely from a Concerned Citizen of Waller/Harris County.</p>	Refer to BA-3, PI-1, PI-8, PN-3, SC-7, SC-19 and SS-23.
Lacy Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This Is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor.</p>	<p>Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife. For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in</p>

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			As our community grows, with progress, why tear each mile Stone down, with an un-needed, un-wanted high speed rail. How can Waller County grown with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.
Lacy Kuhn	2/6/2018	Handwritten	REFERENCE: IMPACT ON G&W WATER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet of this Water Tower. Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Harris County to this devastating loss. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to GN-3 and WW-6. The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.
Lacy Kuhn	2/6/2018	Handwritten	REFERENCE: IMPACT ON WATERFOWL AND HUNTING NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting. The route of the HSR cuts through and will destroy the north end of one of the major wetlands in this region, where duct hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN. Again, "The NEED AND PURPOSE" of this HSR project has not been shown, to date!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to NR-1, NR-2, RF-2 and WW-2.
Lacy Kuhn	2/6/2018	Handwritten	REFERENCE: IMPACT OF PUBLIC SAFETY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY To me public safety is a big issue, a factor in our day to day operations, as wemove from location to location within OUT community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!! NO one has considered the lives of the residents that live in our community, or our safety of an explosion, from the speed of the train. Again FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT!!!!!!!!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to EU-2, EU-6, EU-7 and PI-1.
Paris Kuhn	2/6/2018	Letter	As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community. Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR. Stop this future flooding issues from adding to our drainage issues, stop the HSR.	Refer to FP-1, WW-1, WW-2 and WW-8.
Paris Kuhn	2/6/2018	Website	REFERENCE: FARM AND SHOW ANIMALS. AND THE MAJOR IMPACT OF HIGH SPEED RAIL WILL PLACE ON THEIR GROWTH, PERFORMANCE, PRODUCTION AND SUPPLY OF LAND TO TABLE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Our Homestead in Waller/HarHs County supplies numerous benefits as the pleasant viewing Of the farm animals, as well as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one Of these is a big Source Of our daily nourishment. As we know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, 90 minutes due to the High Speed Train. our family has supplied generations to come with the lifestyle of animal life, which so many never beneat from. As we an know THE FEASIBILITY OF THE PROPOSED MGH SPEED RAIL, The Reason Foundation, concludes that the proposed could lose over \$500 Million a year. stop this madness, let todays, tomorrows, and future generations enjoy this lifestyle of Farm Of Nature, Land and Animals, which so many miss in today's world. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to NR-1.
Paris Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON ECONOMIC DEVELOPMENT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more doable, that will bring more residents to this area, as well of jobs, and businesses. But, none will be able to be completed If The High Speed Train Cuts through, which will also be Stifling to All Future Economics Development in this area. HC-4 route through Waller/Harris County: This route is some three miles west of the original publicly notice route, and changed without any public input from those affected: Waller/Harris County. FRA Failed To Coordinate With the Local Waller County Government. No Build Option Should Be Chosen As The Only Viable Option For Texas.	Refer to PI-1 and TR-8.

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Paris Kuhn	2/6/2018		REFERENCE: IMPACT ON FLOODING AND DRAINAGE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community. Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR. Stop this future flooding issues from adding to our drainage issues, stop the HSR. OPTION FOR TEXAS.	Refer to FP-1, WW-1, WW-2 and WW-8.
Paris Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON THE CITY OF WALLER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 -a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Paikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS	Refer to AQ-7, GN-3, LU-4 and NE-1.
Paris Kuhn	2/6/2018	Website	IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, i feel that the Northern Portion of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value of everyone's property, which is devastating to each individual and or piece of property of each resident. Why! Why destroy this TEXAS sole with a HSR. Our community is made up of beautiful acreage, and residents that have paid high dollar for their Texas Soil. Stop the High Speed Rail in Waller/Harris County, say: No To High Speed Rail, save our Communities, save our Texas Heritage, Save Our Land. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to LU-3, LU-4, RF-1 and VA-1.
Paris Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/HARRIS County area, the proposed alignment of the High Speed Rail will run through a large portion of the Waller ISD's district. This would negatively impact bus routes, which may cause Waller ISD to purchase addition school buses to transport student, and accommodate delays to county and private roads being impacted and/or closed by the proposed High Speed Rail project. The safety of our children is the utmost concern for our Waller/Harris County residents, parents, and school factuality. Why add the risk? Why add the tax dollars, to withstand this unneeded debt to our community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to SC-5 and SC-8.
Paris Kuhn	2/6/2018	Website	REFERENCE: ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF WALLER COUNTY (A Historical Minority Population County) - DEVALUATION OF HOMES. LAND. HOMESTEAD. PROPERTY NO HIGH SPEED RAIL WALLER/HARRIS COUNTY This project will create an obsolescence that will negatively impact the property values in Waller/Harris County. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the Services that are provided to the citizens who pay the taxes. As a resident of the Waller/Harris County area, FRA, High Speed Rail, failed coordinate with the local Waller County Government, and it is obvious it wou beneficial to our area. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and many of neighbors and friends. The train will be felt by the surrounding residents up to 2 miles (either side of the rail), which would definitely cause future foundation issues to surroundirw homes in the close proximity of the proposed route. This proposed route Of HSRs goal is to service from only one city central to the next city central with a possible one stop in-between. This HSR will not benefit one Waller resident in any way. In fact it will add many safety concerns. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS	Refer to NV-5, PI-1, SC-19, SS-1, SS-12, SS-13, SS-23 and VA-1.
Paris Kuhn	2/6/2018	Website	REFERENCE: IMPACT OF QUALITY OF LIFE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY would be a huge devastating issue for the residents, and community of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye sight Of Waller/Harris County. HSR'S are known for derailling, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns of safety for our Waller/Harris County residents in that existing surrounding area, as well. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE FOR TEXAS	Refer to AS-1, NV-1, NV-5, SS-1, SS-12, SS-13 and TC-4.
Paris Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON HISTORICAL SITES NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Today in our community, we are very fortunate to be able to drive by, admire, and learn the history of this community Of Waller County. An Army Corps of Engineers Section 4 Permit report has revealed four archeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of Historical Places. Why deprive our County of this Historical Event. Due to the fact that FRA FAILED ro COORDINATE WITH THE LOCAL WALLER	Refer to CR-3, CR-9, CR-11 and PI-1.

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			COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY". NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	
Paris Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON HEWLETT PACKARD DATA CENTER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to PI-1, PN-3, SC-11 and SC-19.
Paris Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Hamis County, am worried about the impact Of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles Of this migratom bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands Of the Waller County area exist, which will be directly or indirectly affected by a HSR As our community grows, with progress, why tear each mile stone down, with an un-needed, un-wanted high speed rail. How can Waller County grow with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to NR-2, RF-4, WW-1 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Paris Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON G&W WATER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet pf this Water Tower. Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Harris County to this devastating loss. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to GN-3 and WW-6. The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.
Paris Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON WATERFOWL AND HUNTING NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting. The route Of the HSR cuts through and will destroy the north end of one of the major wetlands in this region, where duct hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN. Again, "The NEED AND PURPOSE" of this HSR project has not been shown, to dater" NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY OPTION FOR TEXAS	Refer to NR-1, NR-2, RF-2 and WW-2.
Paris Kuhn	2/6/2018	Website	REFERENCE: IMPACT OF PUBLIC SAFETY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY To me public safety is a big issue, a factor in our day to day operations, as we move from location to location within our community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!! No one has considered the lives of the residents that live in our community, or our safety of an explosion, from the speed of the train. Again, FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT!!!!!!!!!!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS	Refer to EU-2, EU-6, EU-7 and PI-1.
Paula Kuhn	1/30/2018	Email	Request or Extension of Comment Period on Draft EIS The purpose Of this letter is to request a ninety-day extension Of the comment period for the pending Notice Of Availability Dallas to Houston High Speed Rail draft EIS, which was announced in the Federal Register on December e, 2017 at 82 FR 60723. This request to extend the comment period is made on behalf of Waller County, and the Waller County Sub-Regional Planning Commission ("WCSRPC"), a sub-regional planning organization that is comprised Of several governmental organizations, including Waller County, in addition to the cities Of Hempstead, Pine Island, Prairie View, Waller, Katy, and two school districts -- Waller Independent School District and Hempstead School District, and a concerned land owner in the Waller/Harris County Area, Paula A. Kuhn. Both WCSRPC and WCAG have been involved With Waller County Area in responding to this project since 2014. All of these entities together represent thousands of property owners, including myself, business owners, and several elected officials from the Waller/ Harris County area who share the belief that using eminent domain for a project that has questionable feasibility and presents a threat to taxpayers, like myself, in the event that tax-subsidized loans are used to construct this project. I am making this request to allow adequate time for the public, including Waller County, WCSRPC, and WCAG, and other local governments, organizations, and individual land owners, to properly review and provide useful and meaningful comments on the Federal Railroad Administrations proposed Dallas to Houston High Speed Rail draft EIS. The current Notice Of Availability, which was published on December 22, 2017, allows a minimal 60\8226 day comment period, with a deadline of February 20,	Refer to NE-6, PI-3, PI-7 and PI-11.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

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			<p>2018. Meanwhile the U.S. Army Corp of Engineers has published Public Notice for two wetland projects permit applications under Section 404 Of the Clean Water Act for this same project, With exactly the truncated deadline for public comments of February 20, 2018. These simultaneous, short comment periods, which commended during the holidays, allow insufficient time for meaningful public participation in the NEPA process. NEPA requires that an agency prepare an EIS for any "Major Federal action significantly affecting the quality of the human environment" and "The EIS is a procedural obligation designed to assure that agencies give property consideration to the environmental consequences Of their actions. The EIS also insures that the public is informed about the environmental impact of proposed agency actions." To accomplish this purpose, NEPA regulations require that the agency prepare and submit for public comment a draft EIS, and that the FRA takes into account those public comments in preparing the final EIS. In addition to the inadequate time the FRA has allowed for public comment on the draft EIS, the process has been incredibly confusing and has changed so many times that full public participation has been nearly impossible. Notices that have been published by AECOM, the environmental contractor, listing locations, dates and times for public hearings in each of the 'o impacted counties, have conflicted with changes to the venues for Madison and Grimes County as listed in the January issue of On Tract, The Dallas to Houston HSR newsletter, and those changes have not been reflected on in the FRA's website as of January 19, 2018. Many property owners, including myself and many of my friends, own property in multiple impacted counties. The current public hearing schedule contains overlapping meetings for several counties and some Will occur at the same time. This does not allow all landowners the opportunity to participate at the hearing for all of the counties that they own land in. Accordingly, on behalf of myself a concerned citizen of Waller/Harris County, and particularly Waller County, WCSRPC and WCAG, please except this request for a ninety-day extension of the comment period to May 21, 2018 on this critically important EIS.</p>	
Paula Kuhn	1/31/2018	Letter	<p>REFERENCE: Request for Extension of Comment Period on Draft EIS Dear Mr. Wright: The purpose of this letter is to request a ninety-day extension of the comment period for the pending Notice of Availability Dallas to Houston High Speed Rail draft EIS, which was announced in the Federal Register on December 22, 2017 at 82 FR 60723. This request to extend the comment period is made on behalf of Waller County, and the Waller County Sub-Regional Planning Commission ("WCSRPC"), a sub-regional planning organization that is comprised of several governmental organizations, including Waller County, in addition to the cities of Hempstead, Pine Island, Prairie View, Waller, Katy, and two school districts - Waller Independent School District and Hempstead School District, and a concerned land owner in the Waller/Harris County Area, Paula A. Kuhn. Both WCSRPC and WCAG have been involved with Waller County Area in responding to this project since 2014- All of these entities together represent thousands of property owners, including myself, business owners, and several elected officials from the Waller/Harris County area who share the belief that using eminent domain for a project that has questionable feasibility and presents a threat to taxpayers, like myself, in the event that tax-subsidized loans are used to construct this project. I am making this request to allow adequate time for the public, including Waller County, WCSRPC, and WCAG, and other local governments, organizations, and individual land owners, to properly review and provide useful and meaningful comments on the Federal Railroad Administrations proposed Dallas to Houston High Speed Rail draft EIS. The current Notice of Availability, which was published on December 22, 2017, allows a minimal 60-day comment period, with a deadline of February 20, 2018. Meanwhile the U.S. Army Corp of Engineers has published Public Notice for two wetland projects permit applications under Section 404 of the Clean Water Act for this same project, with exactly the truncated deadline for public comments of February 20, 2018. These simultaneous, short comment periods, which commended during the holidays, allow insufficient time for meaningful public participation in the NEPA process. NEPA requires that an agency prepare an EIS for any "Major Federal action significantly affecting the quality of the human environment" and 4Tbe EIS is a procedural obligation designed to assure that agencies give property consideration to the environmental consequences of their actions. The EIS also insures that the public is informed about the environmental impact of proposed agency actions." To accomplish this purpose, NEPA regulations require that the agency prepare and submit for public comment a draft EIS, and that the FRA takes into account those public comments in preparing the final EIS. In addition to the inadequate time the FRA has allowed for public comment on the draft EIS, the process has been incredibly confusing and has cbansed so many times that full public participation has been nearly impossible. Notices that have been published by AECOM, the environmental contractor, listing locations, dates and times for public hearings in each of the 10 impacted counties, have conflicted with changes to the venues for Madison and Grimes County as listed in the January issue of On Tract, The Dallas to Houston HSR newsletter, and those changes have not been reflected on in the FRA's website as of January 19, 2018. Many property owners, including myself and many of my friends, own property in multiple impacted counties. The current public hearing schedule contains overlapping meetings for several counties and some will occur at the same time. This does not allow all landowners the opportunity to participate at the hearing for all of the counties that they own land in. Accordingly, on behalf of myself a concerned citizen of Waller/Harris County, and particularly Waller County, WCSRPC and WCAG, please except this request for a ninety-day extension of the comment period to May 21, 2018 on this critically important EIS.</p>	<p>Refer to PI-1, PI-3 and PI-8. The meeting dates in Madison and Grimes counties were unintentionally flipped, and the meeting location was changed in Madison County because of the lack of availability of the initial venue on the preferred date. However, these issues were quickly remedied and the public was re-notified. On the night of the Madison County meeting, project team members were stationed at the original location to redirect people to the correct location.</p>
Paula Kuhn	2/5/2018	Handwritten	<p>REFERENCE: ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF WALLER COUNTY (A Historical Minority Population County) - DEVALUATION OF HOMES LAND HOMESTEAD PROPERTY</p>	<p>Refer to EJ-1, NV-5, PN-3, PN-5, SC-19, SS-1 and VA-1.</p>

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			<p>NO HIGH SPEED RAIL WALLER/HARRIS COUNTY This project will create an Obsolescence that will negatively impact the property values in Waller/Harris County. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. As a resident of the Waller/Harris County area, FRA, High Speed Rail, failed to coordinate with the local Waller County Government, and it is obvious it would not be beneficial to our area. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and many of neighbors and friends. The train will be felt by the surrounding residents up to 2 miles (either side of the rail), which would definitely cause future foundation issues to surrounding homes in the close proximity of the proposed route. This proposed route of HSR's goal is to service from only one city central to the next city central with a possible one stop in-between. This HSR will not benefit one Waller resident in anyway. In fact it will add many safety concerns. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	
Paula Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON WATERFOWL AND HUNTING NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting. The route of the HSR cuts through and will destroy the north end of one of the major wetlands in this region, where duct hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN. Again, "The NEED AND PURPOSE" of this HSR project has not been shown, to date!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to NR-1, NR-2, RF-2 and WW-2.
Paula Kuhn	2/5/2018	Handwritten	<p>REFERENCE: FARM, AND SHOW ANIMALS. AND THE MAJOR IMPACT OF HIGH SPEED RAIL WILL PLACE ON THEIR GROWTH PERFORMANCE, PRODUCTION AND SUPPLY OF LAND TO TABLE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one Of these is a big source of our daily nourishment. As we know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Train. I feel our family has supplied generations to come with the lifestyle of animal life, which so many never benefit from. As all know THE FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Stop this madness, let today's, tomorrows, and future generations enjoy this lifestyle of Farm of Nature, Land and Animals, which so many miss in today's world. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to GN-3, NE-1 and NR-1.
Paula Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON ECONOMIC DEVELOPMENT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more do-able, that will bring more residents to this area, as well of Jobs, and businesses. But, none will be able to be completed Train Cuts through. which will also be Stifling to All Future Economics Development in this area. HC-4 route through Waller/Harris County: This route is some three miles west Of the original publicly notice route, and changed without any public input from those affected: Waller/Harris County. FRA Failed to Coordinate With The Local Waller County Government. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to BA-3, PI-1, SC-13, SC-19 and TR-8.
Paula Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT OF PUBLIC SAFETY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY To me public safety is a big issue, a factor in our day to day operations, as wemove from location to location within OUT community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!! NO one has considered the lives of the residents that live in our community, or our safety of an explosion, from</p>	Refer to EU-2, EU-6, EU-7 and PI-1.

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			<p>the speed of the train. Again FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT!!!!!!!!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	
Paula Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON FLOODING AND DRAINAGE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community. Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR. Stop this future flooding issues from adding to our drainage issues, stop the HSR. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS. Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to FP-1, WW-1, WW-2 and WW-8.
Paula Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON THE CITY OF WALLER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 —a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to AQ-7, GN-3, LU-4 and NE-1.
Paula Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I feel that the Northern Portion of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value of everyone's property, which is devastating to each individual and or piece of property of each resident. Why! Why destroy this TEXAS sole with a HSR. Our community is made up of beautiful acreage, and residents that have paid high dollar for their Texas Soil. Stop the High Speed Rail in Waller/Harris County, say: No To High Speed Rail, save our Communities, save our Texas Heritage, Save Our Land. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.</p>	Refer to LU-3, LU-4, RF-1 and VA-1.
Paula Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT OF QUALITY OF LIFE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY "Quality of Life", would be a huge devastating issue for the residents, and community of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye sight of Waller/Harris County. HSR's are known for derailing, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns of safety for our Waller/Harris County residents in that existing surrounding area, as well. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.</p>	Refer to AS-1, NV-1, NV-5, SS-1 and TC-4.
Paula Kuhn	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON HISTORICAL SITES NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Today in our community we are very fortunate to be able to drive by, admire, and learn the history of this community of Waller County. An Army Corps of Engineers Section 4 Permit report has revealed four archeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of Historical Places. Why deprive our County of this Historical Event. Due to the fact that FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY".</p>	Refer to CR-9.

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			NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	
Paula Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON HEWLETT PACKARD DATA CENTER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to SC-11.
Paula Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This Is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor. As our community grows, with progress, why tear each mile Stone down, with an un-needed, un-wanted high speed rail. How can Waller County grown with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Paula Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON G&W WATER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet of this Water Tower. Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Harris County to this devastating loss. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to GN-3 and WW-6. The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.
Paula Kuhn	2/5/2018	Handwritten	Reference: Devaluation of Homes, Land, Homestead, Property No Texas High Speed Train For Texas As a resident of the Waller, Texas Area, I do not feel a High Speed Train would be beneficial to our land, community, schools, roads, emergency services, and neighboring communities. I feel it will cause safety concerns for it residents, devalue our land/homes and be harmful to our livestock our crops. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and my neighbors. The train will be felt by the surrounding residents up to 2 miles (either side/way), which would definitely cause future foundation issues to homes in the close proximity of the proposed route. It will devalue our prices of our homes, property, homestead, land. This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit a Waller resident in any way. In fact it will cause safety concerns to our children (including my own) due to the bus routes having to cross this catastrophe. Why make our community pay the price of a future disaster to take place in our wonderful small town. Sincerely from a Concerned Citizen	Refer to NV-5, SC-8, SC-19, SS-12, SS-13 and VA-1. Train vibrations would not be perceptible beyond a few hundred feet from the tracks.
Paula Kuhn	2/5/2018	Website	REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse	Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please

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			powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor. As our community grows, with progress, why tear each mile stone down, with an un-needed, un-wanted high speed rail. How can Waller County grow with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife. For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.
Paula Kuhn	2/6/2018	Oral	Good evening. My name is Paula Kuhn. I am here to state: No high-speed rail for Texas. Save our Texas heritage. Save our land. My family is the Kuhns, and as well as all of our neighbors, we are worried about the major impact this high-speed train will have on our land, on our homes, on or property values, tax bases, the additional flooding in our area, all the show cattle and lambs, all of our livestock, emergency services for ourself and our elderly, independent school districts, the safety of all of our children with the bus crossings, quality of life, public safety in general, the unsightly visual of the rail itself, the impact felt from the rail itself. This project makes no sense. This project will be a financial, environmental, and cultural disaster for Texas. This project has been proven negative on cash flow from the beginning, not enough private money. We all know that the next step will be to apply for federal loans. We, the taxpayer, will pay. FRA, you are wanting to sell our Texas soil, our heritage, to the Japanese investors who have proven not to be successful again and again. To the Reason Foundation analysis and article, "Texas High-Speed Rail, Caution Ahead," was just published February the 6th, 2017, less than a year ago, in which they conclude the proposed high-speed rail will lose over \$500 million. Please hear our cry. Save our Texas heritage, save our land. In conclusion, the no-build option will be chosen for this project. Thank you.	Refer to FP-1, FP-4, GN-3, GN-4, LU-11, NE-1, NE-9, SC-6, SC-7, SC-8, SC-19, SS-1, SS-23 and VA-1.
Paula Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO. 200 NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, the "Need and Purpose" of this project has not been shown to date. A High Speed Train would not be beneficial to our land, our city, our community, our schools, our roads, our emergency services, and neighboring communities. HC-4 route through Waller County, is some three miles west of the original publicity noticed route, and changed without any opportunity for public input from those affected. EMERGENCY SERVICES could be negatively impacted by the HSR line, due to its potential impact on our county and private roads. Many of which are used for emergency vehicles that now service the District and provide an 8 - minute response time. This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit Waller residents in any way. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to BA-8, LU-4, PI-1, PN-3, SC-5, SC-19 and SS-23.
Paula Kuhn	2/6/2018	Website	REFERENCE: IMPACT OF QUALITY OF LIFE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Quality of Life would be a huge devastating Issue for the residents, and community of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye of Waller/Harris County. HSR's are known for derailing, and that would add devastating Issues to the surround area of Waller/Harris County. This would add concerns of safety for our Waller/Harris County residents In that existing surrounding area, as well. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to AS-1, NV-1, SS-12 and SS-13.
Paula Kuhn	2/19/2018	Email	As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community. Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR. Stop this future flooding issues from adding to our drainage issues, stop the HSR.	Refer to FP-1, WW-1, WW-2 and WW-8.
Paula Kuhn	2/19/2018	Email	The route of the HSR cuts through and will destroy the north end of one of the major wetlands in this region, where duck hunting is vital to the economy and where watefowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN.	Refer to NR-1, NR-2, RF-2 and WW-9.
Paula Kuhn	2/19/2018	Email	REFERENCE: FARM, AND SHOWAWMALS, AND THE MAJOR IMPACT OF HIGH SPEED RAIL WILL PLACE ON THEIR GROWTH, PERFORMANCE, PRODUCTION AND SUPPLY OF LAND ro TABLE NO MGH SPEED RAIL FOR WALLER/HARRIS COUNTY Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as well as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one of these is a big source of our daily nourishment. As we all know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Train. feel our family has supplied generations to come with the lifestyle of animal life, which so many never benefit from. As we all know THE FEASIBILITY OF THE PROPOSED MGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Stop this madness, let todays, tomorrows, and future generations enjoy this lifestyle of Farm Of Nature, Land and Animals, which so many miss in today's world. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to NR-1.

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Paula Kuhn	2/19/2018	Email	As a resident of the Waller/HARRIS County area, the proposed alignment of the High Speed Rail will run through a large portion of the Waller ISD's district. This would negatively impact bus routes, which may cause Waller ISD to purchase addition school buses to transport student, and accommodate delays to county and private roads being impacted and/or closed by the proposed High Speed Rail project. The safety of our children is the utmost concern for our Waller/Harris County residents, parents, and school factuality. Why add the risk? Why add the tax dollars, to withstand this unneeded debt to our community.	Refer to SC-5.
Paula Kuhn	2/19/2018	Website	REFERENCE: IMPACT ON PUBLIC SAFETY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY To me public safety is a big issue, a factor in our day to day operations, as we move from location to location within our community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!! No one has considered the lives of the residents that live in our community, or our safety of an explosion, from the speed of the train. Again, FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY	Refer to EU-2, EU-6, EU-7 and PI-1.
Paula Kuhn	2/19/2018	Website	REFERENCE: IMPACT ON G&W WATER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet of this Water Tower. Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Harris County to this devastating loss. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to GN-3 and WW-6. The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.
Paula Kuhn	2/25/2018	Email	REFERENCE: IMPACT ON THE CITY OF WALLER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 -a tract being held for housing and commercial development. HC-4 also passes within 4.000 feet Of the Daikin/GOODman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities Of the Waller/Harris County Area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS	Refer to LU-4 and GN-3.
Paula Kuhn	2/25/2018	Email	I am a resident Of Waller/Harris County. Our community has dozens Of roads planned, that will make transportation times more do-able, that will bring more residents to this area, as well of jobs, and businesses. But, none will be able to be completed If The High Speed Train Cuts through. which will also be Stifling to All Future Economics Development in this area. HC4 route through Waner/Harris County: This route is some three miles west Of the original publicly notice route, and changed without any public input from those affected: Waller/Harris County. FRA Failed To Coordinate With The Local Waller County Government.	Refer to BA-3, PI-1 and TR-8.
Paula Kuhn	2/25/2018	Email	NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as well as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one of these is a big source of our daily nourishment. As we an know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Train. feel our family has supplied generations to come with the lifestyle of animal life, which so many never benefit from. As we all know THE FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Stop this madness, let todays, tomorrows, and future generations enjoy this lifestyle of Farm Of Nature, Land and Animals, which so many miss in today's world. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to GN-3 and NR-1.
Paula Kuhn	2/25/2018	Email	NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community. Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR. Stop this future flooding issues from adding to our drainage issues, stop the HSR. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR	Refer to FP-1, WW-1, WW-2 and WW-8.
Paula Kuhn	2/25/2018	Email	I moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting. The route Of the HSR cuts through and will destroy the north end Of one Of the major wetlands in this region, where duck hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN.	Refer to NR-1, NR-2, RF-2 and WW-9.
Paula Kuhn	2/25/2018	Email	As a resident of the Waller/Harris County Area, the "Need and Purpose" of this project has not been shown to date. A High Speed Train would not be beneficial to our land, our city, our community, our schools, our roads, our emergency services, and neighboring communities. HC-4 route through Waller County, is some three miles west of the original publicity noticed route, and changed without any opportunity for public input from those affected. EMERGENCY SERVICES could be negatively impacted by the HSR line, due to its potential impact on our county and private roads. Many of which are used for emergency vehicles that now service the District and provide an 8 - minute response time. This HSR	Refer to PI-8, PN-3, SC-19 and SS-23.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

Submitted By	Date Submitted	Submission Type	Comment	Response
			goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit Waller residents in anyway. Why make our community pay the price of a future disaster to take place in our wonderful small community.	
Paula Kuhn	2/25/2018	Email	NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to PI-1, PN-3, SC-11 and SC-19.
Paula Kuhn	2/25/2018	Website	REFERENCE: IMPACT ON G&W WATER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet of this Water Tower. Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Hams County to this devastating loss. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to GN-3 and WW-6. The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.
Paula Kuhn	3/5/2018	Oral	Good evening. I am here directly talking to the Federal Railroad Association, as well as the Houstonians directly, and not directly affected by this high speed rail. I state loudly: No high-speed rail for Texas, save our Texas heritage, save our land. We, the Kuhn family, in Waller, Texas, as well as our neighbors, worry about the major impact this high-speed rail will have on our land and its value; on our homes and their structure stability; our property values and tax bases will definitely decrease with the high-speed rail; additional flooding in all our areas, as well as the Houston area; all livestock, all show cattle, all show lambs; emergency services for our ourselves, each of you, you, the Houstonians, and the elderly; Independent School Districts in all counties close to this rail will be affected; safety of bus crossings and our children are a big concern; quality of life for my family, my neighbors and each of you; public safety in general; the unsightly visual of the high-speed rail itself; the impact felt from the high-speed rail within a two-mile radius on each side. This project makes no sense. This project will be a financial, environmental and cultural disaster for Texas. This project has been proven negative on cash flow, from the beginning, not enough private money. We all know the next step will be for them to apply for federal loans. We, the taxpayers, will pay. FRA, you are wanting to sell our Texas soil, our heritage to the Japanese investors, who: Have proven to not be successful again and again. Prior to the Reason Foundation analysis and article "Texas High-Speed Rail: Caution Ahead" was just published on February the 6th, 2017, less than a year ago, which they concluded that the proposed high-speed rail could lose over 500 million a year. This project will not directly benefit anyone in the Waller area or the landowners along its path. Why ask rural communities to suffer the most? For you Houstonians, traffic will be worst. Please, do your research, Houstonians. There is more bad than good. Please hear our cry: Save our Texas heritage, save our land. Conclusion: No-build option should be chosen as the only viable option for high-speed rail in Texas. I am Paula Kuhn, and on behalf of the Chris and Lacy Kuhn Family, of Waller, Harris County, Waller, Texas, we thank you.	Refer to FP-1, FP-4, GN-3, GN-4, LU-11, NE-1, NE-9, SC-6, SC-7, SC-8, SC-19, SS-1, SS-23 and VA-1.
Paula A Kuhn	2/5/2018	Handwritten	REFERENCE: IMPACT ON HEWLETT PACKARD DATA CENTER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to SC-11.
Paula A Kuhn	2/5/2018	Handwritten	Reference: Devaluation of Homes, Land, Homestead, Property No Texas High Speed Train For Texas	Refer to BA-8, LU-4, LU-11, NV-5, PI-1, PN-3, SC-5, SC-8, SC-19, SS-1, SS-12, SS-13, SS-23 and VA-1.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

Submitted By	Date Submitted	Submission Type	Comment	Response
			<p>As a resident of the Waller, Texas Area, I do not feel a High Speed Train would be beneficial to our land, community, schools, roads, emergency services, and neighboring communities. I feel it will cause safety concerns for its residents, devalue our land/homes and be harmful to our livestock and crops.</p> <p>Looking at the proposed route, the HSR will run through a large number of private properties owned by myself and my neighbors. The train will be felt by the surrounding residents up to 2 miles (either side/way), which would definitely cause future foundation issues to homes in the close proximity of the proposed route. It will devalue our prices of our homes, property, homestead land.</p> <p>This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit a Waller resident in any way. In fact it will cause safety concerns to our children (including my own) due to the bus routes having to cross this catastrophe. Why make our community pay the price of a future disaster to take place in our wonderful small town.</p>	
Paula A Kuhn	2/6/2018	Website	<p>Reference: ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF WALLER COUNTY (A Historical Minority Population County) - DEVALUATION OF HOMES. LAND. HOMESTEAD, PROPERTY NO HIGH SPEED RAIL WALLER/HARRIS COUNTY</p> <p>This project will create an obsolescence that will negatively impact the property values in Waller/Harris County. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes.</p> <p>As a resident of the Waller/Harris County area, FRA, High Speed Rail, failed to coordinate with the local Waller County Government, and it is obvious it would be beneficial to our area. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and many of neighbors and friends. The train will be felt by the surrounding residents up to 2 miles (either side of the rail), which would definitely cause future foundation issues to surrounding homes in the close proximity of the route.</p> <p>This proposed route of HSR's goal is to service from only city central to the next city central with a possible one stop in-between. This HSR will not benefit one resident in any way. In fact it will add many safety concerns. Why make our community pay the price of a future disaster to take place in our wonderful small community.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County</p>	Refer to NV-5, PI-1 and VA-1.
Paula A Kuhn	2/6/2018	Website	<p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>I moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting.</p> <p>The route of the HSR cuts through and will destroy the North end of one of the major wetlands in this region, where duck hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN.</p> <p>Again, "The NEED AND PURPOSE" of this HSR project has not been shown, to date!!!!</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p>	Refer to NR-1, NR-2, RF-2 and WW-2.
Paula A Kuhn	2/6/2018	Website	<p>Our homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as well as the high dollar show lambs, my family enjoys on a day to day basis. Each one of these is a big part of our daily nourishment. As we know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the high-speed train. I feel our family has supplied generations to come with the lifestyle of animal life, which so many never benefit from. As we know THE FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high-speed rail project could lose over \$500 million a year. Stop madness, let today's, tomorrow's, and future generations enjoy this lifestyle of farm of nature, land and animals, which so many miss in today's world. No build option should be chosen as the only viable option for Texas.</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County</p>	Refer to GN-3 and NR-1.
Paula A Kuhn	2/6/2018	Website	<p>I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more doable, that will bring more residents to this area, as well as jobs, and businesses. But, none will be able to be completed if the high speed train cuts through, which will also be stifling to all future economic development in this area.</p> <p>HC-4 route through Waller/Harris County: This route is some three miles west of the original publicly notice route, and changed without any public input from those affected: Waller/Harris County. FRA failed to coordinate with the local Waller County government. No build options should be chosen as the only viable option for Texas.</p>	Refer to PI-1, TR-1 and TR-8.
Paula A Kuhn	2/6/2018	Website	<p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY To me public safety is a big issue, a factor in our day to day operations, as we move from location to location within our community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!!! No one has considered the lives of the residents that live in our community, or our safety of an explosion, from the speed of the train. Again, FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT!!!!!!!!!!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p>	Refer to EU-2, EU-6, EU-7 and PI-1.

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Paula A Kuhn	2/6/2018	Website	NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 -a tract being held for housing and commercial development. HC-4 also passes within 4000 feet of the Daikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS	Refer to AQ-7, GN-3, LU-4 and NE-1.
Paula A Kuhn	2/6/2018	Website	NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I feel that the Northern Portion of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value of everyone's property, which is devastating to each individual and or piece of property of each resident. Why! Why Destroy this TEXAS sole with a HSR. Our community is made up of beautiful acreage, and residents that have paid high dollar for their Texas Soil. Stop the High Speed Rail in Waller/Harris County, say: No To High Speed Rail, save our Communities, save our Texas Heritage, Save Our Land. NO BUID OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to LU-3, LU-4, RF-1 and VA-1.
Paula A Kuhn	2/6/2018	Letter	Reference: Please find attached individual letters, that are all NO BUILD OPTION against a High Speed Rail, for TEXAS. Please help us save our TEXAS Heritage, Help Us Save Our Land. Do Not Let this tear our state in half.	Comment noted.
Paula A Kuhn	2/6/2018	Letter	NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the HIGH SPEED RAIL will add to our community. Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR. Stop this future flooding issues from adding to our drainage issues, stop th HSR. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to FP-1, WW-1, WW-2 and WW-8.
Paula A Kuhn	2/6/2018	Handwritten	REFERENCE: IMPACT ON ECONOMIC DEVELOPMENT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more do-able, that will bring more residents to this area, as well of Jobs, and businesses. But, none will be able to be completed Train Cuts through. which will also be Stifling to All Future Economics Development in this area. HC-4 route through Waller/Harris County: This route is some three miles west Of the original publicly notice route, and changed without any public input from those affected: Waller/Harris County. FRA Failed to Coordinate With The Local Waller County Government. No Build Option Should Be Chosen As The Only Viable Option For Texas Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to BA-3, PI-1, SC-13, SC-19 and TR-8.
Paula A Kuhn	2/6/2018	Handwritten	REFERENCE: IMPACT ON FLOODING AND DRAINAGE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community. Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR. Stop this future flooding issues from adding to our drainage issues, stop the HSR. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS. Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to FP-1, WW-1, WW-2 and WW-8.
Paula A Kuhn	2/6/2018	Handwritten	REFERENCE: IMPACT ON FLOODING AND DRAINAGE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community. Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR. Stop this future flooding issues from adding to our drainage issues, stop the HSR. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS. Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to FP-1, WW-1, WW-2 and WW-8.

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Paula A Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON WATERFOWL AND HUNTING NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting. The route of the HSR cuts through and will destroy the north end of one of the major wetlands in this region, where duct hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN. Again, "The NEED AND PURPOSE" of this HSR project has not been shown, to date!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to NR-1, NR-2, RF-2 and WW-2.
Paula A Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT OF PUBLIC SAFETY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY To me public safety is a big issue, a factor in our day to day operations, as we move from location to location within OUT community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!! NO one has considered the lives of the residents that live in our community, or our safety of an explosion, from the speed of the train. Again FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT!!!!!!!!!!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to EU-2, EU-6, EU-7 and PI-1.
Paula A Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON THE CITY OF WALLER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 —a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to AQ-7, GN-3, LU-4 and NE-1.
Paula A Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I feel that the Northern Portion of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value of everyone's property, which is devastating to each individual and or piece of property of each resident. Why! Why destroy this TEXAS sole with a HSR. Our community is made up of beautiful acreage, and residents that have paid high dollar for their Texas Soil. Stop the High Speed Rail in Waller/Harris County, say: No To High Speed Rail, save our Communities, save our Texas Heritage, Save Our Land. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.</p>	Refer to LU-3, LU-4, RF-1 and VA-1.
Paula A Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT OF QUALITY OF LIFE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY "Quality of Life", would be a huge devastating issue for the residents, and community Of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye sight of Waller/Harris County. HSR's are known for derailing, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns of safety for our Waller/Harris County residents in that existing surrounding area, as well. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.</p>	Refer to AS-1, NV-1, NV-5, SS-1 and TC-4.
Paula A Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT OF QUALITY OF LIFE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p>	Refer to AS-1, NV-1, NV-5, SS-1 and TC-4.

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			<p>"Quality of Life", would be a huge devastating issue for the residents, and community Of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye sight of Waller/Harris County.</p> <p>HSR's are known for derailing, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns of safety for our Waller/Harris County residents in that existing surrounding area, as well.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Resident of Waller/Harris County.</p>	
Paula A Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON HISTORICAL SITES</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>Today in our community we are very fortunate to be able to drive by, admire, and learn the history of this community of Waller County. An Army Corps of Engineers Section 4 Permit report has revealed four archeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of Historical Places. Why deprive our County of this Historical Event. Due to the fact that FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY".</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to CR-9.
Paula A Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO. 200</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of the Waller/Harris County Area, the "Need and purpose" of this project has not been shown to date. A High Speed Train would not be beneficial to our land, our city, our community, our schools, our roads, our emergency services, and neighboring communities. HC-4 route through Waller County, is some three miles west of the original publicity noticed route, and changed without any opportunity for public input from those affected.</p> <p>EMERGENCY SERVICES could be negatively impacted by the HSR line, due to its potential impact on our county and private roads. Many of which are used for emergency vehicles that now service the District and provide an 8 — minute response time.</p> <p>This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit Waller residents in any way. Why make our community pay the price of a future disaster to take place in our wonderful small community.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely from a Concerned Citizen of Waller/Harris County</p>	Refer to BA-3, PI-1, PI-8, PN-3, SC-7, SC-19 and SS-23.
Paula A Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of Waller/Harris County, I am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This Is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor.</p> <p>As our community grows, with progress, why tear each mile Stone down, with an un-needed, un-wanted high speed rail. How can Waller County grown with this no-nonsense HSR in our area!</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Resident of Waller/Harris County.</p>	<p>Refer to NR-2, RF-4 and WW-2.</p> <p>For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife. For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</p>
Paula A Kuhn	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON G&W WATER</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet of this Water Tower.</p> <p>Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Harris County to this devastating loss.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Resident of Waller/Harris County.</p>	<p>Refer to GN-3 and WW-6.</p> <p>The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.</p>

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

Submitted By	Date Submitted	Submission Type	Comment	Response
Paula A Kuhn	2/6/2018	Handwritten	<p>Reference: Devaluation of Homes, Land, Homestead, Property No Texas High Speed Train For Texas</p> <p>As a resident of the Waller, Texas Area, I do not feel a High Speed Train would be beneficial to our land, community, schools, roads, emergency services, and neighboring communities. I feel it will cause safety concerns for its residents, devalue our land/homes and be harmful to our livestock and crops.</p> <p>Looking at the proposed route, the HSR will run through a large number of private properties owned by myself and my neighbors. The train will be felt by the surrounding residents up to 2 miles (either side/way), which would definitely cause future foundation issues to homes in the close proximity of the proposed route. It will devalue our prices of our homes, property, homestead land.</p> <p>This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit a Waller resident in any way. In fact it will cause safety concerns to our children (including my own) due to the bus routes having to cross this catastrophe. Why make our community pay the price of a future disaster to take place in our wonderful small town.</p>	Refer to BA-8, LU-4, LU-11, NV-5, PI-1, PN-3, SC-5, SC-8, SC-19, SS-1, SS-12, SS-13, SS-23 and VA-1.
Paula A Kuhn	2/6/2018	Handwritten	<p>REFERENCE: ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF WALLER COUNTY (A Historical Minority Population County) - DEVALUATION OF HOMES LAND HOMESTEAD PROPERTY NO HIGH SPEED RAIL WALLER/HARRIS COUNTY</p> <p>This project will create an obsolescence that will negatively impact the property values in Waller/Harris County. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes.</p> <p>As a resident of the Waller/Harris County area, FRA, High Speed Rail, failed to coordinate with the local Waller County Government, and it is obvious it would not be beneficial to our area. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and many of neighbors and friends. The train will be felt by the surrounding residents up to 2 miles (either side of the rail), which would definitely cause future foundation issues to surrounding homes in the close proximity of the proposed route.</p> <p>This proposed route of HSR's goal is to service from only one city central to the next city central with a possible one stop in-between. This HSR will not benefit one Waller resident in anyway. In fact it will add many safety concerns. Why make our community pay the price of a future disaster to take place in our wonderful small community.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to EJ-1, NV-5, PN-3, PN-5, SC-19, SS-1 and VA-1.
Paula A Kuhn	2/6/2018	Website	<p>REFERENCE: DEVALUATION OF HOMES, LAND, HOMESTEAD, PROPERTY NO TEXAS HIGH SPEED TRAIN FOR TEXAS</p> <p>As a resident of the Waller, Texas Area, I do not feel a High Speed Train would be beneficial to our land, community, schools, roads, emergency services, and neighboring communities, I feel it will cause safety concerns for its residents, devalue our land/homes and be harmful to our livestock and crops. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and my neighbors. The train will be felt by the surrounding residents up to 2 miles (either side/way), which would definitely cause future foundation issues to homes in the close proximity of the proposed route. It will devalue our prices of our homes, property, homestead, land. This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit a Waller resident in any way. In fact it will cause safety concerns to our children (including my own) due to the bus routes having to cross this catastrophe. Why make our community pay the price of a future disaster to take place in our wonderful small town. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS</p>	Refer to BA-8, LU-4, LU-11, NV-5, PI-1, PN-3, SC-5, SC-8, SC-19, SS-1, SS-12, SS-13, SS-23 and VA-1.
Paula A Kuhn	2/6/2018	Website	<p>Reference: Devaluation of Homes, Land, Homestead, Property No Texas High Speed Train For Texas</p> <p>As a resident of the Waller, Texas Area, I do not feel a High Speed Train would be beneficial to our land, community, schools, roads, emergency services, and neighboring communities. I feel it will cause safety concerns for its residents, devalue our land/homes and be harmful to our livestock and crops. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and my neighbors. The train will be felt by the surrounding residents up to 2 miles (either side/way), which would definitely cause future foundation issues to homes in the close proximity of the proposed route. It will devalue our prices of our homes, property, homestead, land. This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit a Waller resident in any way. In fact it will cause safety concerns to our children (including my own) due to the bus routes having to cross this catastrophe. Why make our community pay the price of a future disaster to take place in our wonderful small town.</p>	Refer to NV-5 and VA-1.
Paula A Kuhn	2/6/2018	Website	<p>REFERENCE: IMPACT ON HISTORICAL SITES NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>Today in our community, we are very fortunate to be able to drive by, admire, and learn the history of this community of Waller County. An Army Corps of Engineers Section 4 Permit report has revealed four archaeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of</p>	Refer to CR-9.

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			Historical Places. Why deprive our County of this Historical Event. Due to the fact that FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY".	
Paula A Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON HEWLETT PACKARD DATA CENTER NO HIGH SPEED RAIL Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way. NO BUILD OPTION SHOUCD BE CHOSEN AS THE ONL Y VIABLE OPTION FOR TEXAS	Refer to SC-11 and VA-4.
Paula A Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor. As our community grows, with progress, why tear each mile stone down, with an un-needed, un-wanted high speed rail. How can Waller County grow with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to NR-2, RF-4, WW-1 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Paula A Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON G&W WATER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet of this Water Tower. Feasibility of Proposed High Speed Rail by the Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller Harris County to this devastating loss. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to GN-3 and WW-6. The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.
Paula A Kuhn	2/19/2018	Email	NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 -a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS	Refer to AQ-7, GN-3, LU-4 and NE-1.
Paula A Kuhn	2/19/2018	Email	NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to PI-1, PN-3, SC-11 and SC-19.
Paula A Kuhn	2/19/2018	Website	REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor. As our community grows, with progress, why tear each mile stone down, with an un-needed, un-wanted high speed rail. How	Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in

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			can Waller County grow with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.
Paula A Kuhn	2/25/2018	Email	As a resident of Waller/Harris County, I feel that the Northern Portion of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value of everyone's property, which is devastating to each individual and or piece of property of each resident. Why! Why destroy this TEXAS sole with a HSR. Our community is made up of beautiful acreage, and residents tha	Refer to LU-3, LU-4, RF-1 and VA-1.
Paula A Kuhn	2/25/2018	Email	Today in our community, we are very fortunate to be able to drive by, admire, and learn the history of this community of Waller County. An Army Corps Of Engineers Section 4 Permit report has revealed four archeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of Historical Places. Why deprive our County of this Historical Event. Due to the fact that FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY".	Refer to CR-9.
Paula A Kuhn	2/25/2018	Email	"Quality of Life", would be a huge devastating issue for the residents, and community Of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye sight of Waller/Harris County. HSR's are known for derailing, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns Of safety for our Waller/Harris County residents in that existing surrounding area, as well.	Refer to AS-1, NV-1, NV-5, SS-1 and TC-4.
Paula A Kuhn	2/25/2018	Website	REFERENCE: IMPACT ON PUBLIC SAFETY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY To me public safety is a big issue, a factor in our day to day operations, as we move from location to location within our community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!! NO one has considered the lives of the residents that live in our community, or our safety of an explosion, from the speed of the train. Again, FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY NO BUILD OPTION SHOULD BE CHOSEN AS THE OPTION FOR TEXAS	Refer to EU-2, EU-6 and EU-7.
Paula A Kuhn	3/6/2018	Email	I guess last nights meeting left me very disappointed in how the FRA operates. Please refer to attachment.	Refer to PI-6.
Paula A. Kuhn	2/6/2018	Handwritten	REFERENCE: FARM, AND SHOW ANIMALS. AND THE MAJOR IMPACT OF HIGH SPEED RAIL WILL PLACE ON THEIR GROWTH PERFORMANCE, PRODUCTION AND SUPPLY OF LAND TO TABLE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one of these is a big source of our daily nourishment. As we know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Train. I feel our family has supplied generations to come with the lifestyle of animal life, which so many never benefit from. As all know THE FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Stop this madness, let today's, tomorrows, and future generations enjoy this lifestyle of Farm Of Nature, Land and Animals, which so many miss in today's world. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to GN-3, NE-1 and NR-1.
Paula A. Kuhn	2/6/2018	Website	REFERENCE: IMPACT ON ECONOMIC DEVELOPMENT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more do-able, that will bring more residents to this area, as well of jobs, and businesses. But, none will be able to be completed If The High Speed Train Cuts through, which will also be Stifling to All Future Economics Development in this area. HC4 route through Waller/Harris County: This route is some three miles west of the original publicly notice route, and changed without any public input from those affected: Waller/Harris County. FRA Failed To Coordinate With The Local Waller County Government. No Build Option Should Be Chosen As The only Viable Option FOR TEXAS	Refer to PI-1 and TR-8.
Chris Kuhn	2/6/2018	Oral	So I guess all this is going to be in response to the EIS, right? Or the draft EIS. And I guess my question is -- is they talk about the profitability of the project and they talk about that it's going to increase the tax dollars in the area and my question is -- or concern potentially is that there's already taxes being collected on the airfare between the two and they're expecting or hoping to get the airfare riders on the train. So I don't quite see or understand how we're going to get additional tax money from this project due to the fact that we're just stealing money from Peter to pay Paul, basically. So I still don't understand how this will be a gain. You know, I do have children within the county and we live out in the remote areas of the county.	Refer to PN-4.

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Richard Kuntz	2/16/2018	Website	I support the project and the projected alignment. It will greatly decrease the environmental impacts of auto and truck congestion, and ultimately lead to more dense housing patterns which also reduces environmental impact in urbanized areas. I am a member of the Texas Bar and frequently take business and sometimes pleasure trips in the area served by the project.	Comment noted.

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Gary L.	1/29/2018	Letter	<p>1. Concern about Texas counties, Dallas, Ellis, Navarro, Freestone, Leon, Madison, Grimes, Harris and Wheeler. Endangered species-bald eagles, monarch butterfly, wood pecker, passenger pigeons, red wolf, gray wolf, migratory game birds, wood stork, Texas horn lizard, Brazos water snake, Houston toad, white face ibis, interior least tern, Cagle's map turtle, Ouachita, rock pocket mussel, including wildflowers of large fruited sand verbena, Navasota Indie tresses.</p> <p>2. Concerns about water shed impact of flow and drainage of water in flood event.</p> <p>3. Concerns about soil erosion.</p> <p>4. Concerns about livestock reproduction due to vibration and noise.</p> <p>5. Noise pollution.</p> <p>6. Re-routing roads and closing roads that are easier access for emergency situation.</p> <p>7. Electromagnetic currents that "High Speed Rail" radiates.</p>	<p>Refer to NR-1, NR-2, NR-3, NR-4, NR-5, SG-1, SS-23, WW-1 and WW-2.</p> <p>Passenger Pigeons are extinct. The Red Wolf and Gray Wolf are extirpated from Texas. The Monarch Butterfly is currently "Under Review" for listing by FWS and is not currently a protected species. Other species mentioned were assessed in Table 3.6-8: LSFV Habitat by Segment except for those not listed by TPWD or FWS such as the Brazos water snake, Cagle's Map Turtle, Ouachita, and Rock-Pocket Mussel. The Project does not radiate electromagnetic currents. Rather, the electric current used to power the Project does generate electromagnetic fields (EMFs), as discussed in Section 3.14.1, Socioeconomics and Community Facilities, Introduction. As discussed in Section 3.15.4, Electromagnetic Fields, Methodology: "The inverse square law applies to EMF. The inverse-square law means that EMF levels would substantially decrease with increased distance from the source. Therefore, for the purposes of this analysis, the EMF Study Area is defined as 500 feet from the centerline of the HSR track. Beyond this distance, the EMF would be below background levels.</p>
Anna Marie La Porte	2/6/2018	Website	<p>HSR will negatively impact every rural county in its path. Our way of life will be completely destroyed, including deer, horses and cattle. Our property value will be zero. We have worked all of our lives to have a peaceful retirement. Every rural county will pay the price, without receiving any benefit. This is immoral, unethical and wrong on any level.</p>	<p>Comment noted.</p>
Brandy Laakso	3/9/2018	Website	<p>I think this is an excellent idea and would significantly help reduce emissions in the future for commuters providing alternatives to air and car travel between two Texas hubs.</p>	<p>Comment noted.</p>
Brian LaFonte	3/9/2018	Website	<p>I do not want this project to move forward. We have an education budget shortfall in this state and we cannot afford to bail out any business that fails to pay for this train. Also, the state should not use the power of eminent domain for a private company.</p>	<p>Refer to ED-1, GN-5 and SC-19.</p>
Lynne Lager	2/5/2018	Handwritten	<p>REFERENCE: ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF WALLER COUNTY (A Historical Minority Population County) - DEVALUATION OF HOMES LAND HOMESTEAD PROPERTY NO HIGH SPEED RAIL WALLER/HARRIS COUNTY</p> <p>This project will create an Obsolescence that will negatively impact the property values in Waller/Harris County. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. As a resident of the Waller/Harris County area, FRA, High Speed Rail, failed to coordinate with the local Waller County Government, and it is obvious it would not be beneficial to our area. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and many of neighbors and friends. The train will be felt by the surrounding residents up to 2 miles (either side of the rail), which would definitely cause future foundation issues to surrounding homes in the close proximity of the proposed route. This proposed route of HSR's goal is to service from only one city central to the next city central with a possible one stop in-between. This HSR will not benefit one Waller resident in anyway. In fact it will add many safety concerns. Why make our community pay the price of a future disaster to take place in our wonderful small community.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	<p>Refer to EJ-1, NV-5, PN-3, PN-5, SC-19, SS-1 and VA-1.</p>
Lynne Lager	2/5/2018	Handwritten	<p>REFERENCE: FARM, AND SHOW ANIMALS. AND THE MAJOR IMPACT OF HIGH SPEED RAIL WILL PLACE ON THEIR GROWTH PERFORMANCE, PRODUCTION AND SUPPLY OF LAND TO TABLE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one Of these is a big source of our daily nourishment. As we know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed</p>	<p>Refer to GN-3, NE-1 and NR-1.</p>

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Submitted By	Date Submitted	Submission Type	Comment	Response
			<p>Train.</p> <p>I feel our family has supplied generations to come with the lifestyle of animal life, which so many never benefit from.</p> <p>As all know THE FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Stop this madness, let today's, tomorrows, and future generations enjoy this lifestyle of Farm of Nature, Land and Animals, which so many miss in today's world.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	
Lynne Lager	2/5/2018	Handwritten	<p>REFERENCE: IMPACT OF PUBLIC SAFETY</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>To me public safety is a big issue, a factor in our day to day operations, as wemove from location to location within OUT community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!! NO one has considered the lives of the residents that live in our community, or our safety of an explosion, from the speed of the train.</p> <p>Again FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT!!!!!!!!!!</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to EU-2, EU-6, EU-7 and PI-1.
Lynne Lager	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON WATERFOWL AND HUNTING</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>I moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting.</p> <p>The route of the HSR cuts through and will destroy the north end of one of the major wetlands in this region, where duct hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN.</p> <p>Again, "The NEED AND PURPOSE" of this HSR project has not been shown, to date!!!</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to NR-1, NR-2, RF-2 and WW-2.
Lynne Lager	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON G&W WATER</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet of this Water Tower.</p> <p>Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Harris County to this devastating loss.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Resident of Waller/Harris County.</p>	<p>Refer to GN-3 and WW-6.</p> <p>The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.</p>
Lynne Lager	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of Waller/Harris County, I am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This Is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor.</p> <p>As our community grows, with progress, why tear each mile Stone down, with an un-needed, un-wanted high speed rail. How can Waller County grown with this no-nonsense HSR in our area!</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Resident of Waller/Harris County.</p>	<p>Refer to NR-2, RF-4 and WW-2.</p> <p>For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife. For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</p>
Lynne Lager	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO. 200</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of the Waller/Harris County Area, the "Need and purpose" of this project has not been shown to date. A High Speed Train would not be beneficial to our land, our city, our community, our schools, our roads, our emergency services, and neighboring communities. HC-4 route through Waller County, is some three miles west of the original publicity noticed route, and changed without any opportunity for public</p>	Refer to BA-3, PI-1, PI-8, PN-3, SC-7, SC-19 and SS-23.

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			input from those affected. EMERGENCY SERVICES could be negatively impacted by the HSR line, due to its potential impact on our county and private roads. Many of which are used for emergency vehicles that now service the District and provide an 8 — minute response time. This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit Waller residents in any way. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely from a Concerned Citizen of Waller/Harris County	
Lynne Lager	2/5/2018	Handwritten	REFERENCE: IMPACT ON HEWLETT PACKARD DATA CENTER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to PI-1, PN-3, SC-11 and SC-19.
Lynne Lager	2/5/2018	Handwritten	REFERENCE: IMPACT ON HISTORICAL SITES NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Today in our community we are very fortunate to be able to drive by, admire, and learn the history of this community of Waller County. An Army Corps of Engineers Section 4 Permit report has revealed four archeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of Historical Places. Why deprive our County of this Historical Event. Due to the fact that FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY". NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to CR-9.
Lynne Lager	2/5/2018	Handwritten	REFERENCE: IMPACT OF QUALITY OF LIFE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY "Quality of Life", would be a huge devastating issue for the residents, and community Of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye sight of Waller/Harris County. HSR's are known for derailing, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns of safety for our Waller/Harris County residents in that existing surrounding area, as well. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to AS-1, NV-1, NV-5, SS-1 and TC-4.
Lynne Lager	2/5/2018	Handwritten	REFERENCE: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/HARRIS County area, the proposed alignment of the High Speed Rail will run through a large portion of the Waller ISD's district. This would negatively impact bus routes, which may cause Waller ISD to purchase addition school buses to transport student, and accommodate delays to county and private roads being impacted and/or closed by the proposed High Speed Rail project. The safety of our children is the utmost concern for our Waller/Harris County residents, parents, and school factuality. Why add the risk? Why add the tax dollars, to withstand this unneeded debt to our community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to SC-5 and SC-8.
Lynne Lager	2/5/2018	Handwritten	REFERENCE: IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY	Refer to LU-3, LU-4, RF-1 and VA-1.

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			As a resident of Waller/Harris County, I feel that the Northern Portion of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value of everyone's property, which is devastating to each individual and or piece of property of each resident. Why! Why destroy this TEXAS sole with a HSR. Our community is made up of beautiful acreage, and residents that have paid high dollar for their Texas Soil. Stop the High Speed Rail in Waller/Harris County, say: No To High Speed Rail, save our Communities, save our Texas Heritage, Save Our Land. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	
Lynne Lager	2/5/2018	Handwritten	REFERENCE: IMPACT ON THE CITY OF WALLER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 —a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to AQ-7, GN-3, LU-4 and NE-1.
Lynne Lager	2/5/2018	Handwritten	REFERENCE: IMPACT ON FLOODING AND DRAINAGE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community. Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR. Stop this future flooding issues from adding to our drainage issues, stop the HSR. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS. Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to FP-1, WW-1, WW-2 and WW-8.
Lynne Lager	2/5/2018	Handwritten	REFERENCE: IMPACT ON HISTORICAL SITES NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Today in our community we are very fortunate to be able to drive by, admire, and learn the history of this community of Waller County. An Army Corps of Engineers Section 4 Permit report has revealed four archeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of Historical Places. Why deprive our County of this Historical Event. Due to the fact that FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY". NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to CR-9.
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Lynne Lager	2/6/2018	Handwritten	REFERENCE: IMPACT ON ECONOMIC DEVELOPMENT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more do-able, that will bring more residents to this area, as well of Jobs, and businesses. But, none will be able to be completed Train Cuts through. which will	Refer to BA-3, PI-1, SC-13, SC-19 and TR-8.

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			<p>also be Stifling to All Future Economics Development in this area. HC-4 route through Waller/Harris County: This route is some three miles west Of the original publicly notice route, and changed without any public input from those affected: Waller/Harris County. FRA Failed to Coordinate With The Local Waller County Government. No Build Option Should Be Chosen As The Only Viable Option For Texas Sincerely From a Concerned Citizen of Waller/Harris County.</p>	
Lynne Lager	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This Is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor. As our community grows, with progress, why tear each mile Stone down, with an un-needed, un-wanted high speed rail. How can Waller County grown with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.</p>	<p>Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife. For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</p>
Lynne Lager	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO. 200 NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, the "Need and purpose" of this project has not been shown to date. A High Speed Train would not be beneficial to our land, our city, our community, our schools, our roads, our emergency services, and neighboring communities. HC-4 route through Waller County, is some three miles west of the original publicity noticed route, and changed without any opportunity for public input from those affected. EMERGENCY SERVICES could be negatively impacted by the HSR line, due to its potential impact on our county and private roads. Many of which are used for emergency vehicles that now service the District and provide an 8 — minute response time. This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit Waller residents in any way. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	<p>Refer to BA-3, PI-1, PI-8, PN-3, SC-7, SC-19 and SS-23.</p>
Lynne Lager	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON HEWLETT PACKARD DATA CENTER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	<p>Refer to SC-11.</p>
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Lynne Lager	2/6/2018	Handwritten	REFERENCE: IMPACT ON THE CITY OF WALLER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 —a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to AQ-7, GN-3, LU-4 and NE-1.
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Lynne Lager	2/6/2018	Handwritten	REFERENCE: ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF WALLER COUNTY (A Historical Minority Population County) - DEVALUATION OF HOMES LAND HOMESTEAD PROPERTY NO HIGH SPEED RAIL WALLER/HARRIS COUNTY This project will create an Obsolescence that will negatively impact the property values in Waller/Harris County. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. As a resident of the Waller/Harris County area, FRA, High Speed Rail, failed to coordinate with the local Waller County Government, and it is obvious it would not be beneficial to our area. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and many of neighbors and friends. The train will be felt by the surrounding residents up to 2 miles (either side of the rail), which would definitely cause future foundation issues to surrounding homes in the close proximity of the proposed route. This proposed route of HSR's goal is to service from only one city central to the next city central with a possible one stop in-between. This HSR will not benefit one Waller resident in anyway. In fact it will add many safety concerns. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to EJ-1, NV-5, PN-3, PN-5, SC-19, SS-1 and VA-1.
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			The route of the HSR cuts through and will destroy the north end of one of the major wetlands in this region, where duct hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN. Again, "The NEED AND PURPOSE" of this HSR project has not been shown, to date!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	
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Lynne Lager	2/6/2018	Website	REFERENCE: IMPACT ON PUBLIC SAFETY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY To me public safety is a big issue, a factor in our day to day operations, as we move from location to location within our community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!! No one has considered the lives of the residents that live in our Community, or our safety of an explosion, from the speed of the train.	Refer to EU-2, EU-6, EU-7 and PI-1.
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Stephen Laird	2/20/2018	Website	I do not support the dallas to houston high-speed rail, for it will directly impact my family and I. The high-speed rail will split our family land in half, rendering it useless to us. This will be hard because we make a portion of the income from the land.	Refer to ED-2 and LU-11.
Mark Lairson	3/5/2018	Website	I sure hope they build this train. It would be the greatest thing that happened to Texas in this century, especially considering all the red [sic]. I'm a native Houstonian, born here in Houston in 1955. Hope it happens in my lifetime.	Comment noted.
Brent Lamb	2/16/2018	Website	Congestion on I-45 between Houston and Dallas is so bad that driving times are growing longer. Approximately 50,000 people commute between Dallas and Houston each week to work. This would be a great way to travel to Texas A&M University events which cause congestion on US 290 and Highway 6 to College Station. Texas is ready to make this project a reality.	Comment noted.
Tom Lambert (Metropolitan Transport Authority of Harris County)	3/5/2018	Oral	Thank you very much. My name is Tom Lambert. I'm the President and Chief Executive Officer of the Metropolitan Transport Authority of Harris County, fondly known as Houston Metro. Let me thank the Federal Railroad Administration for having this hearing tonight and giving the community an opportunity to comment and give feedback on a project that we think is very instrumental to bring great economic value to the state and to our region. So we're excited to be here tonight. The plan to connect our state with high-speed rail is very exciting. We look forward to working with Texas Central Railway on this most important project. This is just the kind of bold and transformative change we need for our region and state to ensure we maintain our competitive edge. We're already working in Metro on how to redesign our local system to make sure that we're maintaining a system of multi-modal to really serve the growing region. And as you heard, our region is expected to grow to 10.4 million by 2040; and by 2025, the City of Houston will bypass the City of Chicago, becoming the third-largest city in the United States. If you look at unincorporated Harris County, and if it were a city today, and Houston being the fourth-largest city today, unincorporated Harris County would be the fifth-largest city. This is about looking at opportunities to move people in this state. And when we began talking to our community about updating our plan, there are four major themes we're hearing that I want to share tonight, because I think there's some similarities to the Texas Central Railway project. The four major things we're hearing is the community wants more connections; they want improved speed and reliability; they want improved customer experience; and they want to make sure that we're all using new around emerging technologies in the transportation system. Those things fall in line with Texas Central Railway's project. We know	Comment noted.

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			that the efficient movement of goods, services, and people is critical to a strong Texas economy. When we look at linking high-speed rail to Metro's system, you can just imagine the type of economic opportunity; but more importantly, the multi-modal connections will provide people in this region to go to employment centers, to education, to all the things we need to do to make sure we're thriving as a community. We're looking ahead to a population that continues to grow. How do you keep up with that growth? Well, you keep up by planning, investing, and developing that infrastructure today for tomorrow. And we're excited to be a part of working with that, the City, Texas Central Railway, Harris County, the Federal Railroad Administration. We look forward to working this project forward	
Linda LaMotte	2/16/2018	Website	I voted for the Rail Project 2017 and will continue Voting for this Rail Project. This is excellent for the total outcome of the environmental projection for the future. Saving animal wildlife the air water supply and most important human lives! 1961 Hurricane Carla was beginning to destroy Galveston Island and human beings and wildlife The train carrying our cotton to the cotton Gin in Galveston called out to as many people as they could to get the word out to Get Aboard! SAVE YOUR SELVES it was that passing train that saved our lives! The world should never loose sight as to the importance and balance of transportation. Galveston built the causeway for tall ship to bring cargo from international waters. Train safely transport pregnant mom's Doctors Nurses Students Credical Patients to the World Renound Medical Centers families that cannot afford to stay by their side other wise! God for bid if an other Hurricane Carla should threaten the Gulf Coast! There will be a way out and not have senseless deaths on the freeways trying to escape like we had before. For the common good of the people build this Rail please	Comment noted.
Arthur Lancaster	2/27/2018	Website	In the late 40s, 50s & on into the 60s we had wonderful passenger service between Houston and Dallas. Rural people in my community could get on the Zephyr or the Rocket, go to Houston or Dallas, spend the day and be back home by dark thirty. The speed limits were much less then yet they were able to maintain a reasonably good schedule. Then the government allowed all of that to be broken up in favor of corporate profits. This new high speed train should be able to also serve the rural towns as well as the metro areas. With speeds at or above 200 mph, short pick-up stops are not going to hurt their schedule that much and it will be serving all of the people in the impact range, not just the city folks. I am for it if they do that. Against it if they do not. We need fast passenger service in Texas but it needs to be as inclusive as possible.DWRJ	Refer to GN-6, GN-7, PN-3, TC-4 and TR-4.
Arthur Lancaster	3/9/2018	Website	This comment is not so much about the Environmental Impact Statement as it is about the question of whether or not it should be constructed in the first place. If Eminent Domain is to be allowed to this company as builder then use of the facility should be made available to ALL of the citizens in reasonable access to the area of operations. This would include more rural area stops between the large metropolitan areas which would still make for a good schedule due to the 200 plus mph speeds they hope to achieve.	Refer to GN-7, NE-1, PN-3 and TC-4.
Duane S. Lancaster	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual diruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Kassie Lancaster	2/28/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property. We have known the Morgan family for 30 years. Bob and Brenda Morgan are among the most generous people I have ever met. My family and I had the opportunity to visit their ranch several years ago. Not only is it a breathtaking setting, but Bob and Brenda have left no stone unturned in making all beautifully furnished accommodations welcoming to the numerous visitors they are kind enough to host. As for my family, they went out of their way to ensure that our 3 boys had a memorable time exploring, climbing trees and riding horses. Recently, our oldest son - a college student in Waco - was invited out to Bob & Brenda's ranch for skeet shooting and relaxation. What a treat and a wonderful break for him! I urge you to reconsider your train route and leave the Morgan Creek Ranch out of your path so that countless family, friends, scouts, first responders, and others can continue to enjoy this beautiful property and the amazing Morgan family hospitality.	Refer to LU-5.

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Mike Lancaster	2/28/2018	Website	I am adamately opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property. We have known the Morgan family for 30 years. Bob and Brenda Morgan are among the most generous people I have ever met. My family and I had the opportunity to visit their ranch several years ago. Not only is it a breathtaking setting, but Bob and Brenda have left no stone unturned in making all beautifully furnished accommodations welcoming to the numerous visitors they are kind enough to host. As for my family, they went out of their way to ensure that our 3 boys had a memorable time exploring, climbing trees and riding horses. Recently, our oldest son - a college student in Waco - was invited out to Bob & Brenda's ranch for skeet shooting and relaxation. What a treat and a wonderful break for him! I urge you to reconsider your train route and leave the Morgan Creek Ranch out of your path so that countless family, friends, scouts, first responders, and others can continue to enjoy this beautiful property and the amazing Morgan family hospitality.	Refer to LU-5.
Ruben Landa	2/6/2018	Website	I am a firm supporter of this project. I sincerely believe this project will change how we look at transportation, not only in Texas, but in the United States. The economic and employment benefit, in addition to the benefit of alleviating traffic between the two major metropolitan areas of Dallas and Houston can not be understated. The TOD opportunities around the three rail terminals is huge for those regions. The construction of the alignment on an existing utility right-of-way is a great idea. The counties in the rural areas stand to gain billions of property tax revenue for years to come, providing revenue needed for the essential services of those counties residence and businesses. I have attended the public hearing in Jewett, Texas and I was shocked at the lies being fed the residence of these communities. It is very unfortunate that Texas Central Partners and the Federal Railroad Administration are providing real facts and information about the impacts of the project to the environment, while groups like the Texans Against High Speed Rail are communicating complete lies about the facts. They are scaring the rural communities into submission and it is a shame. This project has a huge benefit for our state. It is an example of progress. It is privately funded project that underscores the states commitment to innovation and economic development. This project must be allowed to happen. We must take care of our rural property owners, no question, but we also need to think about the future an do what is best for the state as a whole. We must do a better job of communicating the facts to the community to counter the constant sharing of misinformation by the opponents of this project. Thank you for letting share my thoughts on this very important project.	Comment noted.
Ruben Landa	3/5/2018	Website	On behalf of the North Texas Chapter of the Conference of Minority Transportation Officials (COMTO), I ask that the Federal Railroad Administration swiftly move forward with the approval of your environmental review and approval of the Texas Bullet Train that will connect Houston to North Texas in 90 minutes. The Texas Bullet Train will be an economic driver for the region, the State and Our country. Not only does it plant the seed of a new industry in Texas and the United States, but it is projected to generate a \$36 billion economic impact over its first 25 years. The recent release of the Draft Environmental Impact Statement (DEIS) confirms this with detailed data and projections. We support this project because in part it will: Create jobs for Texans — more than 10,000 direct jobs per year during construction and up to 1,000 jobs permanently when operational at least 25% of them in rural counties along the route; Increase tax rolls in ALL impacted counties — \$6.5-\$7 billion net positive tax impact by 2040; Bring the safest mass transportation technology in the world to Texas — Shinkansen trains boast a 53-year history with ZERO crashes or fatalities while in operation; Be a cleaner way to travel — an environmentally-friendly alternative to flying or driving in an area where 4 of the counties served are already air quality non-attainment status; Preserve land access for property owners — a majority of the 240-mile route will be built on elevated viaducts, allowing easy access from one side of the tracks to the other; Give travelers with disabilities a safe, comfortable alternative to driving or flying — system meets or exceeds the requirements of the Americans with Disabilities Act (ADA). The need for this project is clear. According to the Texas Transportation Institute, 1-45 will see an increase in vehicular traffic Of more than 200% between Dallas and Houston by 2035 — and current state and local transportation plans cannot adequately address these growing population concerns. We are excited to support the first true high-speed passenger train system in the united States — a transportation infrastructure project of national importance that will provide a safe, reliable and convenient travel alternative between Houston and North Texas and we ask that you expeditiously process the remaining steps in the review. Best Regards, Ruben Landa 1st Vice President	Comment noted.

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Ruben Landa	NA	Website	<p>On behalf of the North Texas Chapter of the Conference of Minority Transportation Officials (COMTO), I ask that the Federal Railroad Administration swiftly move forward with the approval of your environmental review and approval of the Texas Bullet Train that will connect Houston to North Texas in 90 minutes. The Texas Bullet Train will be an economic driver for the region, the state and our country. Not only does it plant the seed of a new industry in Texas and the United States, but it is projected to generate a \$36 billion economic impact over its first 25 years. The recent release of the Draft Environmental Impact Statement (DEIS) confirms this with detailed data and projections. We support this project because in part it will:</p> <ul style="list-style-type: none"> * Create jobs for Texans - more than 10,000 direct jobs per year during construction and up to 1,000 jobs permanently when operational - at least 25% of them in rural counties along the route; * Increase tax rolls in ALL impacted counties - \$6.5-\$7 billion net positive tax impact by 240; * Bring the safest mass transportation technology in the world to Texas - Shinkansen trains boast a 53-year history with ZERO crashes or fatalities while in operation; * Be a cleaner way to travel - an environmentally-friendly alternative to flying or driving in an area where 4 of the counties served are already air quality non-attainment status; * Preserve land access for property owners - a majority of the 240-mile route will be built on elevated viaducts, allowing easy access from one side of the tracks to the other; * Give travelers with disabilities a safe, comfortable alternative to driving or flying - system meets or exceeds the requirements of the Americans with Disabilities Act (ADA). <p>The need for this project is clear. According to the Texas Transportation Institute, I-45 will see an increase in vehicular traffic of more than 200% between Dallas and Houston by 2035 - and current state and local transportation plans cannot adequately address these growing population concerns. We are excited to support the first true high-speed passenger train system in the United States - a transportation infrastructure project of national importance that will provide a safe, reliable and convenient travel alternative between Houston and North Texas and we ask that you expeditiously process the remaining steps in the review.</p>	Comment noted.
Jodi Landry	2/13/2018	Website	I do not believe this venture is viable nor would it be successful with this route. Forcing private individuals to give all rights to their land is wrong and should be reconsidered.	Refer to ED-1, NE-1 and PN-3.
Steven Lange	2/16/2018	Website	First, as a resident, registered voter and tax payer in Dallas, Texas, I am in 100% support of the Dallas to Houston High-Speed Rail project and Texas Central. I have made the 4-hour drive and taken air flights from Dallas to Houston for pleasure and for work. I feel that a rail project like this would be a very valuable asset for the state of Texas, Dallas, Houston and any city stops in-between. It is faster than driving, less complicated in terms of check-in/security than an airport, and overall creates for a faster flow of people, ideas, commerce and human interaction. I also speak from the advantage point of having lived in Japan. I have also been back to Japan for travel. There is nothing better than buying a ticket and simply walking to the train platform to board a train that will move you very fast to your next destination. In addition, based on the smooth ride and seat space it is very easy to work, read or rest on such a trip. This project also puts Texas and its cities in the same class as other high-speed rail nations in the world. I see tremendous gain from having this project completed. I am in full support and will use it once completed. Sincerely, Steven Lange	Comment noted.
Kelly Langford	2/27/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
Matthew Lannon	3/7/2018	Website	To Whom It May Concern, I fully support this game changing application of private solutions for public problems. The proposed bullet train will make an enormous positive impact on the Texas Economy, the U.S. economy, and will improve the quality of life for our citizens. I ask that you please consider those with medical conditions that cannot fly in airplanes. When needing medical attention from specialists in Houston it can be a terrifying and painful 4 hours in an automobile trying to drive to the medical district in Houston. A high-speed rail line would allow those folks to get between Dallas and Houston as quickly as possible. I ask that you please support the Texas Central bullet train and help our economy, environment, and citizens. Kind Regards, Matt Lannon	Comment noted.

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Bruce Lanser	2/26/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
Robert LaPrelle	2/7/2018	Website	I am in favor of constructing the Dallas to Houston High-Speed Rail Line. This is a great first start at addressing congestion and environmental issues between Texas' two largest metropolitan areas - at little to no cost to taxpayers.	Comment noted.
Harry LaRosiliere	3/2/2018	Letter	On behalf of the City of Plano, I ask that the Federal Railroad Administration approve the environmental review of the Texas Bullet Train. The Texas Bullet Train will be an economic driver for our region, the state and our country. Not only does it plant the seed of a new industry in Texas and the United States, but it is projected to generate a \$36 billion economic impact over its first 25 years. The recent release of the Draft Environmental Impact Statement(DEIS) confirms this with detailed data and projections. We support this project because in part it will: * Create jobs for Texans more than 10,000 direct jobs per year during construction and up to 1,000 jobs permanently when operational -- at least 25% of them in rural counties along the route; * Increase tax rolls in ALL impacted counties \$6.5-\$7 billion net positive tax impact by 2040; * Bring the safest mass transportation technology in the world to Texas Shinkansen trains boast a 53-year history with ZERO crashes or fatalities while in operation; * Be a cleaner way to travel an environmentally-friendly alternative to flying or driving in an area where 4 of the counties served are already air quality non-attainment status; * Preserve land access for property owners a majority of the 240-mile route will be built on elevated viaducts, allowing easy access from one side of the tracks to the other; * Give travelers with disabilities a safe, comfortable alternative to driving or flying system meets or exceeds the requirements of the Americans with Disabilities Act (ADA). The need for this project is clear. According to the Texas Transportation Institute, I-45 will see an increase in vehicular traffic of more than 200% between Dallas and Houston by 2035 and current state and local transportation plans cannot adequately address these growing population concerns. We support this high-speed passenger train system a transportation infrastructure project of national importance that will provide a safe, reliable and convenient travel alternative between Houston and North Texas. Therefore, we ask that you expeditiously process the remaining steps in the review.	Comment noted.
Austin Larson	2/7/2018	Website	All in favor! Will reduce road and airport congestion, speed up travel time exponentially, inject billions of dollars into the economy, create thousands of permanent and temporary jobs. No reason not to!	Comment noted.
Cathy Larson	2/21/2018	Letter	Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area.	Refer to SC-11.
DeeAnn LaRue	1/12/2018	Email	We do not want a high speed train from Houston to Dallas. It will cost taxpayers and it's dangerous. Susceptible to accidents, terror attacks and criminals. No thanks!	Refer to GN-4, SC-19, SS-2, SS-6 and SS-12.
Adam Latham	3/9/2018	Website	I am extremely excited for this project to begin and cascade an effect of economic growth for both cities. Not only will this alleviate congestion on our highways but it will also help spur up more infrastructure development in both cities and surround areas. However, my main concern is the proposed location of the Houston rail station. It seems like a very odd location for a rail station; jammed between multiple highways with no kind of energy or district that many areas possess. The argument that "the rail station will bring in development" doesn't make sense because of the fact that its jammed between a school district yard and a highway. It certainly a dead area, and does not seem logical to place a high density rail station in that area. There are no links to the Metro rail lines, there are little to no nearby businesses besides small fast food chains and small business office. This also defeats the purpose of alleviating traffic, the location not having a link to the Metro Rail and its suburban-like area makes it extremely difficult not to use a car! This is our chance for Houston to create something special like	Refer to GN-6, GN-7, GN-8 and TC-4.

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			New York's Grand Central Station and at this point we're leaning towards Mediocre North Western Station. There has got to be something else besides this location!	
Garl Latham	3/9/2018	Website	Please reconsider the use of Dallas Union Terminal (a.k.a. "Union Station") as the northern terminus. In part, the facility was preserved by the citizens of Dallas for just such an eventuality as this! The former site of Reunion Arena is available for the dedicated H.S.R. passenger facility - and that location would encourage common/shared concourses so that passengers could connect between the various rail-based services (including Amtrak, DART, the Trinity Railway Express, the Oak Cliff streetcar line, etc.). A currently unused parking garage is available, vacant land sits ready to be (re)developed, and hotels and restaurants and the convention center are essentially next door. One of the many flaws in Texas Central Partners' plan is their abject failure to include any direct connections with other forms of rail-based transport. For the record, I'm not saying T.C.P. should necessarily be required to pay for this "last mile" of line. The City of Dallas has failed here as much as anyone. I only wish that the F.R.A. was willing to go on record in support of interconnected railway services and true intermodalism! Why do I get the feeling you really don't care?!	Refer to GN-7, GN-8 and TR-3.
Michelle Latray	1/31/2018	Oral	Good evening. rm Michelle Latray. I'm an attorney in Groesbeck. I'm also a Municipal Judge in Riesel: and am a candidate for Limestone County Judge currently _ I just do not see the benefit of this high-speed rail: to begin with: but assuming there's some benefit: it is not to the majority of the residents of the counties that it passes through. The majority of the counties it passes through are rural: like Limestone County. It just seems to me that every impact that's listed in these frequently asked questions is a negative impact: and every impact in here brings me to more questions: questions about: who is going to bear the cost of all of these things And I agree with our current County Judge: that you: the taxpayers of Limestone County: and me: a taxpayer of Limestone County: are ultimately going to bear these costs. We're looking at things: like: the Increased impact on the electrical grid, the new power lines. We're going to have to move power lines. The gas and oil wells and pads that have to be relocated; endangered species: wildlife: livestock; the impact that's caused by the noise on the residents. There's all kinds of things in here about "Oh: some walls we could build" or different ways we could noise-proof our homes: I gather But who is going to bear all of these costs? The impact on emergency services and on our roads here in Limestone County. Those are all things that are provided by our tax dollars. The water lines are another one that I have big questions about: and I don't see that addressed in anything. And I believe someone else has mentioned about our water systems here. You know: by stone — about some water district has water lines out there in Personville: one of the proposed routes. So, I have a lot more questions: and a lot of my questions go back to who is going to bear the costs: and — when we bear no benefit — or, we receive no benefit. I, for one, as a taxpayer, don't want to bear the costs. Thank you	Refer to EU-1, EU-2, EU-4, EU-5, GN-4, GN-5, LU-11, NE-1, NR-1, NR-5, NV-1, SC-19, SS-23, SS-26, TR-7 and TR-8.
Bobby Lattimore	2/28/2018	Email	This project on current path will destroy the land of Morgan Legacy Farm. The Morgan Legacy Farm located near FM 709 and 3194 is an irreplaceable site that has hosted weddings (including my own) and hundreds of meetings, gathering, and reunions. Churches, hospitals, clinics and families utilize this land and its capacity as a venue to coordinate the fundamental components of their operations. I harshly oppose the destruction of this property by the HSR.	Refer to LU-5.
Stuart Laughton	3/8/2018	Website	Texas will be the nation's leader in transportation technology with the implementation of this project.	Comment noted.
Kim Lavalle	3/5/2018	Handwritten	I don't feel this is a needed project. Highway traffic between Houston & Dallas is fine - once you get out of the Houston area. No Delays unless there is an accident or construction. It's about a 3 1/2 hour trip between the cities. We do not need to destroy family farms or ranches for this. We don't need more pavement in the country. This is an expense we can't afford-since it will end up on the tax payers back. It would be better to put a double decker over I-45 thru Houston than build this. We have 2 airports that will take you between the 2 cities. A train will be the same hassle-parking at the facility, security garage,& getting transportation at the other end. (2&3 hours extra) it's - \$100 to fly, about \$30 to drive. Who wants to spend more to take the same amount of time to get there? *add in time for transportation to/from terminal parking etc.	Refer to GN-4 , BA-4, BA-12, LU-11 and PN-3.
Kim Lavalle	3/9/2018	Website	I attended 2 meetings on the HSR, one in Cypress and the last at the Sheraton in Houston. These comments are regarding what some of the speakers said during the meeting: Many of the speakers were either politicians, representatives of politicians, or leaders of a business that would benefit from the construction of the HSR. Not surprisingly, these folks were all in favor of the project. They didn't bother to stick around to hear from the regular citizens (the ones that will be adversely affected) that are NOT in favor of the HSR. They proudly told us how many permanent and temporary jobs would be generated, but they didn't take into account how many jobs will be lost due to businesses closing because of the construction. This is a very real concern, as it happens over and over every time any road construction occurs in Houston. The Metro rail construction, especially, has led to many businesses closing and those employees losing their jobs - and the owners losing much more. On the heels of all the infrastructure damage from Hurricane Harvey, the thought of this project being approved is ludicrous. Some of these folks also mentioned how the transfer of goods will benefit us all. I thought this was a passenger train... I've heard no mention of goods before this meeting. The positive economic impact to the DFW/Houston area was touted. Anyone that has been in Texas for a while knows that Dallasites and Houstonians don't generally like each other, and the 2 cities are rivals - not partners. And seeing as how they	Refer to GN-2, GN-4, PN-3, SC-3, SC-21 and SS-9. The Project would exclusively carry passenger trains, not freight trains. This designation would not preclude passengers from carrying personal items or supplies to be used in emergency recovery scenarios.

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			<p>are far enough apart to need a HSR to reach each other, how or why are they going to work together on anything? Speaking of the distance between Dallas and Houston - I have driven that many times, both to visit family and for business as an outside sales rep. It's an easy 3 hour drive - once you get past The Woodlands, just north of Houston. Unless there's road construction or an accident, then it's no problem. I've driven it both during the week and on weekends, and I just haven't experienced the heavy traffic that the speakers were griping about. It's much more difficult to get through Houston, especially on a Friday afternoon, so I think the estimates of a 6.5 hour drive time in a few years is highly inflated. That brings up another question... who are all these folks going to Dallas? If the Houston population doubles as predicted, most of the new residents won't have family in Dallas, as so many Texas natives do. Newcomers tend to migrate to the same town for family support. Much business can now be conducted online or by Skype, so travel for meetings will decline as technology progresses. Much was made about the spiffy Japanese train, and how safe it is and how you can just walk on without any delays. Texas isn't Japan, and the Japanese people are extremely different from Americans. There will most certainly be security to contend with that will slow down the boarding process, necessary due to terror threats. This time will be added to all the delays due to the eternal road construction that is a part of Houston. 290 is still being worked on; Loop 610 West will be out of commission for ~7 years, and now they want to pile on by closing more roads for another train? The Metro train has been a bad deal from the get-go. Metro has not been a good steward of the taxpayers money, and this will just be more of the same old thing. The taxpayers will get stuck with the bill for another under-ridden train that will never be solvent. Lastly, "The Last Mile" was mentioned several times. Travel to and from the train stations will need to be taken into account when total time is calculated. Since a big portion of driving to Dallas involves getting out of Houston, that time must be added for accurate comparisons or the time savings is a false premise. Price also must be factored in. With some advanced planning (1-2 weeks), a plane ticket is about \$100, as are the luxury bus lines. To drive the distance is \$20-30. The HSR will be \$199. So basically, you spend 8 to 10 times the amount to take a train, that will take about the same amount of time when the "Last Mile" is added in, and you don't even get to stop at Buc-ee's. Ridiculous! And you still have to deal with baggage if you are staying overnight, which would be difficult when using the HSR if the Metro train or DART was used as a connection. All in all, this just isn't a good idea. More people are against it than for it. The unscrupulous tactics of the HSR representatives is shameful. If it truly affects half the state population and so many counties, then why on earth is this not being put to a vote so the people (Taxpayers!) can speak? Save our family farms and ranches; save our farmland and countryside; save our peace and quiet. We just don't need to spend money on something that will only tear up half the state. Thank you.</p>	
Richard Law	2/5/2018	Website	<p>I have heard multiple times on reporting of the high speed rail, that the construction will be paid for by private funds and that no public money will be used. The cost of operating the train is never addressed. It seems unlikely to me that operational costs can be covered by fares paid by riders. It seems very likely to me that the tax payers, most of whom will never be able to afford to ride will be forced to support it through their tax payments. Operational cost planning should be made public.</p>	Refer to GN-2, GN-4, GN-5, NE-1 and SC-3.
Ray Lawrence	1/24/2018	Website	<p>I'm writing in support of the proposed Texas Central High Speed Rail project linking Dallas and Houston. In doing so, I bring a unique perspective to the issue having lived in Frankfurt for three years and doing business in Western Europe, China and Japan for over 18 years. It's time that Texas and indeed the United States enters the 21st Century in terms of inter-city transportation. High speed rail has provided huge benefits to the developed countries of the world outside the U.S. It has: 1. Contributed significantly to economic development. It is doubtful that the European Central Bank would have been located in Frankfurt without the city having high speed rail service to other major cities in Europe. Businesses in smaller cities with stations on major high speed rail lines have also benefited. Cities and towns with high speed rail are quite literally "on the map" in terms of international business . 2. Reduced vehicular traffic on major highways, thereby lowering the levels of air pollution, stress, accidents, injuries and deaths that would have occurred otherwise. Thus, in many ways, it has promoted better public health. 3. Reduced numbers of short distance/commuter airline flights of less than 300 miles thereby reducing air pollution and freeing up much needed gates at major airports. Result: Existing gate capacity remains adequate for longer periods of time mitigating the need for costly expansions in future years. 4. Shortened overall travel times within 300 mile radii vs. both ground and airline alternatives. In the latter case, considering the time it takes to drive to IAH or DFW, check in, clear security and board. Same day round trip business flights become much more feasible. 5. Provide business travelers valuable time to work en route while seated comfortably in a smooth riding high speed train. 6. Provided all travelers with a much more enjoyable trip experience whether socializing, watching the passing scenery, dining or resting. I am completely mystified that there are local officials and property owners that are opposed to Dallas-Houston high speed rail when there are so many benefits awaiting them. The project will result in higher property tax revenues that will benefit local schools and local governmental services. For those living in the Bryan-College Station area. It will provide safe fast alternative transportation to Houston and Dallas for shopping, cultural events, medical services, pro sports games and other offerings. Right of way property owners will receive income from the sales of narrow strips of land for light rail use that will not affect their activities or way of life except to provide an occasional sighting that adds excitement to their lives and the lives of their children. The fear that the trains will be noisy thereby disturbing livestock and even sleep is without any merit. They are almost quiet as they flash by. Similarly, the argument that Texas Central will fail because everyone needs their</p>	Comment noted.

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			cars at their destinations will not prove to be the case, as a large proportion of travelers have friends or business associates picking them up or they will utilize the continually developing mass transit systems in Dallas or Houston to reach their final destinations. My conclusion is that many people that are against high speed rail are opposed simply because it is new, strange, different from what they are accustomed to. To address this issue, I suggest it would be highly beneficial to organize a tour of either Japan or Europe so they can see and experience high speed rail first hand, In the latter case, I might suggest the Eurostar from London to Brussels or Paris and the ICE from Frankfurt to Cologne. This would of course be expensive but it might be well worth it to gain political and property owner acceptance.	
Robert Lawrence	2/7/2018	Website	This HSR Project would be a transformative game changer for Texas and the US in general. The US is decades behind the rest of the developed world in high speed surface transportation.	Comment noted.
LCA Environmental, Inc.	3/6/2018	Website	<p>DEIS Comment I Dallas to Houston High-Speed Rail Project Wetland Impact Reduction I Navarro County Segment Re-examination Benefits of Feasible Alternative Segment 3Z, blended from vetted routes 3B and 3C Dear Mr. Wright: In addition to prior oral comments of 29 January 2018 at the Dallas County DEIS open comment meeting at Wilmer Hutchins High School, LCA Environmental, Inc. (LCA) respectfully presents this written comment presenting a project review in support of value-added wetlands impact reduction and environmental benefits through a feasible re-routing of the proposed high speed rail segment in Navarro County along alternative alignments already vetted and considered for the project (as presented on attached supporting exhibits).</p> <p>COMMENTER BACKGROUND Mark K. Boyd, PhD, PE, is a Texas Licensed Professional Engineer and Principal Engineer of LCA Environmental, Inc., a renowned Texas registered environmental engineering and geoscience firm in continuous service to the community for over 25 years. LCA's one page statement of capabilities is attached for reference. Dr. Boyd is an environmental engineer with over 25 years Of environmental engineering experience, including academic expertise, training and project background in hydrology, water resources, and evaluation of projects for waters of the US impacts in accordance with industry practices and applicable U.S. Army Corps Of Engineers jurisdictional determination procedures. Dr. Boyd has also served for over 15 years as an Adjunct professor of Environmental and Civil Engineering at Southern Methodist University Lyle School of Engineering providing environmental engineering instruction to Master and Doctoral candidates. Dr. Boyd's abbreviated one page résumé is attached to this comment letter.</p> <p>ALIGNMENT ROUTE SECTION 3Z (FEASIBLY BLENDED FROM VETTED ALIGNMENTS 3B AND 3C) The DEIS refers to alternative route segments 3A, 3B, and 3C located in Navarro County. Dr. Boyd collaborated with others in the development of a rail-feasible alternative route in Navarro County, which is named Route 3Z and shown on the attached location map and schematic exhibits. Route 3Z would diverge from Route 3A from a northern limit at the State Highway 31 crossing and converge to 3A at the southern limit of the section near County Road SW 2190. Route 3Z runs nearly parallel to the previously studied route 3C from its northern divergence from 3A and blends with vetted route 3B to the south to converge back to 3A. See attached exhibits showing general location and route schematics. This differential wetland impact evaluation was developed from review and analysis of the DEIS documents and other publicly available information about the project area.</p> <p>DIFFERENTIAL WETLAND IMPACT COMPARISON The following table presents the differential wetland impact comparison between Navarro County Segments along Route 3A and parallel Blended Route 3Z. Benefits of Route 3Z Reduced Wetlands Impacts (Includes Combined Temporary and Permanent Wetland Impacts) [...]</p> <p>The following environmental impact benefits would be achieved from selection of Navarro County blended segment alternative 3Z compared to the parallel segment along route 3A:</p> <ul style="list-style-type: none"> • 476 linear feet, 100% reduction, of the perennial streams affected by 3A would be saved by routing along 3Z • More than 6 acres, 93% reduction, in Freshwater Emergent Wetlands would be saved by routing along 3Z • In excess of 8 acres, 94% reduction, of Freshwater Ponds along the 3A alignment would also be saved. <p>A marginal increase in intermittent wetland impact of 180 linear feet may be experienced by selection of 32, which is negligible when compared to the reported total project alignment 3A impact of 8,743 linear feet for the same wetland category. This apparent increase in wetland impact may be mitigated during future project design refinements.</p> <p>An increase in Forested Shrub Wetland is a possibility, as tabulated. However, DEIS reporting of this wetland type is based on current national wetland inventory maps, not on actual field determinations of wetlands. The commenter strongly urges project planners make an effort to</p>	<p>The design is currently being modified to further minimize and avoid impacts to resources. Waters of the U.S. including wetlands would be avoided to the maximum extent practicable. As stated in the Executive Summary (ES.7) approximately 60 percent of the build alternatives would be constructed on viaduct (bridge type structure) that allows for free movement of water in those areas and would avoid and/or minimize impacting wetlands and other waters (streams, ponds, rivers). In the areas along the route that will be on embankment, culverts will be constructed to allow for movement of water. The construction, operation and maintenance of this project would not impede upstream/downstream flow of waters. TCRR is working with USACE through the permitting process to develop mitigation measures for unavoidable impacts to waters of the U.S., including wetlands. Best management practices and mitigation measures are outlined in Section 3.7, Waters of the U.S.</p>

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			<p>field verify the mapped areas for confirmation, to thereby produce more effective project planning and improved reliability of environmental impact estimates.</p> <p>Finally, the commenter also reviewed catchment and drainage features along route 3A in this area. Several large and small ponds near route 3A may be affected by a change in drainage and runoff patterns and reduced catchment areas. The unintended tangential adverse environmental impacts from a reduction in available runoff water quantity and potential deterioration of water quality to these pond waters should be studied and considered by project planners before a final decision is made about rail routing along 3A in this segment of Navarro County. As noted by commenter Mr. Johnathan Zimmerer, PE, ponds in the vicinity of route 3A would experience reduced runoff catchment areas ranging from 16% to upwards of 62%. Even though not considered in the DEIS as wetland impact, the substantial drainage changes which would be caused by rail installation at or below existing grade could virtually dry up some ponds entirely, and would certainly affect the viability and environmental quality of others. The adverse impact to localized flood control caused by reduced pond catchment areas should also be considered.</p> <p>Similar unintended impacts to pond environments would not be associated with segment 3Z selection.</p> <p>CONCLUSION</p> <p>The following are the broad conclusions of this commenter's analysis:</p> <p>3Z saves about 500 linear feet of the most valuable streams/rivers (perennial year- round flow and healthy aquatic ecosystems)</p> <p>3Z saves over 6 acres Of high value natural Freshwater Emergent Wetland preserving flood control benefits, emerging wetlands areas, species habitats, and beneficial ecosystems.</p> <p>3Z has minimal impact to ponds</p> <p>3Z saves over 8 acres Of impact to environmentally valuable ponds compared to 3A impacts.</p> <p>Elevated construction along 3Z would cause no tangential adverse environmental impact to nearby ponds.</p> <p>3A has substantial tangential impact to pond drainage areas which would affect the quality and quantity of water as noted by another commenter, Johnathan Zimmerer, PE, demonstrating up to 62% reduction in watershed catchment areas for ponds near the 3A line within this segment interval.</p> <p>3Z's environmental impacts are minimally intrusive, with rail traversing above ground along the entire way in this interval.</p> <p>3A's wetland/environmental impacts are highly intrusive with predominant at or below grade rail installation and substantial rainfall runoff system impairment.</p> <p>The alternative route 3Z along vetted lines presents a relatively facile opportunity to engineer gains toward value-added environmental benefits. Selection of route segment 3Z would also eliminate unintended adverse water quality and quantity consequences to surface waters near I respectfully suggest the FRA and project planners reexamine the High Speed rail route through this segment of Navarro County to an approximate alignment more consistent with blended route 3Z as described in this comment.</p> <p>Thank you for your review and serious consideration of my comment.</p> <p>Respectfully Submitted LCA ENVIRONMENTAL, INC. Mark K. Boyd, PhD, PE principal Engineer</p>	
LCA Environmental, Inc.	3/6/2018	Website	<p>Dear Mr. Wright:</p> <p>Please consider the attached comment to reexamine a section of the rail route in Navarro County to plan the rail line along an alternative feasible and vetted alignment. The attached presents tangible environmental benefits and savings of environmentally valued wetlands areas compared to the existing preferred route in this area.</p> <p>Thank you for your consideration.</p> <p>Respectfully, LCA Environmental, Inc. Mark K. Boyd, PhD, PE, ENVSP, DWRE Principal Engineer</p>	Comment noted.
Huy Le	2/7/2018	Email	<p>To whom it may concern, My name is Huy Le and I live at [...], where the high speed train is expected to go through once the high speed bullet train Dallas-Houston project is operated. Though, my house is not located where the railroads will be built; however, it is within 20 feet of where the noise isolation wall is planned to built. I have a major concern where my house value will go down tremendously, and that the noises, vibrations, etc,... will impact my livings. I am willing to give up my house and move to different locations to live for the high speed bullet train project, if possible. I wanted to know what the compensations package will be and that if we can negotiate the deals. Please write</p>	<p>Refer to ED-2, LU-7, NV-1, NV-5, VA-1.</p> <p>This property is approximately 185 feet south of Segment 5 on the Preferred Alternative and would not be directly impacted by the limits of disturbance.</p>

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			me back on here or you can call my work number at [...] during day time and my cell [...] during evening hours and weekend. Thank you, Huy Le	
Lyna Le	3/6/2018	Website	<p>On the published documents, I can't find any documents laying out which subdivisions / neighborhoods this project will impact. Traffic on I-45 is busy between north of 610 and 59/Downtown at certain times/day but not extended throughout a day, adding more lanes would be utmost.</p> <p>I discourage and would rather oppose the addition of railways that impact the properties' values and residence's quality of life unless there is a solution to this aspect.</p> <p>The tram/light rail running along Northline-Northside to 610/45 junction has caused significant amount of noise already to the adjacent neighborhoods.</p> <p>The cost of 1hr one-way flight between DAL and HOU is about \$100, to get home in downtown or inside 610 loop I would take Uber/Lyft and pay \$20-30. Considering this fact, how economical is it for someone destined to Downtown Houston, without giving more traffic to drivers, or adding more traffic to the roads.</p> <p>As resident, we would respect and expect that facts and concerns are seriously weighed in.</p> <p>Regards, Lyna Le</p>	Refer to BA-12, GN-4, LU-3, NE-1, NV-1, PN-3, TR-4, TR-5 and VA-1.
Allen Lea	2/21/2018	Website	The study was thorough. Now let them get on with construction and operation. Texas needs this train.	Comment noted.
Francis Leach	1/25/2018	Website	Texas is perfect for high speed rail: it is flat with few rivers. The high speed train will take cars off of I-45, a pavement subject to traffic delays due to expansion, repairs, and traffic wrecks. The U.S. is 40 years behind the rest of the world in high speed rail.	Comment noted.
Wes Leake	1/31/2018	Email	I have done a lot of research into your proposed project. Being that said, I can not find one benefit to anyone in Dallas county much less Navarro. The times estimated would still make Southwest Airlines cheaper and faster than your proposed project. Furthermore, telling people two miles away from the track that you will have full access to their lands for construction purposes is not very well thought out. These people who you are trying to run over are a proud group and I doubt this will go over very well. I would probably advise you to have police escorts for every vehicle, the risk of great bodily harm or death is a very high probability! Another point is the fact you will be going through a lot of hunting land. I hear it is proposed that a ban would be in effect for one mile away from the track for all hunting purposes. Do you honestly think you will be able to enforce that? There will be people slinging rounds in that direction constantly. Last but it least there has to be a million oxy-acedeline torches owned by the residents of this general area. I don't know how you can even plan securing a project of that size from vandals. I know a lot of the people and am almost sure if the deal goes through that they will retaliate in every way possible. In summary it is pretty easy to see that you are not wanted or needed	Refer to BA-12, LU-14, RF-2 and SC-19.
Anita Leakey	3/9/2018	Website	I think this is a great opportunity for our growing areas. I don't think it is a great idea to put the hub off 290. THE WORST highway traffic ever! It should be built in an area of town not already congested or bombarded with traffic and businesses. Putting it in an area not already developed or in an area that needs improvement will better benefit the area communities.	Comment noted.
Rob Leal	2/6/2018	Oral	Hi, folks. I'm Rob Leal. I live in Hockley, Texas. About year and a half ago, we had one of these guys come out to my gate. They were going to -- needed to talk to me about my property. Wanted to write me a check. From the beginning of this thing, it sounds fishy. Then you start doing some research. Thank goodness we got the Citizens. You guys have given me more information on this thing than I had in a year. And we got the judge out here doing what he's doing to give us information. But the only thing I can incorporate is common sense. Man, you look at what this thing is costing you, what it's going to charge. Who can afford to do this? It's business people. When you put in TSA, going through this, the time it would take to do that, parking -- even if it does go to Northwest Mall -- providing they don't get their car stolen -- the time it take to get to Dallas and back. Why not get on an airplane or do what I do when I have to travel to Dallas? And I get up early, I take my truck and I drive. And I have (inaudible) of traffic, and then I come back. Common sense tells me this thing makes no sense. We had people coming up to my gate wanting to take my property from me, just like some of y'all have. I just ask everybody here: Let's keep common sense going on. This is a farce. It makes no sense. And who gives anybody the right to come over here and even talk about taking my property? It's mine. I worked for it. It's mine. Stay off of it.	Refer to BA-4, BA-12, ED-2, PN-3 and SC-3.
Penny Leas	3/5/2018	Oral	I'm Penny Leas. I am a long-term resident of Oak Forest and a member of Houston High-Speed Rail Watch and, I mean, as far as I'm concerned, the train may or may not be happening. So everything is predicated on if it -- if it comes to pass. So prefacing this with a quote from the Dallas Morning News, the City of Dallas put itself in a position to develop a largely vacant site and it took land out of the floodplain by doing a bond sale in 2006 and 2012, and it says "The station will be a magnet for economic activity in an area ripe for development, and it will connect seamlessly with local roads and public transit," and that's a quote from -- from TCRR. Then a quote from the DART spokesman is "Connectivity to local transit is essential to the success of high-speed rail anywhere in the world." This quote about "The station will be a magnet for economic activity in an area ripe for development," that can certainly be said about Northwest Mall, but it's going to require	Refer to GN-7, GN-9 and TR-4.

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			planning. It's not just going to happen, you know, because somebody thinks it might be a good idea. From my perspective, Dallas is proceeding as if the HSR train will happen, while Houston is mostly proceeding as if it will not happen. It seems that Dallas is planning strategically and holistically to incorporate high-speed rail into an overall mass transit strategy for the Dallas area, whereas, conversely, Houston is planning for a series of one-off unrelated events that should actually be related, such as planning for the high-speed rail to terminate at Northwest Mall, and planning for the north end of The Galleria bus rapid transit line to terminate at a revamped Northwest Transit Center 1.6 miles away, that doesn't make any sense. And for Houston, this kind of seems to be business as usual because there seems to be very little coordination, if any, between the different transportation entities in the Houston area. Northwest Mall was announced as a Houston terminus for high-speed rail the day of the Cypress meeting. So realistically, this is the first chance for Houstonians to respond to the planned terminus location and begin to ask questions about what other planning Houston is doing to coordinate with TCP's plans. These are some of my questions. Does Houston now plan to move the Northwest Transit Center to Northwest Mall so the planned Galleria uptown bus rapid transit will dovetail with high-speed rail? What other uses are planned for the current Northwest Mall complex in preparation for high-speed rail and local transportation to and from Northwest Mall? I've heard nothing about what the space will be used for, nor have I seen any artist renderings or drawings to depict the multiple uses that could be included in the space.	
Rena Lebron	3/9/2018	Website	Why is this train going to college station?? Stupid it would be easier to fly to Dallas!!!! Why is central location going to be North Houston and not downtown?? It would be much easier/cheaper to fly out of Hobby on Southwest Airlines! Looks like whoever planned the project didn't put a lot of thought into it!! I see a future Aggie joke coming up in the NEAR FUTURE! Stinks	Refer to GN-7, TR-2 and TR-4.
Jackie Leckey	2/6/2018	Website	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail Project from Dallas To Houston. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance. such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to BA-6, CR-4, ED-1, LU-2, LU-11, NE-1 and NE-9.
Andrew LeCody	1/22/2018	Website	I live in Dallas, having a high speed train to Houston would allow me to be productive when traveling to Houston, instead of driving my car in traffic.	Comment noted.
Peter J LeCody	1/31/2018	Website	As President of Texas Rail Advocates I would like to commend both Texas Central Partners and the Federal Railroad Administration for their diligent efforts in the Draft EIS for high speed rail between Dallas and Houston. Texas Rail Advocates, the largest grass-roots non-profit organization in Texas that encourages both passenger and freight rail development. supports the effort to enable our citizens to have travel choices, including a high speed rail link between our largest metropolitan areas. The Texas State Demographer has indicated that 86% of the citizens of Texas live either near or east of Interstate 35. That puts future population trends right in line with where Texas Central Railway plans to build their railroad. The time is right to build this railroad before it becomes increasingly difficult, highly disruptive and much too expensive to obtain the right of way needed for this project. We urge the FRA to move forward and approve this project, which will have immense social and economic benefits for the state of Texas.	Comment noted.
Marilyn Leday	3/9/2018	Website	It is time for Houston to enter into the mass transit arena. Not only should there be a mode of rapid transit from Dallas, but to other major Texas cities as well. If the good of our citizens and care for the environment (rather than individual/personal gain) are considered along the entire process, it will be a tremendous asset for everyone.	Comment noted.
Mike Lednický	3/5/2018	Email	I am a landowner in Central Texas. Not in the path of the high speed rail, but in the 1-35 corridor. My wife and I travel frequently and commute to either the Dallas or Austin airport for our travels. This high speed rail would not only not change that for all Of us folks in the middle Of Texas, it would negatively impact our day to day lives. We would be forced to have our land divided by a rail we do not want and cannot access. This rail will not economically benefit us in anyway. To the contrary, it will negatively impact us and Our environment. We already have the blight Of all Of the windmills in the Panhandle on the beautiful Texas landscape in the name Of "progress," please do not add this, which I'm not sure folks will utilize to its fullest. The only people that will benefit will be the ones building it. The rural Texans will be hung out to dry.	Refer to SC-19 and NE-9.

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Catherine Lee	2/23/2018	Website	I understand that this high speed rail will go also along the route of I35 from San Antonio to Dallas/Ft. Worth. This is one of the worst stretches of congested highway I have ever seen, at all hours of the day and night. I think that getting cars off the roads in Texas will go a long way toward improving our quality of life. Removing hydrocarbon exhaust from the air, oil byproducts from roadways. Wonderful. I would be more likely to commute to another city at some distance from my home if I had high speed rail to depend on.	Refer to BA-2.
Gregory Lee	3/9/2018	Website	I am soo excited of the prospect of having this major project become a reality. I only wish we could somehow/someway, have the train come thru Killeen, Tx. But on a serious note, can not wait!!! Thanks to all the fine people initiating this project.	Comment noted.
Michael Lee	2/6/2018	Handwritten	No build - Michael Lee is currently a candidate for justice of the peace Anxiety - are you going to pay for the added anxiety your going to give my daughter - Whats going to be my alternative? Her quality of life matters - are you going to compensate me for her extra medical bills?	Impacts to human health are discussed in Section 3.14.5.2.4, Socioeconomics and Community Facilities, Impacts to Children's Health and Safety.
Michael Lee	2/6/2018	Oral	Like many of you, I've got a story to tell. But this story is for you and you. You have children? Yes or no. Okay. I don't tell many people this, and I -- it's not going to bother me to say it tonight. My daughter deals with severe anxiety, and I don't know why or how. She was created in that manner. So I moved out here to Waller County to get away from the noise. We all know what that noise is. I deal with the noise on a daily basis. I work in Harris County -- right here, as a matter of fact, too -- as a deputy sheriff for 21 years. I see conflict on a daily basis, and this is nothing more than conflict. Are we just have to come together and figure out how we're going to address it. Now, on top of that, my family's been here 183 years this March on 1,870 acres which used to be Grimes County. I live on the last remaining 2.5 acres that my four-time great-grandfather bestowed upon his son, and his son, and his son, to my mother, to me. I think that what you're doing should be done in your hometown to you, so you know what it feels like. UNIDENTIFIED SPEAKER: Take your house away. MR. LEE: Exactly. When it come across your land and interferes with your good times and your peace and quiet and your family, because I deal with a kid that has anxiety and medical bills. I can tell you, as a single parent, it costs me through the nose. And we all know cops don't make much money, right? We all know that. So what are you going to do for me? Whenever it causes my child to have a higher anxiety because of loud noises? That's exactly why I live out here. It's peaceful, it's quiet, nobody bothers us, and I have a sound room set up just for my kid just like they'd already talked about. But I can't contend with that noise. It's not going to happen. I won't let you. I won't let you. And I am running for Justice of the Peace right here in Waller County, Precinct 2 Yes, I'm going to ask for your vote. Because I'm going to be a thorn in this man's side. "Devil get behind me" is what makes me think of these people. Y'all need to go.	Refer to NV-1.
Wen Lee	2/9/2018	Website	Our country needs high-speed rail -- we are behind the rest of the world. As fossil-fueled air travel becomes prohibitively expensive due to climate impacts, we need a viable and practical alternative. Building high-speed rail is forward-thinking and increases resilience in the long-term. I wholly support the Dallas to Houston high-speed rail project. I hope it happens!	Comment noted.
Paul Leftwich	2/8/2018	Website	Please consider the NO BUILD option for this project! The FRA has a "Purpose and Need" definition that supports TCRR Functional Criteria. This criteria does not take into account the public's safety along with the lack of any relief for traffic congestion. They will in fact increase traffic congestion at the Houston station location. All current 3 locations proposed would greatly impact the safety of Houston and out of town drivers. TCRR has stated publicly that they have ZERO interest in traffic congestion in Houston! I request that you use the NO BUILD option for this disaster of a project!	Refer to BA-6, PN-3 and TR-5.
Paul Leftwich	2/8/2018	Email	In reviewing the subject of Emergency Response Time the statement "Impacts to ER times would not be anticipated to be significant" causes one to pause. Currently response time for ER requests for those who live in the country are at best just adequate. To add even more time to respond to any emergency due to a train that does not serve a public need for ALL citizens seems inappropriate. TCRR needs at least 8,000 acres and most of these acres are located in the country not the cities of Houston or Dallas.	Refer to SS-23.
Paul Leftwich	2/8/2018	Email	A more careful review of the HSR noise level should be done before any option is considered. FRA DEIS based noise analysis using the noise level of one train passing by. This noise level would not be the maximum which is actually two trains passing each other in opposite directions. The HSR operating plan shows a constant use of both tracks for up to 18 hours daily with 4 sets on each track. What noise level would it be with two trains passing by at the same time? Also, the HSR will be going by homes, businesses, schools and subdivisions. Yet the DEIS does not specify criteria for noise mitigation or abatement for TCRR until AFTER a more detailed design is completed. Why wait? Should this not be a minimum requirement since the preferred route is already known?	Refer to NV-1 and NV-10.
Yvonne Leftwich	2/8/2018	Website	Please consider the NO BUILD option for this project! The FRA has a "Purpose and Need" definition that supports TCRR Functional Criteria. This criteria does not take into account the public's safety along with the lack of any relief for traffic congestion. They will in fact increase traffic congestion at the Houston station location. All current 3 locations proposed would greatly impact the safety of Houston and out of town drivers. TCRR has stated publicly that they have ZERO interest in traffic congestion in Houston! I request that you use the NO BUILD option for this disaster of a project!	Refer to BA-6, PN-3 and TR-5.
Yvonne Leftwich	2/8/2018	Email	Please consider the NO BUILD option for this high speed rail project! In reviewing the subject of Emergency Response Time the statement "Impacts to ER times would not be anticipated to be significant" causes one to pause. Currently response time for ER requests for those who	Refer to SS-23.

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			live in the country are at best just adequate. To add even more time to respond to any emergency due to a train that does not serve a public need for ALL citizens seems inappropriate. TCRR needs at least 8,000 acres and most of these acres are located in the country not the cities of Houston or Dallas. Please save lives by using the DO NOT BUILD option.	
Yvonne Leftwich	2/8/2018	Email	Please consider the NO BUILD option for this high speed rail option! A more careful review of the HSR noise level should be done before any option is considered. FRA DEIS based noise analysis using the noise level of one train passing by. This noise level would not be the maximum which is actually two trains passing each other in opposite directions. The HSR operating plan shows a constant use of both tracks for up to 18 hours daily with 4 sets on each track. What noise level would it be with two trains passing by at the same time? Also, the HSR will be going by homes, businesses, schools and subdivisions. Yet the DEIS does not specify criteria for noise mitigation or abatement for TCRR until AFTER a more detailed design is completed. Why wait? Should this not be a minimum requirement since the preferred route is already known? Please use the DO NOT BUILD option.	Refer to NV-1, NV-7, NV-8 and NV-10.
Robert Leilich	3/5/2018	Website	<p>This statement is in full support of Texas Central's proposed Houston to Dallas High Speed Rail (HSR). This statement represents my compelling arguments for the proposed operation that serves the greater public interest. It also reflects my view that many of the arguments opposing the service are in error or exaggerated. As background, I am a retired rail transportation consultant and a former part time faculty (High Speed Rail researcher) with the University of Illinois's Civil Engineering Dept. My expertise is in rail economics, operations, and costing. Former clients during my 45 years of professional experience include the FRA, Amtrak, commuter operators, and freight railroads. I have degrees in Mechanical Engineering, Industrial Management, and Transportation Economics. I have no financial interest in Texas Central and my views and research are the result of my own initiative and professional interest in seeing this proposed HSR line being built. I have conducted several HSR feasibility studies in the US and have studied and ridden HSR trains in China, Taiwan, and Europe. In 2014, I performed done my own independent research on the economic viability of HSR between Houston and Dallas and concluded that it could be a viable business. Though the cost of construction has increased and the route is now different than originally studied, I believe the venture still has the potential of being viable over time. I am dismayed and disappointed by the opposition to HSR displayed by local and Texas state governments, especially by those who do not or cannot offer more sensible or viable alternatives to solve growing traffic congestion problems on 1-45 between Houston and Dallas. Many elected officials wrongly believe that if Texas Central fails, Texas will be on the hook to pick up the pieces and be an unwilling operator by default. They simply don't understand the full difference between the pros and cons of HSR or the alternative of spending more public tax dollars to widen Interstate 45. With 100,000 neVv Texas residents each year, population in the Ft. Worth-Dallas-Houston metropolitan areas experiences one of the largest growth rates in the US. While Rome continues to burn, our State and local government leaders, unlike much of the rest of the world, stubbornly oppose rail solutions that can help mitigate mobility woes. How much more increasingly expensive and disruptive concrete must ;Texas pour to prove that this is a suboptimal way to reduce traffic congestion between Houston and Dallas? Texas already is unable to expand the highway network at a pace to keep, up with traffic growth let alone fully maintain what is already has. According to the Houston Chronicle, Interstate 45, between Houston and Dallas is ranked as the second-deadliest highway in U.S. (Dug Begley, Friday, October 14, 2016). According to the Texas DOT's Crash Records Information System data base, there were 93,720 reported crashes on 1-45 (Dallas to Galveston) in 2016, involving 268,838 people. Though the great majority of accidents were minor, it is indicative of the number of incidents on the full length of this 285-mile Interstate corridor. Mining the Texas DOT's Roadway Inventory Data Base, there were a total of 4.5 Billion non-truck vehicle miles and 1.2 Billion truck vehicle miles for a total of 5.7 Billion vehicle miles on Interstate 45 between Houston and Dallas in 2016. Total vehicle miles have grown by almost 45 percent between 2005 and 2016- a compound growth rate of 3.41 percent. Non-truck vehicle miles have grown by over 50 percent during the same period - a compound growth rate of 3.78 percent. If the 2016 Fatality Rate of 1.44 deaths per hundred million vehicle miles traveled on Texas roadways is reasonably applicable to 1-45, it means that there were approximately 44 deaths, and many times more injuries, on this Interstate highway between Houston and Dallas. Texas reported a total of 3,773 deaths in 2016. 1-45 has approximately 594.5 highway centerline miles between Houston and Dallas (including side feeder roads) or .19 percent of the state's total of 313,656.1 centerline miles. However, 1-45 experienced about 1.17 percent of all highway fatalities in Texas. If measured on a centerline mileage basis, 1-45 has 6.2 times the number of deaths per highway centerline-mile compared to the state average for all centerline miles. (Traffic density per centerline mile is probably even higher than 6.2 number, though this was not researched.) Using Texas DOT data, fuel consumption on 1-45 between Houston and Dallas was 405 million gallons in 2016 and 4.3 million tons of CO2 were dumped into the atmosphere. To estimate annual Houston - Dallas non-truck trips, Texas DOT reports that there were 3.62 million 2016 non-truck trips in both directions in Leon County, located midway between Houston and Dallas. If 80 percent of these trips represent non-truck Houston - Dallas vehicles travelling through Leon County and if there is an average of 1.5 persons per vehicle, this translates to roughly 2.9 million non-truck vehicle trips and 4.34 million travelers per year in both directions between these two cities. This also translates to 695 million non-truck vehicle miles, 31.5 million gallons of gasoline, and 315,000 tons of CO2 for non-truck Houston - Dallas trips. For each ten percent of traffic diverted to HSR, it means that approximately one death, plus many more</p>	Comment noted.

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			<p>injuries and property damage would be avoided each year. Many local property owners, supported by local media and politicians, strongly oppose the HSR project. While not denying that there will be some adverse impacts to a few, many people attempt to confound the project with arguments that are significantly exaggerated. Public interests that support a HSR system linking Houston - Dallas - Fort Worth have much greater weight than the sum of opposing arguments that I have read or personally discussed with opponents. HSR, if done right, can be a solution that all but transportation experts, a few elected government officials, and many weary motorists seem to miss. Let's not pass up \$15+ billion in private transportation infrastructure investment which is nearly 2.5 times the total 2016 State expenditures for both new road construction and road maintenance. Let's not pass up the creation of work for thousands of construction workers and the creation of 1,000 plus permanent full-time jobs to run the railroad. Let's not pass up a unique opportunity to take hundreds of thousands of cars off 1-45 between Houston and Dallas, reducing traffic congestion, injuries, deaths, property damage and air pollution. Let's not pass up an opportunity to show that HSR can work in this country. There are many other benefits to HSR between these two cities that the FRA is fully aware of, such as a broader regional economic benefit, creation of induced travel between these two cities, traveler time saving, and traveler convenience and comfort. An Excel spreadsheet showing the derivation of numbers noted above is included as a separate electronic document. I would be pleased to answer any questions FRA may have.</p>	
Robert Leilich	3/5/2018	Website	<p>This statement is in full support of Texas Central's proposed Houston to Dallas High Speed Rail (HSR). This statement represents my compelling arguments for the proposed operation that serves the greater public interest. It also reflects my view that many of the arguments opposing the service are in error or exaggerated. As background, I am a retired rail transportation consultant and a former part time faculty (High Speed Rail researcher) with the University of Illinois's Civil Engineering Dept. My expertise is in rail economics, operations, and costing. Former clients during my 45 years of professional experience include the FRA, Amtrak, commuter operators, and freight railroads. I have degrees in Mechanical Engineering, Industrial Management, and Transportation Economics. 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			<p>1.5 persons per vehicle, this translates to roughly 2.9 million non-truck vehicle trips and 4.34 million travelers per year in both directions between these two cities. This also translates to 695 million non-truck vehicle miles, 31.5 million gallons of gasoline, and 315,000 tons of CO2 for non-truck Houston - Dallas trips. For each ten percent of traffic diverted to HSR, it means that approximately one death, plus many more injuries and property damage would be avoided each year. Many local property owners, supported by local media and politicians, strongly oppose the HSR project. While not denying that there will be some adverse impacts to a few, many people attempt to confound the project with arguments that are significantly exaggerated. Public interests that support a HSR system linking Houston - Dallas - Fort Worth have much greater weight than the sum of opposing arguments that I have read or personally discussed with opponents. HSR, if done right, can be a solution that all but transportation experts, a few elected government officials, and many weary motorists seem to miss. Let's not pass up \$15+ billion in private transportation infrastructure investment which is nearly 2.5 times the total 2016 State expenditures for both new road construction and road maintenance. Let's not pass up the creation of work for thousands of construction workers and the creation of 1,000 plus permanent full-time jobs to run the railroad. Let's not pass up a unique opportunity to take hundreds of thousands of cars off I-45 between Houston and Dallas, reducing traffic congestion, injuries, deaths, property damage and air pollution. Let's not pass up an opportunity to show that HSR can work in this country. There are many other benefits to HSR between these two cities that the FRA is fully aware of, such as a broader regional economic benefit, creation of induced travel between these two cities, traveler time saving, and traveler convenience and comfort. An Excel spreadsheet showing the derivation of numbers noted above is included as a separate electronic document. I would be pleased to answer any questions FRA may have.</p>	
David Leister	3/9/2018	Website	<p>1. The way to Houston is vis San Antonio - Enhance the current Amtrak line - think of it as building a new line for the northeast part of the US. There is a rail system for freight and passenger from the east to west coast that passes through Houston and San Antonio. 2. Whatever you want to call it - taking private land is stealing - not eminent domain 3. If you want to really prevent stealing land then put the rail line smack dab in the middle of I-45 (assuming two or more government agencies can work together). You can expand I-45 (TxDot is going to do it anyway - four or more sets of tracks and I-45 expanded to at least 4 lanes each way - a win-win for the US government and the people of Texas. Kinda makes sense doesn't it and no stealing of land.</p>	Refer to BA-2, BA-9, ED-1, ED-2 and GN-8.
Ben Leman	2/5/2018	Oral	<p>Well, hello. Good evening. My name is Ben Leman. I am a former Grimes County judge, and I'm also chairman of Texans Against High-Speed Rail. You know, I'm encouraged tonight because I've seen more people now that we've gotten the word out, I see so many people getting educated on this project and rising up and demanding transparency and demanding accountability for this project. I'm going to talk a little bit about the imminent domain issue. What we have here is very similar to the Trans-Texas Corridor. This is a foreign entity, this is a foreign project, that's what it is, and they want to use the power of imminent domain without any state agency approval, without any federal agency approval, and without any authority from the statutes in the Texas Transportation Code. That's what we're dealing with. And Chapter 81 of the Texas Transportation Code, it specifically lays out there's two qualifiers that would give a railroad that would make it a railroad and give it the power of imminent domain, one of which is if they were incorporated for that purpose before 2009; and the other is if they are operating a railroad. Well, we've gone to bat with them in the court three times and they've lost three times. They tried to survey people's property, but were not allowed to survey the property because, obviously, they didn't have the power of imminent domain there. We passed two bills into law this last session, two bills that we got through the Texas legislature into law; one that prevents any state monies from being used to operate -- to subsidize the operation, the maintenance, the construction, the promotion, or the planning for this project. I think that has a lot to do with why TxDOT's not here tonight. We blocked them from getting the federal government to claim jurisdiction on this project. They were trying to get the federal government to claim jurisdiction so they could trump the state laws. Okay? But they were denied. And we fought that aggressively as an organization. We were leading that charge. They have less than one percent of the money raised. I'm going to take just one more minute. He said I could have his part this time. Okay. Let me wrap it up. All right. The financial feasibility. You're talking about \$400 round trip ticket, 7.2 million passengers, that's ten times the airline traffic, and it would be a joke except they're trying to use the power of imminent domain here with taxpayer-backed loans. My message to you tonight is that Texas Central Partners is losing. They've lost ground. We have beaten them at every turn. This is nothing more than you hear from them is marketing, marketing data. They haven't raised anymore money. They've lost in the courtroom. They get laws passed against them. They lost at the federal government. What we need is a united effort. We need our citizens to stand up, write your elected officials, and let them know that you don't want this high-speed rail. Thank you.</p>	Refer to ED-1, ED-2, GN-4, NE-1, PI-1 and SC-3.
Ben Leman	2/6/2018	Oral	<p>Okay. Good evening. My name is Ben Leman: and am chairman of Texans Against High-Speed Rail. I'm also the former Grimes County judge. And together with a lot of people in both of those organizations: we've been leading the fight to oppose this project the last three years. I don't know about you: but I'm tired of seeing private companies game the system over and over again by setting up a business plan where the private company uses eminent domain to place the taxpayers on the hook for a project that makes absolutely no financial sense. When are we going to stop this ? Imminent domain is a public power for a public benefit not a public power for the primary purpose of a private benefit</p>	Refer to BA-6, ED-1, ED-2, PN-3 and GN-4.

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			Japan Central Railway is pushing this project via Texas Central Partners and wants to utilize the power of Imminent domain without any state agency approval: without any federal agency approval, without any statutory authority for doing so. And they want to place the taxpayer money to be on the hook. Inherent with the power of imminent domain is the right to survey other people's property _ Texas Central Partners has bullied their way up and down this corridor representing to the public that they have imminent domain: mailing letters to hundreds of landowners threatening lawsuits, intimidating landowners into signing option contracts, suing over 40 landowners in district courts: and claiming to have imminent domain authority and: therefore, the right to survey their land. Well: guess what. Our organization stood up to them and we fought back and we won two times in a district court where a judge sided with us and said they did not the right to survey _ And then as Grimes County judge, together with your commissioners court, we stood up for property rights when they tried to survey county property: and we won again in a different district court And all these cases indicate that they: in fact: do not the power of imminent domain Imminent domain is abused precisely when private entities to highjack this power and place the priority and benefit on the business instead of the public. This is not a get rich quick tool for private entities. I ask you to do two things when you here tonight. First: write every Single elected official you have at the federal: at the state: and at your local level. I'm talking the President: the Governor, Lieutenant Governor, senators, representatives, and all your elected officials: and ask them, "Do everything you can in your power to stop this project " And then you ask your family members to do the same and your friends. And second, I'm asking you to join me in this fight This is a tough fight: and ifs been three years: and ifs going to be a lot longer: but there's a lot more progress we can make. And I'm asking you to do it by supporting our organization, but I'm also asking you to do it by making sure we elect people into office that are effective at leading efforts to stand up against the abuse of imminent domain and stand up for private property rights. Thank you very much. I recommend a no build option.	
Jacquelyn Lemp	2/16/2018	Website	I support the Dallas to Houston High-Speed Rail and look forward to riding!	Comment noted.
Diane Lerma-Pfeifer	3/5/2018	Oral	Thank you. My name is Diane Lerma-Pfeifer, and I'm a local community leader, a resident of Lindale Park and member of the Houston High-Speed Rail Watch. It's our thought that should the Dallas to Houston high-speed rail project move forward, that we're concerned about the planning surrounding Houston's selection for the terminus. While I, too, am grateful about this Houston public meeting and that the FRA decided to stop the rail outside the 610, I-10 and 290 freeways and not go into downtown, I am very concerned more about its plan -- planning that hasn't been done to include the areas that specifically surround the project. There are local neighborhoods that have not been adequately educated on this project and, therefore, it will affect their areas and having -- including conversations about urban design is critical to their success and our success. For this reason, I believe quality public comments on the terminus for this public project can't really be given. So while it seems that our Ts have been crossed and your Is have been dotted to ensure public input, it also seems that local community due diligence has not really taken place. Focus for the TCRR representatives have been on the overall mission of the project but not necessarily on what it could mean for the Houston communities surrounding the area. Some may say that this isn't the FRA's job to look at the urban planning, but I disagree. The overall goal of the FRA is to make sure that the project is successful and, to use your own quotes, provide the public with reliable and safe high passenger rail transportation between Dallas and Houston. Think about those issues now is very critical. We want to surely agree, I think, that communities need to benefit from this development and not become a casualty of it. We need to openly think about what conversations are taking place now to ensure that this location will be more than just a five-story parking lot that houses trains. Surely, with an investment this large, we're not thinking, build it and they will come. That scenario just never pans out. We need to be sure that we have a reactive -- we are part of a reactive decision process. We also need -- we think we need to think about the things like traffic, the flooding, the proper drainage. Those things aren't a joke in this city any longer. It's been harsh. And adding more infrastructure may be a good thing for transportation, but is it a good thing overall? All we're saying is that while this project is something that could benefit and certainly we should be proud of the fact, if we're going to be part of something that is the first of its kind in the United States, then we should be the first of its kind in planning it properly and making sure that while I know that this is part of your project and you have something that you said earlier today was another day in your rule of applicability, we need to make sure it's not the last day of our rule of includability. Thank you.	Refer to NE-1, NE-9 and PI-1.
Cathy Levin	3/5/2018	Website	This project assumes a high volume of ridership which won't happen because: people will have to drive too far to get to the station when they could be a third of the way to Dallas 2) It would cost \$1600 for a family of four when we could get there and back for \$30 3) It will ruin rural Texas 4) It will go bankrupt, the taxpayers will have to bail it out 5)All the cement with bury northern Harris County in floodwaters as the path goes through low-lying areas in the floodplain 5) Construction workers are in short short supply rebuilding houses 6) Mass transit in and around Houston along with roads, bridges, and other infrastructure is much more important or nobody will want to come here	Refer to FP-1, GN-2, GN-6, NE-1, NE-9, PN-3, SC-3 and SC-4.
Stewart Levine	1/29/2018	Website	I am very much in favor of the proposed high speed train line between Dallas and Houston as both a growth engine and as a way to reduce traffic and auto emissions from 1-45.	Comment noted.

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David and Regina Levoy	2/6/2018	Website	<p>Opposition Points:</p> <ol style="list-style-type: none"> 1. No accounting for damage incurred to country roadways used for transporting very large concrete and metal structures for railroad construction. 2. No accounting for traffic congestion caused by the transporting of said structure and materials. 3. Inadequate analysis of land/environmental disruptions and water quality impacted by railroad construction. 4. No accounting of expenses incurred to county taxpayers due to direct and indirect disruption/ and or damage. 5. No accounting of how much energy will be required to operate the train and all of its structure. Or where the energy will be coming from. How will this affect the county power grids, especially during the times of intensive use? 	Refer to EU-3, EU-4, GN-4, NE-1, NE-9, TR-1, TR-6, TR-7 and WW-1.
Jerold Levy	2/21/2018	Website	<p>I have concerns about the high speed rail in Navarro County travelling through the intersections of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the country I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the U.S. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables, the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire, and police personnel. If proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and its charitable mission could be spared. Our office staff has had over 100 employees and family members visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property (all at no cost!). I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable, and historic on the county that would occur if Morgan Legacy Farm is traversed.</p>	Refer to LU-5.
Carol Lewis	3/5/2018	Oral	<p>I'm going to speak to the FRA. Good evening. My name is Carol Lewis. I'm a professor at Texas Southern University. I also am a board member on the Gulf Coast Rail District. I serve as a co-chair of our Transportation Advocacy Group of Houston. I am an advocate of the high-speed rail project that connects Houston and Dallas for several reasons: Each of the metropolitan areas, as you've heard, will have populations in excess of 10.5 million people by 2040. It's a lot of people. More than 22 million, essentially. I do research in an area called mega-regions or jurisdiction. Mega-region is based on the fact that while we do decision-making independently and by jurisdictions, the world and many of the ecosystems are actually integrated. So our energy systems, our economic systems, our environmental systems are actually linked together, and so we could actually do more efficient decision-making and more cost-effective decision-making by putting those communities together and looking at them as one. The transportation foundation to make that occur would be seen by a part of this project. It's not by itself, but it would certainly be a contributor. In addition, this whole mega-region concept would be really advanced by considering the fact that Houston and Dallas could be linked more quickly -- I'm looking at that clock. Boy, it goes fast when you're standing here, talking. But beyond the people and the goods, you know, we've got lots of travel. You heard from university students. We've got five universities in Houston, at least, depending upon what size you want to count. They have the same number in Dallas. People will change their decision-making about travel once this is implemented if you should make this decision positively. We see that millennials, particularly, despite the fact that, you know, Houstonians are known and Texans are known for their pickups, et cetera, millennials don't necessarily want to drive, especially those in urban areas. And so this is going to give that kind of opportunity. Regrettably, as a nation, we're not investing in our transportation systems like we should. We're actually under-investing; and the fact that there's a private entity that's going to make that transportation investment, we really need to leverage that and take it to our advantage. So as my time ends, I am going to kind of cycle back real quickly to the fact that we've got 22 million people that are going to have to travel between Houston and Dallas, some portion of them, anyway, and people will change their decision-making and use the system, and we're looking forward to that. And I had a lot more on these two pages, but I'm going to stop and let the person behind me have 15 more seconds. So thank you. Supplement to Dr. Lindsay's statements: Again, regrettably, there is no public project that will proceed without someone being disadvantaged. Because a large part of my professional time has been spent in the area of public involvement, I know it is important for these individuals to be heard and, if possible, mitigate some portion of their concerns. As a bottom line, though, the potential for people to live, work and recreate between the two metropolises of Texas will be an advantage that will ripple through the state.</p>	Comment noted.
Carol A Lewis	3/9/2018	Website	<p>On behalf of the Transportation Advocacy Group (TAG), we ask that the Federal Railroad Administration swiftly move forward with the approval of your environmental review and approval of the Texas Bullet Train that will connect Houston to North Texas in 90 minutes. The Texas Bullet Train will be an economic driver for the region, the state, and our country. Not only does it plant the seed of a new industry in Texas and the United States, but it is projected to generate a \$36 billion impact over its first 25 years. The release of the Draft Environment Impact Statement (DEIS) confirms this with detailed data and projections. We support this project because, in part, it will: * Create jobs for Texans - more than 10,000 direct jobs per year during construction and up to 1,000 jobs permanently when operational - at least 25% of them in rural counties along the route; * Increase tax rolls in ALL impacted counties - \$6.5-\$7 billion net positive tax impact by 2040; * Bring the safest mass transportation technology in the world to Texas - Shinkansen trains boast a 53-year history with ZERO crashes or fatalities while in</p>	Comment noted.

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			operation; * Be a cleaner way to travel - an environmentally-friendly alternative to flying or driving in an area where four of the counties served are already in an quality non-attainment status; * Preserve land access for property owners - a majority of the 240-mile route will be built on elevated viaducts, allowing easy access from one side of the tracks to the other; * Give travelers with disabilities a safe, comfortable alternative to driving or flying - the system meets or exceeds the requirements of the Americans with Disabilities Act (ADA). The need for this project is clear. According to the Texas Transportation Institute, I-45 will see an increase in vehicular traffic of more than 200% between Dallas and Houston by 2035, and current state and local transportation plans cannot adequately address these growing population concerns. We are excited to support the first true high-speed passenger train system in the United States. It is a transportation infrastructure project of national importance that will provide a safe, reliable, and convenient travel alternative between Houston and North Texas, and we ask that you expeditiously process the remaining steps in the review.	
Carol A Lewis	3/9/2018	Website	<p>On behalf of the Transportation Advocacy Group (TAG), we ask that the Federal Railroad Administration swiftly move forward with the approval of your environmental review and approval of the Texas Bullet Train that will connect Houston to North Texas in 90 minutes. The Texas Bullet Train will be an economic driver for the region, the state and our country. Not only does it plant the seed of a new industry in Texas and the United States, but it is projected to generate a \$36 billion economic impact over its first 25 years. The recent release of the Draft Environmental Impact Statement (DEIS) confirms this with detailed data and projections. We support this project because in part it will:</p> <p>Create jobs for Texans - more than 10,000 direct jobs per year during construction and up to 1,000 jobs permanently when operational -- at least 25% of them in rural counties along the route;</p> <p>Increase tax rolls in ALL impacted counties - \$6.5-\$7 billion net positive tax impact by 2040;</p> <p>Bring the safest mass transportation technology in the world to Texas - Shinkansen trains boast a 53-year history with ZERO crashes or fatalities while in operation;</p> <p>Be a cleaner way to travel - an environmentally-friendly alternative to flying or driving in an area where 4 of the counties served are already air quality non-attainment status;</p> <p>Preserve land access for property owners - a majority of the 240-mile route will be built on elevated viaducts, allowing easy access from one side of the tracks to the other;</p> <p>Give travelers with disabilities a safe, comfortable alternative to driving or flying - system meets or exceeds the requirements of the Americans with Disabilities Act (ADA).</p> <p>The need for this project is clear. According to the Texas Transportation Institute, I-45 will see an increase in vehicular traffic of more than 200% between Dallas and Houston by 2035 - and current state and local transportation plans cannot adequately address these growing population concerns. We are excited to support the first true high-speed passenger train system in the United States - a transportation infrastructure project of national importance that will provide a safe, reliable and convenient travel alternative between Houston and North Texas and we ask that you expeditiously process the remaining steps in the review.</p>	Comment noted.
Martha Lewis	2/6/2018	Handwritten	<p>I support the comments listed below and offer them as evidence supporting the "No Build Alternative"</p> <ol style="list-style-type: none"> 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity. 	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Jeffrey Liebig	3/6/2018	Website	We need it to save people in disasters and for more business trade and commerce	Comment noted.
Justin Lindbloom	1/26/2018	Website	Looking forward to the Bullet train!	Comment noted.
Barbara Linder	2/26/2018	Website	Build The Train	Comment noted.
Christina Lindsay	2/5/2018	Website	I am in favor of the Houston-Dallas High-Speed Rail project as it will have many environmental benefits to Texas. The need to increase our states', cities and our nation's transportation infrastructure to having more alternatives than the private car for traveling is imperative.	Comment noted.

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Christina Lindsay	3/5/2018	Oral	Good evening. My name is Christina Lindsay. I'm here tonight as the Executive Director of the American Council of Engineering Companies, Houston Chapter. We have over 200 engineering companies that make up our organization in the disciplines of civil, geotechnical, and structural engineering, and we are here to offer our support for this project as well as the location of the station at the Northwest Mall. This project provides us with an important solution to part of our transportation needs within our region and within our state. And it's also a -- another aspect of the multi-modal type of transportation that we need and that we've been working on for many years. We all know that travel (inaudible) does increase and has been increasing within our city, within our state, within our county, and this is a fantastic way to help address some of those congestion problems. The majority of the project is going to be built on elevated viaduct structures, which has a very small footprint and has very little environmental impacts. One of the things that I have yet to hear this evening has been the way that this project is being financed. It is being financed by private investors for this multi-billion-dollar project. That saves us taxpayers money. State of Texas is not putting dollars into it, nor is the City or the County or even the federal government. What this does is does allow for our state transportation department to therefore utilize dollars for more local projects in the various regions of the state. So I thought that was a positive note that could be brought forward and another example as to why we are supporting this project. We look forward to the final decision by the FRA, and hopefully that that would end in a Record of Decision in early 2019. Thank you.	Comment noted.
Christina Lindsey	3/5/2018	Handwritten	I support the High Speed Rail Project as being a wonderful project that is environmentally sound and providing a safe alternative to automobile travel between Houston and Dallas. This project will be an important part of the state's solution to solve our growing transportation challenges. The footprint of the HSR is minimal and will ensure a safer transportation alternative than other technologies. The sound level of the trains operation is another important factor ensuring that residents desire for quiet will be protected. Lastly - but perhaps most important, is that this is a privately developed & financed project thus providing us with a terrific project without using tax dollars.	Comment noted.
Deborah Ling	3/9/2018	Website	I am startled that this has been allowed to get this far in the process. My family is not in support of the Dallas to Houston High-Speed Rail. There does not seem to be enough public support to impact all of the lives, whose property you are taking against their will. Safety is a concern along the route; the rural areas are not equipped to handle disasters. Having a stop near Roans Prairie defeats the purpose of having a high speed rail. Overall, this is just a bad idea!	Refer to GN-7, SS-18, and TC-4.
Patrick Lingwall	2/24/2018	Website	I support the train bc it will improve the travel options between our cities, improve our regional economic competitiveness, remove cars from the highways, and create jobs. Once successful, I hope it will lead to a statewide HSR network, connecting residents and businesses in the largest state in the Continental US like never before.	Comment noted.
Jenny Linhoff	1/31/2018	Email	I live in Dallas and am very supportive of the high speed rail project. I'm proud to live in a city as forward thinking as ours is and am excited to use the train to go to Houston. I would visit for tourism, dining, shopping and entertainment, all things that I would like to do there very regularly but don't because of the hassles involved with driving or flying. I'm also very happy that the station will go to downtown Dallas and be connected to DART so that I can connect to the station Without worrying about my car. Thanks for working hard to bring this to our city!	Comment noted.
Link Houston	3/9/2018	Email	Dear Federal Railroad Administration and Texas Department of Transportation Representatives: I write on behalf of LINK Houston, an organization that advocates for transportation equity. LINK Houston is concerned about equity in the benefits to the Houston-to-Dallas high-speed rail (HSR) project, also known as the Texas Bullet Train. Should the proposed High Speed Rail (HSR) plans move forward, the HSR construction and resulting infrastructure will significantly impact communities for years, particularly the 29 environmental justice communities identified in the draft environmental impact study. Residential displacement in urban areas is not detailed in the draft environmental impact study; the environmental impact study should not only address these impacts in full but provide a mitigation strategy to minimize residential displacement and/or provide mitigation that accurately assesses the cost of housing and proximity to activity centers (housing + transportation costs). Additionally, as the draft environmental impact study (DEIS) recognizes, this project diminishes the visual impacts in environmental justice communities and yet, the underlying text implies that this detrimental visual impact does not further deteriorate the scenery in these communities. The environmental impact study must identify ways to improve - not lessen - the visual impact in all communities, especially the environmental justice communities. Noise impacts are projected to affect all communities, and recent studies for high speed rail indicate that ambient travel sound of high speed rail is generally between 80-90 dBa-a sound similar to shop tools or a power lawn mower. In contrast, the current standard by American Academy of Pediatrics regarding infants in nurseries limits sounds to 50 dB a. Studies have found that noise volumes that exceed that amount can affect hearing, speech, and language development. The FRA must require additional efforts on behalf of the Texas Central Partners to mitigate the noise impacts on all communities, but particularly those environmental justice communities within the half-mile buffer as defined in this DEIS. It is not enough for the DEIS to suggest that noise barriers and other mitigation efforts will be scattered, as this does not address the public health impacts for low-to-moderate income communities that exist immediately adjacent to some of the proposed alignments.	Refer to GN-3, NV-1, TR-4 and TR-5. The referenced 29 EJ communities are 29 US Census Bureau Block Groups that meet criteria outlined in Section 3.18.3, Environmental Justice, Methodology , to be considered a minority and/or low-income block group. Through further analysis and public outreach, the Final EIS has been updated to highlight potentially impacted minority and/or low-income communities throughout the Build Alternatives in addition to the identified minority and/or low-income US Census Bureau Block Groups. A discussion on Public Outreach can be found in Section 3.18.3.3, Environmental Justice, Criteria for Identifying Minority and/or Low-Income Block Groups and Communities . FRA has a regulatory obligation under NEPA to analyze potential impacts to EJ communities and provide mitigation measures that will be undertaken to minimize potential impacts. Information regarding residential displacements in EJ communities can be found in Section 3.18.5, Environmental Justice, Environmental Consequences and Appendix E. Environmental Justice Technical Memorandum . A full discussion on avoidance,

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			<p>Further, these public health impacts should be monetized in the costs and benefits analysis as such costs may find that an alignment along existing freeways, or other areas that already have high ambient sounds, would be justified.</p> <p>Finally, this DEIS fails to adequately address connectivity for multi-modal transportation options in Houston. The DEIS must address how communities in Houston will reach the HSR. The proposed design alternative must look beyond the limited capacity of a parking lot to accommodate passengers to remain consistent with the state's rail plan as well as current local considerations for enhancing mobility through public transportation for all communities and the Bike Plan approved by Houston's City Council. The Federal Highway Administration and Texas Central Partners should make every effort to work with local partners, including METRO and the City of Houston, to create connections from the proposed end terminus to other economic activity centers via active transportation options (such as sidewalk and separated bike lanes) as well as public transportation options, perhaps encompassing bus rapid transit lanes or otherwise. By prioritizing accessibility and mobility options - bike and pedestrian connections, public transit connections, and designated spaces to reach car-sharing and ride-sharing options - the DEIS will better address the impact this major construction project will have and could formulate opportunities for communities to reap more benefits of connectivity to reach opportunities.</p>	<p>minimization and mitigation information can be found in Section 3.18.6, Environmental Justice, Avoidance, Minimization and Mitigation. Additionally, specific mitigation measures regarding potential impacts to EJ communities can be found in Section 3.18.6.1, Environmental Justice, Mitigation Measures. As described in the Methodology (Section 3.10.4, Aesthetics and Scenic Resources, Affected Environment) the impact analysis includes evaluating natural and cultural components within typical viewsheds. In response to public comments, the impact analysis has been updated for the Final EIS Section 3.10.5, Aesthetics and Scenic Resources, Environmental Consequences. Mitigation Measures, as described in Section 3.10.6 Aesthetics and Scenic Resources, Avoidance, Minimization and Mitigation, provide solutions for minimizing adverse impacts. FRA's evaluation of the potential aesthetic and visual impacts associated with the construction and operation of the Project includes mitigation measures appropriate for all communities; however, please also refer to Section 3.18.5.4.5, Environmental Justice, Construction and Operational Impacts for potential visual impacts to EJ communities. As described in Section 3.10.5, Aesthetics and Scenic Resources, Environmental Consequences of the Final EIS there are areas around the stations in urban areas where visual impacts could provide improvements to visual quality for EJ and non-EJ residents. The project has been designed to follow existing infrastructure to the extent possible.</p>
Sonja Linsley	2/19/2018	Website	I like the idea of a bullet train and I would probably use it often. My question is: When the train bypasses the small communities which rely on the income of travelers, is that going to hurt the economy of those towns?	Refer to SC-15.
Charles Linthecum	3/6/2018	Email	<ol style="list-style-type: none"> 1.- Concern about Texas Counties, Dallas, Ellis, Navarro, Freestone, Leon, Madison, Grimes, Harris and wheeler endangered species- Bald Eagles, Monarch Butterfly, Wood Pecker, Passenger Pigeons, Red Wolf, Gray Wolf, Migratory Game Birds, Wood Stork, Texas Horn Lizard, Brazos Water Snake, Houston Toad, White Face Ibis, Interior Least Turn, Cagle's Map Turtle, Ouachita, Rock-Pocket Mussel, Including Wildflowers of large fruited sand verbena, Navasota Indie tresses. 2. Concerns about watershed impact of flow and drainage of water in flood event. 3. Concerns about soil erosion 4. Concerns about livestock reproduction due to vibration and noise 5. Noise Pollution 6. Rerouting roads and closing roads that are easier access for emergency situation 7.- Electro- Magnetic Currents that "High Speed Rail" Radiates. 	<p>Refer to NR-1, NR-2, NR-3, NR-4, NR-5, PI-1, SG-1, SS-23, TR-6, TR-8, WW-1 and WW-2.</p> <p>Passenger Pigeons are extinct. The Red Wolf and Gray Wolf are extirpated from Texas. The Monarch Butterfly is currently "Under Review" for listing by FWS and is not currently a protected species. Other species mentioned were assessed in Table 3.6-8 except for those not listed by TPWD or FWS such as the Brazos water snake, Cagle's Map Turtle, Ouachita, and Rock-Pocket Mussel. There is no evidence to suggest that ground-borne vibration would affect livestock reproduction. The Project does not radiate electromagnetic currents. Rather, the electric current used to power the Project does generate electromagnetic fields (EMFs), as discussed Section 3.14.1, Socioeconomics and Community Facilities, Introduction. As discussed Section 3.15.4, Electromagnetic Fields, Methodology: "The inverse square law applies to EMF. The inverse-square law means that EMF levels would substantially decrease with increased distance from the source. Therefore, for the purposes of this analysis, the EMF Study Area is defined as 500 feet from the centerline of the HSR track. Beyond this distance, the EMF would be below background levels."</p>
Charles Linthecum	3/6/2018	Email	Concerns about livestock reproduction due to vibration and noise. Noise pollution.	Refer to NR-1.

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Charles Linthecum	3/6/2018	Email	Concerns about re-routing roads and closing roads that are easier access for emergency situation.	Refer to SS-23, SS-25, TR-6 and TR-8.
Charles Linthecum	3/6/2018	Email	Concerns about Electro-Magnetic Currents that "High Speed Rail" Radiates.	The Project does not radiate electromagnetic currents. Rather, the electric current used to power the Project does generate electromagnetic fields (EMFs), as discussed in Section 3.14.1, Socioeconomics and Community Facilities, Introduction . As discussed in Section 3.15.4, Electromagnetic Fields, Methodology : "The inverse square law applies to EMF. The inverse-square law means that EMF levels would substantially decrease with increased distance from the source. Therefore, for the purposes of this analysis, the EMF Study Area is defined as 500 feet from the centerline of the HSR track. Beyond this distance, the EMF would be below background levels."
Travis Liska	2/10/2018	Website	As a resident of the Dallas- Fort Worth metro area I support construction of the preferred alternatives for the Dallas to Houston High Speed Rail line as described in this draft EIS. As described by the document the construction of the HSR line will be important to quality of life in the state as our transportation needs continue to increase.	Comment noted.
Sharon Littell	2/13/2018	Email	This is a formal objection to this monstrosity based upon the following: 1. We as tax payers will have to shoulder this burden - has the representing "high speed rail" contractor even given a solid dollar cost on this yet? Or is it still lets guess what it will be this month? Have they reverted back to the original promise that they would pay for it yet? 2. The parent company is a Japanese company who set up these "Texas" companies to try to pull this off with their profit in mind only (usual with foreign interests and why do we allow this - other countries would not!) 3. People locally have been coerced, bullied and lied to by the above referenced to obtain the land for the rail - I live in the Plantersville/Waller area and have heard the reports personally from some of their victims 4. This type of thing has been done in California and is a huge liability for them and does not make a profit so we need to repeat the mistake here in Texas? 5. My understanding is that the train does not stop and start where it has been represented so people still have to drive - what is the point except to line more pockets - i.e. and fleece the taxpayers? 6. We will vote you out of office if you give us the shaft to support monied interests 7. This will spoil the countryside and if there is an accident as we see happens in the news - how safe are the people and livestock below this needless exercise in lets make money at the people's expense?	Refer to ED-2, GN-4, GN-5, GN-7, NE-1, PN-3, SS-12, SS-13 and SS-19.
Charles Little	1/31/2018	Oral	My name is Charles Little, and I have had the privilege to attend the meeting last night in Leon County, and the night before in Navarro County. And I would say to the group that's putting this meeting on, that there's a less number here tonight, and that's only because you're just catching the southeast corner of Limestone County. If you were going down through the middle of the county, you would have the same size crowd here as you had in the other meetings. I do realize that this meeting is, in fact, for us to have read your environmental impact draft, and ask questions about that. I recognize that we've had limited time to do that, where you've had the four years to prepare it. I would respectfully request additional time to review it so additional comments can be made. I would, in fact, be real interested in why the No-Build option was not considered, or put forward as the least environmental impact, because it would be, in fact, the least environmental impact. To the audience, I want to say thank you to Kyle and Christen, and for the work that Texans Against the High-Speed Rail are doing. If you haven't read their material, if you aren't involved with them, if you don't get the emails, if you haven't given them some money, you need to. Their activity is the only way that we're going to be successful in fighting this rail in Austin, and on the federal level. So, if you aren't aware of the work they're doing, you need to be, and thank you. By attending the meetings in Navarro and Leon County, I learned some things that -- and I thought I knew just about everything about this train, but I learned about the fact that it's such old technology. They're talking about 50-year old technology. And that doesn't sound like the things that are happening in today's time. They talked about initially needing the 3,000 acres, and now then, needing 8,000. I've got a comment about that in a minute. They also have indicated to all the property owners that they have the eminent domain, and we've heard tonight that they don't. We've had several people talk about how many generations live on the property. I'm going to run over. I'm the sixth generation of my family, my grandson is the eighth generation of our family to live on this property. I have a copy of some of the original Spanish land grant to some of the property. So, this property has no value that can be offered for it. I grew up going to the tank and fishing. I intend to take my grandson, do the same thing. I grew up hunting on the property, and taking care of it, and maintaining the wildlife. I intend to pass that on to my generation -- my grandkids. I grew up taking a walk during the evening	Refer to BA-6, BA-7, BA-8, ED-1, ED-2, LU-14, PI-3 and TC-2.

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			and looking at the stars overhead, and the quiet. And, folks, that's important. And they're going to try to take it away from us in certain areas, and that's wrong. That's wrong. Thank you.	
Lori Little	1/30/2018	Email	Email: [...] I am against this railroad. It will impact the livelihood of many farmers and ranchers, impact the time it takes for schoolchildren to get to and from school and school activities, impact the services of police, fire, and ambulances, and impact the lives of the people of the county in general. One crossing in Ellis county is not enough. We will receive no benefits. Also, how many Texans are going to actually travel on this for the exorbitant cost of tickets. Plane travel is cheaper. In the estimation of vehicles traveling to and from Houston and Dallas, how many of those are trucks? There is no guarantee that it will be a success. Look at the supercollider failure. People lost their homes and properties for no reason.	Refer to BA-4, BA-12, LU-11, NE-1, PN-3, SC-6, SC-19, SS-23.
Lori Little	1/30/2018	Email	I am against this railroad. It will impact the livelihood of many farmers and ranchers, impact the time it takes for schoolchildren to get to and from school and school activities, impact the services of police, fire, and ambulances.	Refer to LU-11, SC-7, SC-8 and SS-23.
Merril Littlewood	2/16/2018	Website	I live less than five miles from the proposed rail line. While I sympathize with those who must sell their land, it has happened many times before to build public infrastructure. Not only will it bring some jobs to a rural county, but it will, I believe, attract people who will want to live here in order to have access to the station in Grimes county. These people will likely invest quite a bit in the county. That will make land prices go up and that benefits Grimes county residents by making their land more valuable. I really think Grimes county will experience a small boom in their economy as a consequence of the train line being built.	Comment noted.
Eugene Liu	1/30/2018	Email	Test	Comment noted.
Stephen Livingston	3/9/2018	Website	I have ridden high speed trains around the world. They are always pricey and never crowded. The estimated ridership for the Houston-Dallas train is way overblown. Taxpayers could end up footing a big bill if low ridership is low.	Refer to GN-2, GN-4 and NE-1.
William Lloyd	2/6/2018	Oral	I do not understand the need for this. There is not enough common business between Dallas and Houston to warrant this type of expenditure. Houston oilfield is offshore. Dallas oilfield is land drilling. Common product, but they don't have enough in common to warrant the passengers that are going to be required to pay for this. This morning -- this is February 6 -- there was a news article, high-speed train from Washington, D.C. to New York City uncoupled at 120 miles an hour. This is an established rail system, high speed, 120 mile an hour, between the nation's capital and the center of finance for our country. None of the 52 passengers were injured. Can this train pay for itself with 52 passengers per trip? I don't think so. Thank you.	Refer to GN-2, NE-1 and PN-3.
J. Sam Loft	3/5/2018	Oral	I want to thank the FRA for coming and listening to us and hear what we have to think about the project. I have lived in Harris County for 45 years. I have a lot of sympathy for those that are here from rural communities because I'm the first generation after 150 years that's not still on the farm in my family. So my father and grandfather certainly lived the life that is causing a good bit of anxiety for those that have spoken. But I will say this. I fully support the implementation. I'm a transportation engineer. I've done a number of studies, commuter rail, roadway systems, all types of transportation, and this is an essential project for our region and probably, I would say, for Dallas, but I'm speaking for Houston. Houston is facing a massive crisis in transportation. We can't -- we basically built our freeway system and yet we're going to double in size. I've done studies of the operational conditions of our regional roadway system in a manner that's more detailed than probably has been done before and I can say that we are facing massive congestion and that's with the inclusion of the benefits of technology to give greater capacity. We have to begin to shift people to other modes besides the roadways. I am serving right now on a special task force that is looking at many different high-capacity transit modes to be integrated into a multi-modal system here in Houston. That first mile/last mile is an essential part of that. So it is being addressed. I will say this, that the benefit of this location for the terminal at Northwest Mall is it's a large developable track. I've looked at many potential locations for intermodal rail stations around town. That is a good one. And I think we need to move forward with that. And so I think the DEIS is correct in identifying that. What it will do is it will give us an anchor for where the intermodal connections that are being imagined, planned, talked about and the various agencies that are responsible for transportation to actually occur. So the -- the terminal for high-speed rail will become one of the catalysts. As was mentioned by Tom Lambert, the head of Metro, they are very pleased to work with TCRR and develop the intermodal connections that will make this city work the way it has to for us to survive in the 2040 - 2050 time frame. And I will also say this. I served as the U.S. representative to an International Standards Committee about ten years ago that wrote the safety standards for automated urban guided transport systems that are being built all over the world, and I will tell you this, the safety credentials of the Japanese was head and shoulders as a delegation above any other delegation. I would gladly trust my personal safety and my family's safety to a Japanese designed high-speed rail system. And so there are no qualms for me in seeing the source of supply for this technology. Thank you very much.	Comment noted.
Susan Loftis	1/29/2018	Oral	Everyone, my name is Susan Loftis. Everyone's done an excellent job of speaking tonight. And I did want to touch on almost everything I talked about, but I'm going to change it. First of all, the route that they predict tonight will not effect me. Mine is the second choice, and by the second choice it will come through everything we have the catfish pond, the big barn, the little barn, right through my dining room, and right out the poolroom. There will be nothing left. Now, for the last my husband and I have been married 44 years, and we have had another place	Refer to GN-6, GN-7, TC-5, TR-3 and TR-4.

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			in Houston and Wyoming for what? Forty-three of those forty-four years? Give or take. And even for the last 17 years we've had another home in West University in Houston. I have Pony Expressed my way back and forth to Corsicana at least once, two, three times a week on whatever it was need to be. And I can tell you exactly from the man who's traveled internationally how long it takes to get to every airport from Dallas to Houston, from Love Field to D/FW, George Bush. I have two kids in Orange County. I can get all the way to California. So as a driver no one has talked to you about who is actually going to get on this train. Where is it going to stop in Houston. To get to Reliant Arena it is going to cost them a fortune in taxi fare. Plus they're going to have to make one hell of a parking lot for those cars to be there. And there's going to have to be rental cars because, just like the airport, you may go pick up your friend once at the airport; you're not going to go pick them up every time they want to come to town. And that's going to be on both ends. And the same thing is true in Dallas. Other towns have hubs. New York. Boston. Both my kids did undergraduate work in those schools. They have hubs of all the transportation areas that come in. When you come into D/FW, if you don't have someone to pick you up you are out of luck if you're trying to get to Corsicana, and that train is not going to help. And all the people that I the other big difference is everybody in Houston and Dallas has a house. Why do you think I drove every week? Because in Corsicana I have a home, and everybody here has a home, and they plant their garden. They don't have an HOA or a gardener that does that for them. And we have a real blood bond with our property, and that's why we're here. Thank you.	
Susan Loftis	2/5/2018	Oral	Hello. Can you hear me? Hello. My name's Susan Loftis and I'm from Navarro County. And I'm really here to address Houston tonight, because I am from one of the rural communities. And I wanted to share with you that through 44 years of marriage, we have maintained dual residence. My husband was part of the Houston oil industry, and he worked endless hours, extensive travel, until January of 2017. We know exactly how long it takes to drive from West University to Dallas. We've done it for 41 years. We're not large landowners. We only have 10 acres. And the railroad won't commit to a route, and so we're their second choice. And by second choice, they want every square inch of our land--the pond, the barns, the house, and the house that we call our true home. The house and dual residence began with one phone call in 1977. "Corey's dead and Mama's dying." A drunk driver crossed over and hit them head on. Corey was 15 and died on site; and mama, after months of surgeries and intensive care was declared a miracle. Terry and I decided to build our home in Navarro County so I could take care of my family. My husband sacrificed money and time and drove home every weekend possible. The home was a haven. The kids had show animals, steers, heifers, swine, and did well at the Houston Livestock Show making the sales. The work was hard, but they were priceless. The kids learned discipline, the art of competition, how to handle stress, affection, loss, and they learned grief. When our 17-year-old collie dog Buddy died, His Lady, also 17, crawled on his fresh grave and within two hours also passed from grief. When my daughter trained her last puppy before she left home to be in her life in California, Bubbles was best friends with the same colt that grew up with our daughter. As Bubbles lay on a gurney here in Houston at the Gulf Coast Vet, a call came from California. Our daughter called at the last minute. Six weeks later Misty, who was 33 years, old stood at the same spot and dropped. We were there again, and a call from California in the last moment came. My husband and I thought this was surreal, but the connection was unmistakable and we were stunned. I eventually lost my mom, and within a year my father developed cancer. I've lost all my folks, aunts, and uncles, but I have the small things. I have my mother's rosebush, the gifts of trees, gardens, and buildings that were built that are loving memories of a family that's all gone. The railroad tells us the railroad needed transportation. However, their lawsuits, threats in their business dealings with landowners in these rural communities, would be labeled home invasion here in Houston. The effects of Harvey left not only a wake of destruction, but I'm sure extreme emotional distress; unthinkable prior to this act. Individuals, I account to you for the mental health. There is a thing called complicating grief, which is recognized as the leading psycho emotional casual factors in the genesis of cancer. It occurs in weeks and months. The property values have already dropped. We in the rural counties cannot fight this alone, and we are asking and begging of you in Houston tonight to fight out for our community and not just say a preferred route but say no build at all. Thank you.	Refer to BA-7.
Susan Loftis	2/6/2018	Oral	I am Susan Loftis, I'm from Navarro County, and the only alternative is no build, and I want this man to finish what he has to say.	Comment noted.
Susan Loftis	3/9/2018	Website	Abstract, 5th Page, immediately following Signature Page: 1st Para, 1st sentence: Within this FRA DEIS, TCR, Texas Central Railroad, Texas Central High-Speed Railway, TCRR, Texas Central Partners, Texas Central or TCP, or affiliated companies or abbreviates should be shown with their proper Limited Liability Corporation (LLC) extension as specified in the respective state rules of incorporation. Any genuine licensed abbreviation should be denoted as Doing Business As, or DBA. 3rd Para, 1st sentence: "This document evaluates a No Build Alternative...". This DEIS lacks any serious, detailed evaluation of any no-build alternatives. Dismissal of highway expansion alternatives as not meeting the 'purpose' of "high speed rail transportation" and dismissal of high speed airline transportation by unilaterally doubling the transit time based on subjective "pre-arrival time" is highly self-serving and biased. 3rd Para, 2nd sentence: No "visual impacts" specifically address the visual objection of the elevated, overhead powered, rail system itself. 3rd Para, 2nd sentence: No mitigation measures are proposed specific to the no build option, increased travel times of municipal and volunteer emergency response teams to and from the emergency event or their team muster site, flood planning, ALL endangered wildlife or visual objections. Executive Summary, Page ES-1: ES.1 Introduction, 4th Para, 1st sentence: Within this FRA DEIS, TCR, Texas Central Railroad, Texas Central High-Speed Railway, TCRR, Texas Central Partners, Texas Central or	Refer to AQ-1, AQ-10, AS-1, BA-4, BA-6, BA-8, BA-9, BA-12, ED-1, FP-1, GN-4, LU-14, NE-1, NE-4, NE-9, NR-2, NR-3, NR-5, NV-1, PI-1, PI-4, PN-3, PN-4, SG-1, SS-9, SS-23 and TC-4. Text descriptions of Segment 3A have been updated in Section 2.6.2.4, Alternatives Considered, Description of Alternatives, Build Alternatives , Segment 3A of the Final EIS to correctly reflect the location of the alignment west of Corbet. As noted in Section ES.2, Description of the Project in the Executive Summary, the HSR would also be expected to replace some air travel between Dallas and Houston, which would result in approximately a 50% reduction in GHG. In terms of the reduction in GHG found in the analysis, the net

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			<p>TCP, or affiliated companies or abbreviates should be shown with their proper Limited Liability Corporation (LLC) extension as specified in the respective state rules of incorporation. Any genuine licensed abbreviation should be denoted as Doing Business As, or DBA. Executive Summary, Page ES-2: ES.2 Description of the Project, 1st Para, 6th Sentence: "Minimum ROW would be 100 feet..."; this statement is intentionally deceptive when the maps included within the DEIS methodically blanket 300 feet. If such statement is intended to be informative rather than biased, only stating the average ROW width measurement across the full 240 mile length would be appropriate. Executive Summary, Page ES-2: ES.4 Purpose of and Need for the Project, 1st Para, 1st Sentence: Contend that current records clearly indicate air travel exceeds the safety and reliability statistics of all US Rail traffic. Also contend that no FRA analysis was specifically conducted on Southwest Airlines operating performance uniquely between Dallas and Houston, Texas. Also contend that the "Need" of this project should not be unilaterally stated as providing " passenger rail transportation", which is unfairly and outrageously biased against the no build option! Executive Summary, Page ES-2: ES.4 Purpose of and Need for the Project, 2nd Para, 2nd Sentence: Object to the FRA reflecting and by inference supporting TCRR LLC opinion of the proposed Dallas to Houston route being "ideal". If the FRA intends to reflect such bias, such statement should be clearly noted and cited as a quotation from public TCRR LLC documents. Executive Summary, Page ES-2: ES.4 Purpose of and Need for the Project, 3rd Para, 2nd bullet: As the FRA DEIS later dismisses Southwest Airlines published 50 minute air travel by arbitrarily and unilaterally doubling that figure due to "pre-arrival time", contend that TCRR LLC should not be allowed to whimsically state there criteria as "approximately 90-minute travel time". ES.4 Purpose of and Need for the Project, 3rd Para, 3rd bullet: Further contend that truly minimizing impact in preference to maximizing existing public ROW would eliminate all but the I45 Corridor, which later in the DEIS will be unjustly and unilaterally deleted by FRA from consideration and evaluation! Executive Summary, Page ES-3: ES.4 Purpose of and Need for the Project, 5th Para, 2nd Sentence: Contend that this statement is speculative and meant only to bias opinions and benefit TCRR LLC. TXDOT studies indicate traffic growth as a concern which must be addressed. HSR is mentioned as feasible based solely on FRA studies, but does not concede IH-45 growth as a relief strategy. ES.4 Purpose of and Need for the Project, 5th Para, 5th Sentence: The bias of this statement is deplorable and reflects poorly on a US federal organization. Why would FRA seek to impugn the performance records of US airlines, while unquestionably accepting statements from a foreign entity? "...the overall trip duration when considering pre-arrival time, more than doubles". Furthermore, the statement is absurd; the travel time to either Dallas or Houston proposed HSR Station will face exactly the same intercity transportation challenge as their respective airport; potentially worse considering neither station currently exists! ES.4 Purpose of and Need for the Project, 5th Para, 6th Sentence: Again, contend no FRA analysis was done on historical travel records of Southwest Airlines' dedicated service between Dallas and Houston! Furthermore, on what basis was it determined that HSR would be immune to weather, personnel, scheduling and security events? Contend that this and the previous statement are used purely as an attempt by FRA to support their unilateral exclusion of air travel and the No Build alternative. ES.4 Purpose of and Need for the Project, 7th Para, 1st Sentence: "Previous passenger rail studies completed by FRA and TxDOT support the need..."; contend that the inclusion of this statement and its positioning within the DEIS is intentionally misleading in that the cited TxDOT studies uniquely referenced FRA HSR studies while offering none of their own. The cited TxDOT report in fact addressed the financial failings of existing Texas passenger rail variants and only attempted to offer possible changes to mitigate those failings. It also proposed HSR as "feasible" and a possible "privately financed" consideration, but highlighted the total lack of any state or federal funding. This statement clearly indicates the FRA bias in advancing TCRR financial objectives. Executive Summary, Page ES-4: ES.6 Alternatives Analysis, 2nd Para, 3rd sentence: "Additionally, FRA reviewed alternative transportation modes... and determined that these modes would not meet the purpose and need of the project." Contest this statement as the 'purpose and need' are clearly defined to bias all consideration toward HSR and TCRR. In intentional paraphrase 'the purpose is for FRA to promote TCR LLCs high speed passenger rail transportation between Dallas and Houston by unilaterally dismissing all other alternatives and the need is to self-promote FRA objectives while condemning privately owned land in order to patronize TxDOT by leaving existing plans and right of ways undisturbed'. The FRA biased construct of purpose and need within this DEIS is both absurd and undisturbed'. The FRA biased construct of purpose and need within this DEIS is both absurd and offensive for a US taxpayer funded report. Executive Summary, Page ES-4: ES.6 Alternatives Analysis, 3rd Para, 2nd & 3rd sentences: All these comments confirm the IH-45 Corridor received only a cursory glance by the FRA and was dismissed as predisposed by TCR LLC. Executive Summary, Page ES-7: ES.7 Design Considerations to Avoid and Minimize Impacts, 1st Para, 1st sentence: "...and avoid or minimize impacts to the socioeconomic, natural, cultural and physical environment". Contend this statement be deleted; had TCR LLC actually have considered such, the IH-45 Corridor would have been the overwhelming choice as it is already state owned land. If they were honest, their input would have stated its easier to bully and intimidate private land owners than it is TxDOT. ES.7 Design Considerations to Avoid and Minimize Impacts, 2nd Para, 1st sentence: "TCRR also engaged in early coordination with... the public, to collect feedback and coordinate on other planned projects". Unless FRA can unequivocally substantiate TCR LLC claims, such statements should be removed from the DEIS. Navarro County officials have repeatedly stated in public forum that representatives of the TCR LLC, FRA, and/or TxDOT have not approached them in an attempt to share concerns, views or information regarding HSR planning or</p>	<p>reduction of GHG was found to result in a benefit in terms of long-term GHG levels. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Avoidance, Minimization and Mitigation, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Avoidance, Minimization and Mitigation, Mitigation Measures. NG vehicles were not specifically addressed in Section 3.2, Air Quality because the total number of natural gas vehicles (CNG + LNG) would not be significant compared to the number of total vehicles on US and Texas roadways. Therefore, potential air emissions from natural gas vehicles would not be significant when compared to emissions from all vehicles. The scope of NEPA analysis was to use available information to calculate emissions to assess potential environmental impacts, and not to assess the financial viability of the proposed project. This project is not a study of electric trains vs. electric vehicles. The project examines rail alternatives to remove vehicles (electric or gas) from I-45 to reduce future congestion and how the HSR system could accomplish that. Switching to electric vehicles in lieu of the HSR system would not accomplish the purpose and need of the project. When compared to other rail planning literature, the TCRR forecasted annual ridership represented train occupancy rates that were neither overly pessimistic or optimistic for purposes of calculating air emissions. TCRRs ridership study was also independently reviewed in 2018 and found to use reasonable travel demand market methodologies.</p>

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			<p>operations. Executive Summary, Page ES-8: ES.8 No Build Alternative, 2nd Para, 1st sentence: "The No Build Alternative would not meet the specified Purpose and Need for this Project..." An absurd statement and biased interpretation considering the DEIS rhetorical construct of the "Purpose and Need". ES.8 No Build Alternative, 2nd Para, 2nd sentence: This statement ignores all current and future expansion plans of TXDOT, Southwest Airlines operations and performance, and that of its competing airlines. With respect to "an alternative transportation mode that would connect existing modes", the statement ignores the fact that all alternatives are already connected with the exception of the non-existing HSR and vehicular travel has always connected them. Executive Summary, Page ES-9: ES.9.3 Air Quality, 6th & 7th Paragraphs: Contend that this paragraph is in direct conflict with the previous paragraph and is included only in an attempt to validate the FRA unilateral dismissal of the No Build Alternative. Further contend the statement is subjective based on the rising popularity and numbers of electric, hybrid and LNG vehicles. Projecting again to a 2024-2040 scenario, the FRA arbitrarily implied increase of MSAT is unjustified. Executive Summary, Page ES-11: ES.9.5 Noise and Vibration, 2nd Para, 2nd sentence: Contend that the results of this section should be labeled as "Inconclusive" as no details of the FRA utilized "modeled noise levels" are disclosed and no mitigating actions are actually disclosed. To 'punt' mitigation into a preordained CTR LLC future scope of work is blatantly biased and unconscionable. Executive Summary, Page ES-13: ES.9.7 Natural Ecological Systems and Protected Species: This section does not address the Texas (Horny Toad) Horned Lizard, Red Tailed Hawk, Peregrine Falcon, Ferruginous Hawk, Sandhill Crane, Whooping Crane, Canadian Goose, Golden Eagle and Bald Eagle, several which are endangered, threatened, and frequent the area. endangered, threatened, and frequent the area. Executive Summary, Page ES-15: ES.9.9 Floodplain Hazards and Floodplain Management: Contend that at a minimum, rainfall and subsequent flooding of 2017 must be studied. Executive Summary, Page ES-17: ES.9.11 Aesthetics and Scenic Resources: Contend that this section is purely subjective and its inclusion again only depicts FRA's bias toward TCR LLC proposals. In the six (6) FRA Public Meetings attended, conclude that the proposed HSR would be a 240 mile visible abomination. Recommend the public objection to "seeing" a bullet train installation in Texas be stated in the DEIS. Executive Summary, Page ES-18: ES.9.12 Transportation, 1st Para, 3rd sentence: "There would be no permanent or long-term operational impacts associated with any of rail crossings as all Build Alternatives would be fully grade separated". This statement is blatantly misleading and false. ANY relocation or reroute, or closure and acquisition of a roadway could potentially lengthen the response time of rural volunteer fire and rescue teams. To unilaterally state otherwise is reckless and unconscionable. Executive Summary, Page ES-19: ES.9.12 Transportation, 2nd Para, 2nd sentence: "Transit services in Dallas and Harris counties, operated by DART and METRO respectively, could see increased ridership due to the Build Alternatives. Ridership increases would be a beneficial impact". Again, such statement is subjective. The FRA unilaterally decrees 'benefits' without assessment or recognition of increased taxation in both urban counties to fund transportation to/from nonexistent terminals and destinations. Executive Summary, Page ES-20: ES.9.14 Land Use, 1st Para, 3rd sentence: "Overall, between 7,957 and 8,218 acres (Build Alternatives A and D and Build Alternative F, respectively) of existing land would be converted". Recommend wording change "...of existing private land would be taken from rightful owners to implement this HSR Project". Executive Summary, Page ES-22: ES.9.15 Socioeconomics and Community Facilities: This paragraph is purely subject and intended to bias readership. Contend that all "would" wording be converted to "could", to limit the TCT LLC marketing aspect. Executive Summary, Page ES-28: ES.9.21 Soils and Geology: Contend that no local studies have been conducted on the blackland (gumbo) soils of Navarro County, and its inherent instability. The shrink and swell of this soil has thwarted construction in the county for decades, if not centuries. Executive Summary, Page ES-29: ES.9.22 Greenhouse Gas Emissions/Climate Change, Paragraphs 2-5: Again, contend that these paragraphs are highly speculative and included only in an attempt to validate the FRA unilateral dismissal of the No Build Alternative. Further contend the statements are subjective based on the rising popularity and numbers of electric, hybrid and LNG vehicles. Speculating that "future" standards for Power Plants will translate to HSR viability is certainly subjective if not deceitful. Numerous Texas lignite-fired plants are currently shutdown or being decommissioned in lieu of wind and solar alternatives, no credit is due HSR. Projecting again to a 2024-2040 scenario, the FRA arbitrarily implied reduction of GHG attributed to HSR is totally biased and unjustified. Executive Summary, Page ES-29: ES.9.22 Greenhouse Gas Emissions/Climate Change, Para 6: Contend this entire paragraph be deleted. To extrapolate subjective views on GHG to global climate change while extolling implied value to HSR is deplorable. I would further highlight that the HSR "safety features" are the same as those FRA has repeatedly failed to enforce implementation on for all existing US Railways. Chapter 1.0, INTRODUCTION, Page 1-5: 1.2.1.1 FRA Objectives, Para 1, 2nd Bullet: Contend this statement/bullet be stricken as purely self-promotional. This DEIS of itself, as well as the proposed HSR Project in of itself, do nothing to provide or facilitate safe connectivity of the stated existing rail and bus systems. In fact any future HSR only complicates the issue by creating another destination. Neither of the two rail systems will physically connect with HSR and bus service is certainly outwith FRA jurisdiction. Any and all intermodal transportation solutions within Dallas, Ft. Worth and/or Houston will be borne by their respective municipal government and tax-payers. 1.2.1.1 FRA Objectives, Para 1, 4th Bullet: Contend that truly avoiding, minimizing or mitigating impact would eliminate all but the IH-45 Corridor, which later in the DEIS will be unjustly and unilaterally deleted by FRA from consideration and evaluation! The IH-45 Corridor ROW already belongs to the State, which is completely ignored by the FRA.</p>	

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			<p>Chapter 1.0, Page 1-6: 1.2.2 Need, Para 1, Sentences 2-5: The bias of this statement is deplorable and reflects poorly on a US federal organization. Why would FRA seek to impugn the performance records of US airlines, while unquestionably accepting statements from a foreign entity? "...the overall trip duration when considering pre-arrival time, more than doubles". This statement is absurd; the intercity travel time to either Dallas or Houston proposed HSR Station will face exactly the same intercity transportation challenge as their respective airport(s); potentially worse considering neither HSR station currently exists! No FRA analysis was done on historical travel records of Southwest Airlines' dedicated service between Dallas and Houston! Furthermore, on what basis was it determined that HSR would be immune to weather, personnel, scheduling and security events? Also contend that the current inclusion of the Grimes County intermediate stop is not included in the FRA 90-minute transit purpose and projection. Contend that these statements are used purely as an attempt by FRA to support their unilateral exclusion of air travel and the No Build Alternative. Chapter 2.0, ALTERNATIVES CONSIDERED, Page 1-17: 2.1 Introduction, Para 1, Sentence 1: Highly object to the premature and highly biased description of TCRR as a "railroad company". TCRR does not operate any rail transportation services, nor do they own any railways or railway equipment. Contend that "As a private railroad company," be stricken from the FRA DEIS. 2.2 Proposed HSR Infrastructure and Operations, Page 2.2, 2.2.1 Technology, Para 1, Sentence 5: "Minimum ROW would be 100 feet..."; this statement is intentionally deceptive when the maps included within the DEIS methodically blanket 300 feet. If such statement is intended to be informative rather than biased, additionally stating the maximum ROW width, or only stating the average ROW width measurement across the full 240 mile length would be appropriate. 2.4 Development and Evaluation of Proposed Corridors, Page 2-19, 2.4.3 Corridor Screening Methodology, 3rd Para: Contend that no genuine technical analysis was 2.4.3 Corridor Screening Methodology, 3rd Para: Contend that no genuine technical analysis was conducted on any alternative which did not meet the FRA contrived definition of 'Need and Purpose'; in essence, if it doesn't provide the TCR LLC concept it isn't supported by the FRA. 2.4 Development and Evaluation of Proposed Corridors, Page 2-20, 2.4.3 Corridor Screening Methodology, 8th/Last Para: Based on FRA and TCR LLC contention that the minimum ROW size of 100 feet is feasible and 60% of construction would be by viaduct, this entire paragraph appears highly disingenuous and biased only to exclude the IH-45 Corridor. Otherwise, all supporting figures and tables should be included in the DEIS. 2.5 Development and Evaluation of Initial Alignment, Station and TMF Alternatives, Page 2-26, 2.5.1.2 Level II Screening, 3rd Paragraph, 1st Sentence: In their Level II, Stage I Environmental Constraints Screening, based on the data collected and prescribed scoring for each of the environmental evaluation criteria, the FRA eliminated Alignment Alternatives MD-4, BA-3 and CR-1. TCR LLC identified these three alternatives as being financially beneficial to their objectives ("...preferred alignments that best met its cost and construction goals"). The fact that the FRA preferentially carried forward the TCR LLC wishes is appalling and brings the FRA ethics and the veracity of the entire EIS campaign into question! 2.6 Description of Alternatives, Page 2-45, 2.6.2.4 Segment 3A (30.8 miles), 1st Paragraph, 3rd Sentence: "The alignment continues southeast, crossing FM 744 and SH 31 east of Corbet". This description is in error. The segment is definitely west of Corbet, which is located on Texas FM 2452. Correction must be made; '...SH 31 west of Corbet'. The change should be made uniformly to all such descriptions of Segment 3A throughout the DEIS. 2.7 Preferred Alternative, Page 2-55, 2nd Paragraph, 8th Sentence: "The alignment continues southeast, crossing FM 744 and SH 31 east of Corbet". This description is in error. The segment is definitely west of Corbet, which is located on Texas FM 2452. Correction must be made; '...SH 31 west of Corbet'. The change should be made uniformly to all such descriptions of Segment 3A throughout the DEIS. 3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES 3.2 Air Quality 3.2.3.2 Operational Emissions Methodology, Page 3.2-13 Reduction in Vehicle Miles Traveled, "Ridership information provided by TCRR (see Appendix F, TCRR Conceptual Engineering Design Report) was used to derive the expected numbers of cars no longer making the trip between Dallas and Houston". Basing a federally funded study on the unilaterally biased data of the sole beneficiary is technically if not ethically questionable. Extolling the merits of an electric train while completely ignoring the rising preference, availability and merits of electric automobiles is blatantly biased toward HSR. 9.0 PUBLIC AND AGENCY INVOLVEMENT 9.6 Next Steps, Page 9-12 Contend that the only 'next step' which should be undertaken is a genuine, unbiased, exhaustive, technical study and evaluation of the No Build Alternative without consideration or reference to any studies of Texas Central Partners, LLC or its entities. Susan M. Loftis Corsicana, TX 75110</p>	
Terry Loftis	1/29/2018	Oral	<p>Despite what you think, Susan and I don't always agree, so I have my own list. I want to kind of you-all know I'm against this, like everybody else in this room. I've been in Houston. I've been to Dallas. There's not a nickel's worth of difference in any of them, except the hockey team, and you know big time Navarro County is always about hockey, isn't it? Anyway, I want to address kind of the study that's been done. One of the things that it tells me is kind of the bias that I read into this; not the technical stuff, just the bias. One, I've been working in the engineering field for the past 30 years. Just retired in January, just last January. And I am willing to bet this is at least a half million study, but probably closer, if we knew the figures, it's probably a million dollar study just to do this. So I've been bullied by the Texas bullet train for four years, and I guess finally got around to bullying the federal government to spend that kind of money to create this list. So that means we as the taxpayers, all those other people unwittingly paid for this as well, because I doubt the Texas railroad the Texas bullet train paid for this thing.</p>	<p>Refer to BA-4, BA-5, BA-7, BA-8, BA-9, BA-10, BA-12, GN-4, NE-1, NE-5, PN-3, SS-9 and TC-5.</p>

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			<p>And why was it undertaken without any disclosure of who's going to pay for what, or even if this is financially viable? That's something that galls me, too. In the valuation you dismissed air travel. You dismissed expanding 45 saying it's not viable. And even threw in on the flight saying, Well, you double that time just in waiting time in transportation to get there. Do you think this 90-minute bullet train, that you're not going to have to wait for that thing? There's not going to be any security? There's not going to be parking and stuff like that? So that's bogus. And then the other thing is, in some of these studies we eliminated by your study and the criteria that you set forth, you eliminated a bunch of segments, but in the final round you eliminated all but one primary route. And then at the request of the Texas bullet train, you threw three of them back in there because they said there were more financially viable. Well, what the heck does that have to do with the Environmental Impact Study? It was more beneficial for them, so let's throw those back in the mix. Those are back in the mix again. So all of those things just tend to say, Why was this done: Why was this driven? Basically we created a huge document over this study. I got ahold of this thing on my blazing 25 megabytes per second internet. It took me from breakfast from lunch just to download it. But I downloaded it, but this is a massive undertaking. This is a massive document. I'll give you kudos on that, but that's all. Thank you very much. 25</p>	
Terry Loftis	2/6/2018	Oral	<p>Good evening, ladies and gentlemen. My name is Terry Loftis. I'm privileged to stand and talk to you people from Grimes County tonight. I've only owned my land for 44 years, so I'm probably relatively a rookie to a lot of you people here. But I'm from Navarro County, your neighbor up north. And Navarro County is the third segment in this diabolical land grab scheme to steal 8,000 acres from Texas landowners and leave us with generations of multibillion dollar debt and leave us with a 240-mile scar down the heart of Texas. What I want is to implore you people to get active. Now, I know a lot of you are incensed, you're appalled, you're upset by this and angered by this, but I want to implore, get active, start a petition, sign a petition, by all means contact the Texans Against High-Speed Rail. Support them. Write your county commissioners, speak to your county commissioners, talk to your county representatives, talk to your state representative, your senators in the state, your federal representative, your federal senators, and your President. Reach out to all of them. Make them as uncomfortable as those people that call your telephone and want to talk to you about your IRS and tax reports and your credit card and your burial plan and windows and your car warranty. Stay after them. Be relentless. Like, if you're not doing those things -- unfortunately people, we're just not being heard, so you've got to do that. Now, the Federal Railroad Authority has been very gracious. They probably enjoyed a lot of Texas barbecue and Tex-Mex and whatnot over the past two weeks, but they've written this report very cleverly. It's objective is to study an alternative, a safe and reliable alternative that gets you from Dallas to Houston in 90 minutes. Now, what I want is the no build alternative, but they've eliminated that by basically saying, Well, airlines can't do 90 minutes because, you know -- I think Southwest is 45 or 50 minutes, but they double that because they said you have to go through security and you have to fight traffic and whatnot. I'm pretty dang sure that this railroad has the same thing, too. They've also eliminated the 45 expansion by just saying, Well, that's too complicated and unreliable, but I think that's probably because they can't get the land either. So reach out to them and fight them and stay active and stay engaged. No build option. Thank you.</p>	Refer to BA-6, BA-9 and PN-3.
Terry Loftis	2/26/2018	Website	<p>Abstract, 5th Page, immediately following Signature Page: 1st Para, 1st sentence: Within this FRA DEIS, TCR, Texas Central Railroad, Texas Central High-Speed Railway, TCRR, Texas Central Partners, Texas Central or TCP, or affiliated companies or abbreviates should be shown with their proper Limited Liability Corporation (LLC) extension as specified in the respective state rules of incorporation. Any genuine licensed abbreviation should be denoted as Doing Business As, or DBA. 3rd Para, 1st sentence: "This document evaluates a No Build Alternative...". This DEIS lacks any serious, detailed evaluation of any no-build alternatives. Dismissal of highway expansion alternatives as not meeting the 'purpose' of "high speed rail transportation" and dismissal of high speed airline transportation by unilaterally doubling the transit time based on subjective "pre-arrival time" is highly self-serving and biased. 3rd Para, 2nd sentence: No "visual impacts" specifically address the visual objection of the elevated, overhead powered, rail system itself. 3rd Para, 2nd sentence: No mitigation measures are proposed specific to the no build option, increased travel times of municipal and volunteer emergency response teams to and from the emergency event or their team muster site, flood planning, ALL endangered wildlife or visual objections. LAST ITEM THIS PAGE</p>	Refer to AS-1, BA-4, BA-6, BA-12, FP-1, NE-9, NR-5, PN-3, SS-9 and SS-23.
Terry Loftis	2/28/2018	Website	<p>Executive Summary, Page ES-1: ES.1 Introduction, 4th Para, 1st sentence: Within this FRA DEIS, TCR, Texas Central Railroad, Texas Central High-Speed Railway, TCRR, Texas Central Partners, Texas Central or TCP, or affiliated companies or abbreviates should be shown with their proper Limited Liability Corporation (LLC) extension as specified in the respective state rules of incorporation. Any genuine licensed abbreviation should be denoted as Doing Business As, or DBA. LAST ITEM THIS PAGE Executive Summary, Page ES-2: ES.2 Description of the Project, 1st Para, 6th Sentence: "Minimum ROW would be 100 feet..."; this statement is intentionally deceptive when the maps included within the DEIS methodically blanket 300 feet. If such statement is intended to be informative rather than biased, only stating the average ROW width measurement across the full 240 mile length would be appropriate.</p>	Refer to BA-6, BA-12, GN-2, GN-4, LU-14, NE-1 and PN-3. As discussed in ES.1 of the EIS, Texas Central High-Speed Railway's, LLC (TCR), Texas Central Railroad (TCRR) and Texas Central Partners (Texas Central or TCP) are affiliated companies involved in the development of the Project. TCR is responsible for planning with FRA for the NEPA regulatory approvals for the Project, which would include a Record of Decision for the EIS and related permits. TCRR submitted a petition for a Rule of Particular Applicability to FRA. Texas Central is the parent company of TCRR, and other corporate entities that are responsible for Project development and

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			<p>Executive Summary, Page ES-2: ES.4 Purpose of and Need for the Project, 1st Para, 1st Sentence: Contend that current records clearly indicate air travel exceeds the safety and reliability statistics of all US Rail traffic. Also contend that no FRA analysis was specifically conducted on Southwest Airlines operating performance uniquely between Dallas and Houston, Texas. Also contend that the "Need" of this project should not be unilaterally stated as providing " passenger rail transportation", which is unfairly and outrageously biased against the no build option!</p> <p>Executive Summary, Page ES-2: ES.4 Purpose of and Need for the Project, 2nd Para, 2nd Sentence: Object to the FRA reflecting and by inference supporting TCRR LLC opinion of the proposed Dallas to Houston route being "ideal". If the FRA intends to reflect such bias, such statement should be clearly noted and cited as a quotation from public TCRR LLC documents.</p> <p>Executive Summary, Page ES-2: ES.4 Purpose of and Need for the Project, 3rd Para, 2nd bullet: As the FRA DEIS later dismisses Southwest Airlines published 50 minute air travel by arbitrarily and unilaterally doubling that figure due to "pre-arrival time", contend that TCRR LLC should not be allowed to whimsically state there criteria as "approximately 90-minute travel time".</p> <p>ES.4 Purpose of and Need for the Project, 3rd Para, 3rd bullet: Further contend that truly minimizing impact in preference to maximizing existing public ROW would eliminate all but the I45 Corridor, which later in the DEIS will be unjustly and unilaterally deleted by FRA from consideration and evaluation!</p> <p>LAST ITEM THIS PAGE</p> <p>Executive Summary, Page ES-3: ES.4 Purpose of and Need for the Project, 5th Para, 2nd Sentence: Contend that this statement is speculative and meant only to bias opinions and benefit TCRR LLC. TXDOT studies indicate traffic growth as a concern which must be addressed. HSR is mentioned as feasible based solely on FRA studies, but does not concede IH-45 growth as a relief strategy.</p> <p>ES.4 Purpose of and Need for the Project, 5th Para, 5th Sentence: The bias of this statement is deplorable and reflects poorly on a US federal organization. Why would FRA seek to impugn the performance records of US airlines, while unquestionably accepting statements from a foreign entity? "...the overall trip duration when considering pre-arrival time, more than doubles". Furthermore, the statement is absurd; the travel time to either Dallas or Houston proposed HSR Station will face exactly the same intercity transportation challenge as their respective airport; potentially worse considering neither station currently exists!</p> <p>ES.4 Purpose of and Need for the Project, 5th Para, 6th Sentence: Again, contend no FRA analysis was done on historical travel records of Southwest Airlines' dedicated service between Dallas and Houston! Furthermore, on what basis was it determined that HSR would be immune to weather, personnel, scheduling and security events? Contend that this and the previous statement are used purely as an attempt by FRA to support their unilateral exclusion of air travel and the No Build alternative.</p> <p>ES.4 Purpose of and Need for the Project, 7th Para, 1st Sentence: "Previous passenger rail studies completed by FRA and TxDOT support the need..."; contend that the inclusion of this statement and its positioning within the DEIS is intentionally misleading in that the cited TxDOT studies uniquely referenced FRA HSR studies while offering none of their own. The cited TxDOT report in fact addressed the financial failings of existing Texas passenger rail variants and only attempted to offer possible changes to mitigate those failings. It also proposed HSR as "feasible" and a possible "privately financed" consideration, but highlighted the total lack of any state or federal funding. This statement clearly indicates the FRA bias in advancing TCRR financial objectives.</p> <p>LAST ITEM THIS PAGE AND DATE</p>	<p>implementation (i.e., design, construction, financing, and operation). As the entity responsible for the petition for a Rule of Particular Applicability, TCRR is used as the Project Proponent throughout this EIS.</p>
Terry Loftis	3/4/2018	Website	<p>Executive Summary, Page ES-4: ES.6 Alternatives Analysis, 2nd Para, 3rd sentence:"Additionally, FRA reviewed alternative transportation modes... and determined that these modes would not meet the purpose and need of the project." Contest this statement as the 'purpose and need' are clearly defined to bias all consideration toward HSR and TCRR. In intentional paraphrase 'the purpose is for FRA to promote TCR LLCs high speed passenger rail transportation between Dallas and Houston by unilaterally dismissing all other alternatives and the need is to self-promote FRA objectives while condemning privately owned land in order to patronize TxDOT by leaving existing plans and right of ways undisturbed'. The FRA biased construct of purpose and need within this DEIS is both absurd and offensive for a US taxpayer funded report.</p> <p>Executive Summary, Page ES-4: ES.6 Alternatives Analysis, 3rd Para, 2nd & 3rd sentences: All these comments confirm the IH-45 Corridor received only a cursory glance by the FRA and was dismissed as predisposed by TCR LLC.</p> <p>Executive Summary, Page ES-7: ES.7 Design Considerations to Avoid and Minimize Impacts, 1st Para, 1st sentence: "...and avoid or minimize impacts to the socioeconomic,</p>	<p>Refer to AQ-1, AQ-10, AS-1, BA-4, BA-6, BA-9, BA-12, ED-1, ED-2, FP-1, LU-1, LU-14, NE-1, NR-2, NR-3, NV-1, PI-1, PI-4, PN-3, SG-1 and SS-23.</p> <p>For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures. The referenced executive summary does not include detailed</p>

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			<p>natural, cultural and physical environment". Contend this statement be deleted; had TCR LLC actually have considered such, the IH-45 Corridor would have been the overwhelming choice as it is already state owned land. If they were honest, their input would have stated its easier to bully and intimidate private land owners than it is TxDOT.</p> <p>ES.7 Design Considerations to Avoid and Minimize Impacts, 2nd Para, 1st sentence: "TCRR also engaged in early coordination with... the public, to collect feedback and coordinate on other planned projects". Unless FRA can unequivocally substantiate TCR LLC claims, such statements should be removed from the DEIS. Navarro County officials have repeatedly stated in public forum that representatives of the TCR LLC, FRA, and/or TxDOT have not approached them in an attempt to share concerns, views or information regarding HSR planning or operations.</p> <p>Executive Summary, Page ES-8:</p> <p>ES.8 No Build Alternative, 2nd Para, 1st sentence: "The No Build Alternative would not meet the specified Purpose and Need for this Project..." An absurd statement and biased interpretation considering the DEIS rhetorical construct of the "Purpose and Need".</p> <p>ES.8 No Build Alternative, 2nd Para, 2nd sentence: This statement ignores all current and future expansion plans of TxDOT, Southwest Airlines operations and performance, and that of its competing airlines. With respect to "an alternative transportation mode that would connect existing modes", the statement ignores the fact that all alternatives are already connected with the exception of the non-existing HSR and vehicular travel has always connected them.</p> <p>Executive Summary, Page ES-9:</p> <p>ES.9.3 Air Quality, 6th & 7th Paragraphs: Contend that this paragraph is in direct conflict with the previous paragraph and is included only in an attempt to validate the FRA unilateral dismissal of the No Build Alternative. Further contend the statement is subjective based on the rising popularity and numbers of electric, hybrid and LNG vehicles. Projecting again to a 2024-2040 scenario, the FRA arbitrarily implied increase of MSAT is unjustified.</p> <p>Executive Summary, Page ES-11:</p> <p>ES.9.5 Noise and Vibration, 2nd Para, 2nd sentence: Contend that the results of this section should be labeled as "Inconclusive" as no details of the FRA utilized "modeled noise levels" are disclosed and no mitigating actions are actually disclosed. To 'punt' mitigation into a preordained CTR LLC future scope of work is blatantly biased and unconscionable.</p> <p>Executive Summary, Page ES-13:</p> <p>ES.9.7 Natural Ecological Systems and Protected Species: This section does not address the Texas (Horny Toad) Horned Lizard, Red Tailed Hawk, Peregrine Falcon, Ferruginous Hawk, Sandhill Crane, Whooping Crane, Canadian Goose, Golden Eagle and Bald Eagle, several which are endangered, threatened, and frequent the area.</p> <p>Executive Summary, Page ES-15:</p> <p>ES.9.9 Floodplain Hazards and Floodplain Management: Contend that at a minimum, rainfall and subsequent flooding of 2017 must be studied.</p> <p>Executive Summary, Page ES-17:</p> <p>ES.9.11 Aesthetics and Scenic Resources: Contend that this section is purely subjective and its inclusion again only depicts FRA's bias toward TCR LLC proposals. In the six (6) FRA Public Meetings attended, conclude that the proposed HSR would be a 240 mile visible abomination. Recommend the public objection to "seeing" a bullet train installation in Texas be stated in the DEIS.</p> <p>Executive Summary, Page ES-18:</p> <p>ES.9.12 Transportation, 1st Para, 3rd sentence: "There would be no permanent or long-term operational impacts associated with any of rail crossings as all Build Alternatives would be fully grade separated". This statement is blatantly misleading and false. ANY relocation or reroute, or closure and acquisition of a roadway could potentially lengthen the response time of rural volunteer fire and rescue teams. To unilaterally state otherwise is reckless and unconscionable.</p> <p>Executive Summary, Page ES-19:</p> <p>ES.9.12 Transportation, 2nd Para, 2nd sentence: "Transit services in Dallas and Harris counties, operated by DART and METRO respectively, could see increased ridership due to the Build Alternatives. Ridership increases would be a beneficial impact". Again, such statement is subjective. The FRA unilaterally decrees 'benefits' without assessment or recognition of increased taxation in both urban counties to fund transportation to/from nonexistent terminals and destinations.</p> <p>Executive Summary, Page ES-20:</p> <p>ES.9.14 Land Use, 1st Para, 3rd sentence: "Overall, between 7,957 and 8,218 acres (Build Alternatives A and D and Build Alternative F, respectively) of existing land would be converted". Recommend wording change "...of existing private land would be taken from rightful owners to implement this HSR Project".</p>	<p>analysis information. The full noise and vibration analysis is discussed in Section 3.4, Noise and Vibration, NG vehicles were not specifically addressed in Section 3.2, Air Quality because the total number of natural gas vehicles (CNG + LNG) would not be significant compared to the number of total vehicles on US and Texas roadways. Therefore, potential air emissions from natural gas vehicles would not be significant when compared to emissions from all vehicles. This statement is in reference to the four main rail lines of the following companies: BNSF, UPRR, TU Electric Big Brown Steam Electric Station Rail (TUEX), and Texas Utilities General Company (TEXU). Railroads would not be rerouted. Refer to 3.11.4 Affected Environment for a list of railroad crossings per county. As noted in Section ES.2, Description of the Project in the Executive Summary, the HSR would also be expected to replace some air travel between Dallas and Houston, which would result in approximately a 50 percent reduction in GHG. In terms of the reduction in GHG found in the analysis, the net reduction of GHG was found to result in a benefit in terms of long-term GHG levels. For information regarding impacts to wildlife and vegetation please see Section 3.6 Natural Ecological Systems and Protected Species and 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in 3.6.6, Natural Ecological Systems and Protected Species, Avoidance, Minimization and Mitigation.</p>

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			<p>Executive Summary, Page ES-22: ES.9.15 Socioeconomics and Community Facilities: This paragraph is purely subject and intended to bias readership. Contend that all "would" wording be converted to "could", to limit the TCT LLC marketing aspect.</p> <p>Executive Summary, Page ES-28: ES.9.21 Soils and Geology: Contend that no local studies have been conducted on the blackland (gumbo) soils of Navarro County, and its inherent instability. The shrink and swell of this soil has thwarted construction in the county for decades, if not centuries.</p> <p>Executive Summary, Page ES-29: ES.9.22 Greenhouse Gas Emissions/Climate Change, Paragraphs 2-5: Again, contend that these paragraphs are highly speculative and included only in an attempt to validate the FRA unilateral dismissal of the No Build Alternative. Further contend the statements are subjective based on the rising popularity and numbers of electric, hybrid and LNG vehicles. Speculating that "future" standards for Power Plants will translate to HSR viability is certainly subjective if not deceitful. Numerous Texas lignite-fired plants are currently shutdown or being decommissioned in lieu of wind and solar alternatives, no credit is due HSR. Projecting again to a 2024-2040 scenario, the FRA arbitrarily implied reduction of GHG attributed to HSR is totally biased and unjustified.</p> <p>Executive Summary, Page ES-29: ES.9.22 Greenhouse Gas Emissions/Climate Change, Para 6: Contend this entire paragraph be deleted. To extrapolate subjective views on GHG to global climate change while extolling implied value to HSR is deplorable. I would further highlight that the HSR "safety features" are the same as those FRA has repeatedly failed to enforce implementation on for all existing US Railways.</p> <p>LAST ITEM TO EXECUTIVE SUMMARY</p>	
Terry Loftis	3/9/2018	Website	<p>Terry Loftis Chapter 1.0, INTRODUCTION, Page 1-5: 1.2.1.1 FRA Objectives, Para 1, 2nd Bullet: Contend this statement/bullet be stricken as purely self-promotional. This DEIS of itself, as well as the proposed HSR Project in of itself, do nothing to provide or facilitate safe connectivity of the stated existing rail and bus systems. In fact any future HSR only complicates the issue by creating another destination. Neither of the two rail systems will physically connect with HSR and bus service is certainly out with FRA jurisdiction. Any and all intermodal transportation solutions within Dallas, Ft. Worth and/or Houston will be borne by their respective municipal government and tax-payers. 1.2.1.1 FRA Objectives, Para 1, 4th Bullet: Contend that truly avoiding, minimizing or mitigating impact would eliminate all but the IH-45 Corridor, which later in the DEIS will be unjustly and unilaterally deleted by FRA from consideration and evaluation! The IH-45 Corridor ROW already belongs to the State, which is completely ignored by the FRA. Chapter 1.0, Page 1-6: 1.2.2 Need, Para 1, Sentences 2-5: The bias of this statement is deplorable and reflects poorly on a US federal organization. Why would FRA seek to impugn the performance records of US airlines, while unquestionably accepting statements from a foreign entity? "...the overall trip duration when considering pre-arrival time, more than doubles". This statement is absurd; the intercity travel time to either Dallas or Houston proposed HSR Station will face exactly the same intercity transportation challenge as their respective airport(s); potentially worse considering neither HSR station currently exists! No FRA analysis was done on historical travel records of Southwest Airlines' dedicated service between Dallas and Houston! Furthermore, on what basis was it determined that HSR would be immune to weather, personnel, scheduling and security events? Also contend that the current inclusion of the Grimes County intermediate stop is not included in the FRA 90-minute transit purpose and projection. Contend that these statements are used purely as an attempt by FRA to support their unilateral exclusion of air travel and the No Build Alternative. Chapter 2.0, ALTERNATIVES CONSIDERED, Page 1-17: 2.1 Introduction, Para 1, Sentence 1: Highly object to the premature and highly biased description of TCRR as a "railroad company". TCRR does not operate any rail transportation services, nor do they own any railways or railway equipment. Contend that "As a private railroad company," be stricken from the FRA DEIS. 2.2 Proposed HSR Infrastructure and Operations, Page 2.2, 2.2.1 Technology, Para 1, Sentence 5: "Minimum ROW would be 100 feet..."; this statement is intentionally deceptive when the maps included within the DEIS methodically blanket 300 feet. If such statement is intended to be informative rather than biased, additionally stating the maximum ROW width, or only stating the average ROW width measurement across the full 240 mile length would be appropriate. 2.4 Development and Evaluation of Proposed Corridors, Page 2-19, 2.4.3 Corridor Screening Methodology, 3rd Para: Contend that no genuine technical analysis was conducted on any alternative which did not meet the FRA contrived definition of 'Need and Purpose'; in essence, if it doesn't provide the TCR LLC concept it isn't supported by the FRA. 2.4 Development and Evaluation of Proposed Corridors, Page 2-20, 2.4.3 Corridor Screening Methodology, 8th/Last Para: Based on FRA and TCR LLC contention that the minimum ROW size of 100 feet is feasible and 60% of construction would be by viaduct, this entire paragraph appears highly disingenuous and biased only to exclude the IH-45 Corridor. Otherwise, all supporting figures and tables should be included in the DEIS. 2.5 Development and Evaluation of Initial Alignment, Station and TMF Alternatives, Page 2-26, 2.5.1.2 Level II Screening, 3rd Paragraph, 1st Sentence: In their Level II, Stage I Environmental Constraints Screening, based on the data collected and prescribed scoring for each of the environmental evaluation criteria, the FRA eliminated Alignment Alternatives MD-4, BA-3 and CR-1. TCR LLC identified these three alternatives as being financially beneficial to their objectives ("...preferred</p>	<p>Refer to AQ-1, AQ-5, AQ-6, AQ-10, BA-6, BA-8, BA-9, GN-2, GN-4, LU-14, NE-1, NE-4, NE-5, PN-4, TR-3 and TR-4.</p> <p>Text descriptions of Segment 3A have been updated in Section 2.6.2.4, Alternatives Considered, Description of Alternatives, Build Alternatives, Segment 3A, of the Final EIS to correctly reflect the location of the alignment west of Corbet.</p>

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			alignments that best met its cost and construction goals"). The fact that the FRA preferentially carried forward the TCR LLC wishes is appalling and brings the FRA ethics and the veracity of the entire EIS campaign into question! 2.6 Description of Alternatives, Page 2-45, 2.6.2.4 Segment 3A (30.8 miles), 1st Paragraph, 3rd Sentence: "The alignment continues southeast, crossing FM 744 and SH 31 east of Corbet". This description is in error. The segment is definitely west of Corbet, which is located on Texas FM 2452. Correction must be made; '...SH 31 west of Corbet'. The change should be made uniformly to all such descriptions of Segment 3A throughout the DEIS. 2.7 Preferred Alternative, Page 2-55, 2nd Paragraph, 8th Sentence: "The alignment continues southeast, crossing FM 744 and SH 31 east of Corbet". This description is in error. The segment is definitely west of Corbet, which is located on Texas FM 2452. Correction must be made; '...SH 31 west of Corbet'. The change should be made uniformly to all such descriptions of Segment 3A throughout the DEIS. 3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES 3.2 Air Quality 3.2.3.2 Operational Emissions Methodology, Page 3.2-13 Reduction in Vehicle Miles Traveled, "Ridership information provided by TCRR (see Appendix F, TCRR Conceptual Engineering Design Report) was used to derive the expected numbers of cars no longer making the trip between Dallas and Houston". Basing a federally funded study on the unilaterally biased data of the sole beneficiary is technically if not ethically questionable. Extolling the merits of an electric train while completely ignoring the rising preference, availability and merits of electric automobiles is blatantly biased toward HSR. 9.0 PUBLIC AND AGENCY INVOLVEMENT 9.6 Next Steps, Page 9-12 Contend that the only 'next step' which should be undertaken is a genuine, unbiased, exhaustive, technical study and evaluation of the No Build Alternative without consideration or reference to any studies of Texas Central Partners, LLC or its entities. LAST ITEM	
Kevin Logan	2/26/2018	Website	I am concerned about the high speed rail project's proposed location in Navarro County near the intersection of 709 and 3194 - splitting the Morgan Legacy Farm. I believe the proposed location will cause significant damage to the environment, wildlife and the water shed of the Morgan Legacy Farm - which I understand is located at the highest elevation in Navarro County. I have personally observed an abundance of wildlife at the Morgan Legacy Farm on multiple occasions - including deer, small game, migratory waterfowl and at least one bald eagle. I understand that the proposed route will separate the farm's lodge from its rodeo arena, stables and guest houses and I believe that the damage the proposed route will cause to the farm's charitable mission to host and entertain groups like the Salesmanship Club, the staff of Children's Hospital, the Boy Scouts of America and others would be irreparable. I would ask that the 5-7 mile portion of the proposed route scheduled to parallel 3194 be moved north of the existing power lines to lessen the harmful environmental, economic, charitable and historic impact the proposed route will have on the Morgan Legacy Farm.	Refer to LU-5.
Melvin Logan	1/29/2018	Letter	Comment card contained only an attachment of NCTCOG's Statement of Support for the Project.	Comment noted.
Melvin Logan	1/29/2018	Handwritten	Please add me to the project mailing list.	Comment noted.
Otis and Olive Logan	1/29/2018	Handwritten	Please add me to the project mailing list.	Comment noted.
Thurman Logan	3/9/2018	Website	This train is very important to many because of the time it can save for travel between the two cities. Anyone opposed to it has no family to visit or business to conduct between the two cities. The minimum impact to the environment is offset by the total traffic that will be reduced on 45. This is a win win for both Houston and Dallas. Please let's get this done!	Comment noted.
Timothy Logan	3/1/2018	Website	I fully and strongly support the construction of the bullet train between Houston and Dallas. As a long time Texas resident I have made the drive between Dallas and Houston more times than I can count. Every single time I drove I would've taken the bullet train if it had been available. I have been working for Texas Instruments for my six years here in Dallas and have been to Houston several times for business. The bullet train would have made the Dallas to Houston commute significantly more convenient. I realize there are challenges as far as logistics to getting this project underway, however there are always a thousand excuses not to do something. We can either continue to make these excuses or join the rest of the world in the 21st century with an infrastructure project that would largely benefit all aspects of Texan life.	Comment noted.
Wade Logan	NA	Website	I support the comments listed below and offer them as evidence supporting the No Build Alternative 1. I support the No Build Alternative on the Texas Central Railway High Speed Rail Project from Dallas To Houston. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration. US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use Of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance. such as cemeteries, farms and buildings that may qualify as historical Sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation Of HSR results in land take. noise and air pollution, visual disruption and a high consumption of electricity.	Refer to BA-6, ED-1, NE-1 and NE-9.

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Michael Lombardi	2/7/2018	Website	Why should a Texas Central HSR be built? 1). 100% privately funded infrastructure unlocks more local investment. 2). Creates 10,000 construction jobs each year and 1,000 permanent jobs. 3). Texas Central will be a tax-payer, not a tax-taker, paying \$2.5 Billion in taxes in 25 years. 4). Estimates injecting \$36 Billion over next 25 years into the Texas economy. 5). Re-enforces importance of investment in a balanced transportation system. 6). Creates vital piece of a 21st century transportation system. 7). N700 Bullet Train emits 1/12th the CO2 as a jet would between Houston and Dallas. 8). The current 4-hour, 240 mile trek up I-45 is expected to increase to 6.5 hours by 2035. 9). I-45 is the nation's 2nd deadliest interstate in the U.S.; rail keeps more cars off roads and saves lives. 10). With a 90-minute travel time, be at your destination before you could board a flight after arriving at an airport.	Comment noted.
Becky Jo Long	NA	Website	Please save my home!!	Comment noted.
Lone Star Legal Aid	3/9/2018	Email	<p>Dear Mr. Wright:</p> <p>The Environmental Justice Team of the Equitable Development Initiative of Lone Star Legal Aid submits the following comments regarding the Draft Environmental Impact Statement (D-EIS or Draft EIS) for the Dallas to Houston High-Speed Rail Project (Project) on behalf of Lone Star Legal Aid clients residing in the defined Project Area, which overlaps with at least eight counties in Lone Star Legal Aid’s service area in Texas, including Navarro, Limestone, Freestone, Leon, Madison, Grimes, Waller and Harris (the Impacted Counties). We hope that the Federal Railroad Administration (FRA) and the non- federal sponsor, Texas Central Railroad (TCRR), will consider and respond to these comments when refining the recommended plan and developing the Final Environmental Impact Statement (F-EIS) for the Project.</p> <p>A. Introduction Lone Star Legal Aid is a 501(c)(3) nonprofit law firm with a rich and deeply respected history of advocacy on behalf of low-income and underserved populations. While Lone Star Legal Aid does not take an ultimate position on this Project given the diversity of its client base, we offer the following general comments on behalf our represented clients in the Impacted Counties highlighting attributes of Project already reflected in the Draft EIS. Generally, proposed Build Alternative A avoids Segment 3C, which will likely have negative impacts on EJ communities in Freestone and Leon Counties. Build Alternative A also has fewer impacts to EJ residential housing than other Build options C, D, E, and F. Build Alternative A also has fewer impacts to EJ commercial structures than built options C and F. Build Alternative A has fewer residential EJ structure acquisitions than D, E, and F. Build Alternative A has fewer commercial EJ structure acquisitions than C and F. Build Alternative A has fewer community features impacted than Alternatives C and F. Based on these more generalized assessments based on the data presented in the Draft EIS, Build Alternative A likely provides the least potential impacts should the Project move forward. Our EJ team also met with community members and representatives of Super Neighborhood 86 – Spring Branch East, which covers an area nearest the three Terminal Station Options in Houston. Based on those discussions, the Northwest Mall Terminal Option presents an opportunity to revitalize the mall and create economic growth in the area while only posing moderate risks for hazardous waste remediation. This slightly preferred option contrasts sharply with the Industrial Site Terminal Option, which has high risk for hazardous waste risk, given that the proposed site is the Tex-Tube Complex and situated near a residential neighborhood. The third option is the Northwest Transit Center, which will end up displacing one more residential and seven more commercial structures than the other two options. Traffic impacts and road construction impacts for these three options were fairly similar, but the residents were most concerned about the Project’s potential impacts on traffic and the related construction.</p> <p>B. Applicable Legal Standards</p> <p>Under the National Environmental Policy Act (NEPA) —in every recommendation or proposal for a major federal action significantly affecting the quality of the human environment—federal agencies must include a detailed statement on: (1) the environmental impact of a proposed action; (2) any adverse environmental impacts which cannot be avoided should the proposal be implemented; (3) alternatives to the proposed action; (4) the relationship between local short-term uses of man’s environment and the maintenance and enhancement of long-term productivity; and (5) any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented.¹ This statement is called an Environmental Impact Statement (EIS). An EIS must include an analysis of the proposed action’s indirect effects and cumulative impact. A rule of reason governs preparation of an EIS, and, thus, every conceivable impact does not need to be considered. "Cumulative impact" is, "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions." "Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time." Id. "Indirect effects" are reasonably foreseeable effects caused by the proposed action later on in time or removed in distance.⁶ "Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems." Id. After reviewing the Draft EIS there are several potential environmental impacts associated with this Project that still require more investigation as discussed in this letter.</p> <p>C. Environmental Justice Impacts</p>	<p>Comment noted.</p> <p>Refer to AQ-8, EJ-1, EU-1, EU-2, FP-1, NV-5, NV-6, SC-2, SS-17, TR-5, TR-6, TR-8, WW-1 and WW-2.</p> <p>TCRR and its construction contractor shall complete all construction activities in compliance with the local noise and vibration regulations described in Section 3.4.2, Noise and Vibration, Regulatory Context. Refer to Compliance Measure NV-CM#1: Compliance with local regulations for more information about construction noise and vibration regulations. The Preferred Build Alternative A would not use Segment 3C and therefore would not impact Fort Boggy SP lands. FRA worked closely with TPWD in refining potential impacts and compliance and mitigation measures for the Final EIS. Additionally, the discussion regarding Fort Boggy SP in Section 3.17.5, Recreation Facilities, Environmental Consequences has been revised with updated information regarding potential impacts, classification of the entirety of the Fort Boggy as a recreational facility, and to include additional information provided through correspondence with TPWD regarding seasonal hunting activities held on the west side of Fort Boggy, as well as planned future trails and campsite locations.</p>

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

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			<p>Under Executive Order 12898, as amended “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” (59 FR 7629, Feb. 16, 1994), the FRA, as an agency under the Department of Transportation, has undertaken to incorporate environmental justice into its policies and programs Executive Order 12898 requires each Federal agency to conduct its programs, policies, and activities that substantially affect human health or the environment, in a manner that ensures that those programs, policies, and activities do not have the effect of excluding persons from participation in, denying persons the benefit of, or subjecting persons to discrimination because of their race, color, or national origin or income level. Executive Order 12898 specifically requires federal agencies (or any local government or governmental agency in receipt of federal funding from a source such as the FRA) to evaluate its actions for disproportionately high and adverse effects on minority or low-income populations and to find ways to avoid or minimize these adverse impacts where possible. In preparing an EIS, agencies are required to consider the environmental justice impacts of their actions under Executive Order 12898. E.O. 12898 triggers an analysis by an agency when a proposed Federal action may produce disproportionately high and adverse impacts on “minority populations.” “Minority populations may consist of groups of culturally different subpopulations with potentially different impacts and outreach needs.” LSLA applauds the FRA’s considerations of impacts on low-income and minority populations, in accordance with Executive Order 12898. Nevertheless, LSLA has reservations about the methodology employed by the FRA to identify the EJ communities potentially impacted by this Project. It appears the FRA conducted only the Fifty-Percent Analysis based solely on census tract information. That is, the FRA identified minority populations for purposes of EJ analysis by only one of the following conditions defined in the Appendix to CEQ’s 1997 EJ Guidance: “The minority population of the affected area exceeds 50 percent [Fifty-Percent Analysis], or the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis [Meaningfully Greater Analysis].” However, recent guidance provided by the EPA suggests both the Fifty-Percent Analysis and the Meaningfully Greater Analysis are needed to fully analyze and identify EJ communities. Moreover, the FRA should also work with communities to identify appropriate geographic units for analysis in order not to overlook small areas with concentrated minority populations. Selecting a geographic unit of analysis without sufficient justification can artificially dilute the representation of minority populations within the selected unit. We suggest that the FRA must undertake more than one analysis to identify any and all EJ communities impacted by the Project or identified the exact methods it used to identify minority populations. Subject to LSLA’s objections to the flaws in the identification of the low income and minority population EJ communities in the Draft EIS, FRA still finds that at least 52% of the Project Area impacts Environmental Justice Block Groups (EJBG or EJ Communities). At least 29 of the EJBG in the Project Area are in Harris County.¹⁴ That’s a large number of EJBG that seem to be all treated as if they were the same just because they have Harris County in common. The Project’s avoidance of impacts on public housing is commendable, but it is still unclear from the Draft EIS which residence will be displaced due to construction. It is reported that there are 333-348 total residential, commercial and community structures impacted, and 101-111 are located in EJBG. That statistic means that almost 1/3 of the displacement impacts from the Project are to EJ Communities. It is important that the FRA revisit this analysis if the minority populations identified in the Project Area expands after applying the improved methodology suggested above. Moreover, many of these impacts are disproportional impacts compared to the greater population. For example, 76% of residential displacement impacts to Segment 3C in Leon County are in EJ communities, and 83% of residential displacement impacts to Segment 4 in Leon County are in EJ communities. Out of the three terminal options, Northwest Transit Center Option has the highest number of residential displacements (16 vs. 9) and requires the most long-term acquisitions to complete the terminal project. The Draft EIS only identified only six neighborhoods selected for mitigation in LSLA’s service area: (1) Saddle Creek Forest (Waller/Grimes County), (2) Plantation Drive (Waller/Grimes), (3) Mallard Crossing (Harris), (4) Stone Creek Ranch (Harris), (5) Stonegate (Harris), and (6) White Oak Falls (Harris). None of these are identified in the Draft EIS as EJ communities. However, based on the potential impacts from noise and vibration from the train, it is likely that additional mitigation will be needed in these EJ Communities.</p> <p>D. Noise and Vibration</p> <p>At the public meetings hosted by the FRA on this Project, one of the most frequently raised concerns by residents was potential noise and vibration from this Project. Noise is recognized as a major environmental issue, particularly in urban areas, affecting quality of life and well-being. According to the World Health Organization, noise ranks second among the environmental risk factors to public health, only behind ultra-fine particulate matter (PM2.5) air pollution. Environmental noise can also cause sleep disturbances, and residents should be genuinely concerned about loss of sleep because of this Project’s additional environmental noise impacts. Long-term exposure to environmental noise can lead to hearing loss, endocrine effects, cardiovascular diseases, and increased incidence of diabetes. It is clear that the combination of the two high-speed trains and Highway 290 near Houston will necessarily result in more noise in this area. The Draft EIS revealed that the noise and vibration study was based on a Japanese train going less than the projected 200 mph. It would seem that the data underlying the FRA’s noise assessment for this Project is incomplete as it not only does not properly account for the projected speed of the train since noise source levels of these trains operating at speeds above 90 mph are not currently available. It also does not identify impacts by distance away from</p>	

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			<p>the proposed rail line to adjust for increased sound at over 90 mph, particularly given the elevation of the train in some areas to cross over existing freeways. These impacts need to be measured and calculated so that residents can recognize their potential impacts on their property and quality of life. The Draft EIS states that there will be severe noise impacts on seventeen residential receivers, which are not specifically identified in the Draft EIS. There is insufficient information provided to determine the location of these residential receivers, or the extent of the “severe” impacts from noise that may be felt on their property. However, they are generally identified as: o 1 severe noise impact in Segment 4 Leon County. o 1 severe noise impact in Segment 5 Grimes County. o 8 severe noise impacts in Segment 5 in Harris County. If the Project moves forward, the FRA should insist on sound barriers and other measures to mitigate the noise, such as building noise insulation. Similarly, the Draft EIS states that there will be “moderate” noise impacts on 247 residential receivers, which are not specifically identified in the Draft EIS. There is insufficient information provided to determine the location of these residential receivers, or the extent of the “moderate” impacts from noise that may be felt on their property. They are only referenced as follows: o 6 moderate noise impacts in Segment 4 Leon County. o 5 moderate noise impacts in Segment 5 Grimes County. o 175 moderate noise impacts in Segment 5 in Harris County. Even without more details concerning the exact location of these impacts, there are definitely disproportionate impacts on EJBGs that the FRA identified in the Project Area: o 90% of severe impacts are to EJ communities under Segment 5. o 73.4% of moderate impacts are to EJ communities under Segment 5. Because of these disproportionate impacts, the FRA must plan for noise mitigation for Build Alternative A. While the Draft EIS provides for acquisition of any residential property less than 50 feet away, what does mitigation look like for residences located more than 50 feet away if the owners decide to stay? The Draft EIS is not specific enough regarding appropriate measures to protect remaining residents. For this reason, we strongly recommend that an additional noise assessment prior to operation to refine noise impacts and determine mitigation strategies with property owner input. It is also possible that FRA may need to push for more evaluation to be done on the potential EMI impacts of this Project like a recent study done in Cal Train. Potential suggestions for the first year of operations might include monitoring EMI impacts for the first year of operations on at least a quarterly and sharing those reports with the general public. Requiring any identified disruption of electric equipment to be immediately remedied. Making TCR responsible for all costs to evaluate, design, monitor, and remediate any Project-related EMI disruption of sensitive electric equipment of other passenger or freight rail systems.</p> <p>E. Floodplain Hazards and Floodplain Management</p> <p>The Draft EIS appears insufficient in addressing floodplain hazards and floodplain management particularly in light of recent and severe flooding events in Harris, Grimes, and Waller Counties in 2015, 2016, and 2017. Given the recent impacts of Hurricane Harvey, Harris County residents particularly have expressed concerns about the resilience of any new development and the impact it would have on existing developments when confronted with a storm or flooding event like Harvey. First, it is not apparent from the Draft EIS whether the modeling done for this Project on floodplain hazards or flood plain management accounted for a storm like Hurricane Harvey. Section 3.8.4.3.1 of the Draft EIS only appears to rely on annual rainfall totals from 2016. It is imperative to re-evaluate annual rainfall totals for the Project Area in light of this recent set of storms. Moreover, more extensive modeling should be done to forecast rainfall and related impacts from these sorts of super storms. For example, the inundation flooding map from Hurricane Harvey created by the Harris County Flood Control District reflects severe flooding along the proposed Project route in multiple areas, including populated areas like Hockley, Cypress, and Jersey Village. Second, given the recent review of and potential revisions to the City of Houston’s flood plain ordinance, it would be important to understand what, if any, construction related to this Project will occur in a 100-year flood plain. The Draft EIS states that the “City of Houston requires that structures constructed in the Special Flood Hazard Areas shall be elevated to at least the minimum flood protection elevation measured at the lowest floor, which is equal to the base flood elevation plus 12 inches.” While this may have been true at the time the Draft EIS was distributed, this regulation is currently under review by the City of Houston. Further, there is no indication from the Draft EIS as to how certain floodplains may be impacted due to new construction related to this Project. As there is a combined 69 acres of construction proposed in the 100-Year Flood Plain in the Spring (56 acres) and Buffalo-San Jacinto Watersheds (13 acres), this analysis is important given that this area is already extremely prone to flooding. The Spring Watershed contains 8 different creeks.³¹ In the Tax Day Storm (April 16-17, 2016), communities in Spring experienced flooded homes, businesses and roads. Several neighborhoods along Little Cypress Creek in Harris County, which Segment 5 traverses, also saw secondary flooding after the creeks had drained local stormwater, and additional runoff from the upper watershed reached the lower reaches of the creeks. The secondary flood primarily affected roadways, which made it difficult for traffic to flow in the area. During the Memorial Day Storm of May 27-28, 2016, six weeks later, the ground was saturated and several of the creeks and tributaries were still carrying stormwater from this slow-draining part of Harris County. The heaviest rainfall occurred over northern Waller, southern Montgomery and Washington counties, and there were areas that got 8-13 inches of rain in north Harris County. It was simply too much rain in a short period of time falling on saturated ground, and some homes and roads that flooded previously in north and northwest Harris County flooded again. The Buffalo-San Jacinto Watershed includes four bayous and one creek that will be impacted by Segment 5 and the terminal options. This watershed was also heavily impacted by Hurricane Harvey. The Project must consider the impacts any new</p>	

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			<p>construction associated with the Project will have on these frequently flooding watersheds to protect life and existing property.</p> <p>F. Traffic Congestion and Road Construction Transportation impacts caused as a result of the Build Alternatives would primarily affect EJ communities through roadway modifications. The Project touts its ability to remove traffic between Houston and Dallas and ease congestion by diverting those traveling from Houston to Dallas by car or plane to the HSR. However, this analysis forgets that the majority of traffic congestion exists in Houston and Dallas, not necessarily for those traveling to and from. For those that work in the area near Highway 290 and Hempstead Road near the three Terminal Options, this area is already extremely congested daily. Some part of Highway 290 has been under construction for the last seven years. While the highway project is to be mostly completed by the beginning of 2019, this Project seeks to start construction sometime in 2019 if the Final EIS stays on track. The congestion will just continue. Although TCRR has designed the Build Alternatives to avoid and minimize impacts to the maximum extent, they will still exist if this Project is implemented. The HSR System avoids roadway impacts through the use of viaduct, road over and under rail, relocation, rerouting and closure. Permanent changes to roadways occur when roadways are relocated, rerouted or closed. Even if EJ communities are not disproportionately affected by permanent roadway modifications, temporary road closures necessarily will affect EJBG residents as 29% of the temporary construction zones are located in EJ communities. If 52% of the Project is going to impact EJ communities it is hard to say that there will not be more traffic or road construction impacts in EJ areas than non-EJ areas as a result of this Project. Heavy equipment emissions and noise/vibration and traffic reroutes are going to impact these communities more. Several of the Project’s Build Alternatives have common segments (Segments 4 and 5) where the potential for EJ impacts are increased. TCRR still needs to mitigate these impacts to move forward with the Project even though the alternatives may be equal in these areas. There is still an adverse impact on these areas than if the Project was not built. Further, we agree that having to build 45 miles of adjacent rail and highway frontage roads for Build Alternative C is not recommended and would require safety barriers to prohibit vehicular drivers from impacting the track infrastructure. Build Alternative A that does not require the added safety barriers would be preferred from that perspective.</p> <p>G. Impact to Schools in the Project Area Leon High School is a high school in Jewett, TX, in the Leon ISD school district. As of the 2016- 2017 school year, Leon High School had 214 students. The school received an accountability rating of “met standard.” Slightly over 41% of students were considered at risk of dropping out of school, and 43.5% are economically disadvantaged. Students with limited English proficiency totaled 6.1% of students based on enrollment in bilingual and English language learning programs. Approximately 28% of the students identify with one or more minority groups. Highway 79 is two miles away from Leon High School which is a proposed construction site. Temporary construction impacts to Leon High School may include: (1) movement of vehicles and generation of dust and (2) school ingress and egress being impacted. The Project will require temporary road closures and impacts to school crossings to prevent impacts to pedestrians, vehicles and bus traffic given proximity to the school. These closures will be disruptive to school operations. The Project should also actively develop methods to reduce fugitive dust emissions and ensure that the health and safety of the students and staff at the school are protected throughout the Project.</p> <p>H. Other Concerns Raised by the Community Based on general community feedback to this Project, the FRA should also consider not approving Build Alternative Option C due to its potential impacts on Fort Boggy State Park, located in Centerville, Texas in Leon County. This park land provides a multitude of recreational activities like hiking, fishing, swimming, and mountain biking. The 15-acre lake easily accommodates small boats, canoes and kayaks with cabins for overnight stays. The Project should steer clear of this popular recreational asset and avoid Build Alternative C for this reason. The FRA should also undertake some investigation of the potential interplay between existing pipelines at the infrastructure required for this Project and its subsequent operations. There are 19 pipelines in Harris County identified in the Draft EIS. From the Draft EIS disclosures, it is not clear if the TCRR has consulted with regulatory authorities regarding conflicts and hazards from parallel pipelines. For example, is there potential vibratory damage caused by construction up to 500 feet? And it is not clear what, if any, such vibrations might have on gas pipelines that are near the train. LSLA agrees that the remediation of hazardous sites potentially could become a beneficial impact to EJ Communities from this Project. However, there are still disproportionate adverse impacts to EJ Communities from moderate risk hazardous impacts: (1) 53.7% of the moderate risk hazardous impacts in Harris County are to EJ communities, and (2) 62% of the moderate risk hazardous impacts in Segment 5 are to EJ communities.</p> <p>I. Conclusion On behalf of its clients and their communities impacted by this Project, Lone Star Legal Aid would like a complete response from the FRA to the comments and concerns raised in this letter. Please contact the undersigned counsel if you have any questions or need clarification regarding the comments contained herein. Sincerely, LONE STAR LEGAL AID</p>	
Michael Long	2/6/2018	Handwritten	<p>I support the comments listed below and offer them as evidence supporting the "No Build Alternative"</p> <p>1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.</p>	<p>Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.</p>

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			<p>2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas.</p> <p>3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas.</p> <p>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</p> <p>5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.</p> <p>6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.</p>	
Crystal Lopez	3/9/2018	Website	<p>I think this is a great idea . I have heard rumors before that the construction for this project would have been completed by 2020.I know it's not true but I think many people would benefit from this because it would cut the amount of time it takes to get from Houston to Dallas. I hope it will be safe and it wouldn't be too expensive like an airplane would be. I'm all for this idea ! Very excited for this to be finished and ready to go ! I hope as part of the design of the train there could be a mural that can reflect on the city of Houston and Dallas. I believe many Houstonians and Dallas civilians would appreciate that. Also one of the very important things to keep in mind would be the type of limitations of what to carry on to the train. There should definitely be a metal detector screening items that would be brought onto the train for safety reasons . No guns or knives or any sort of weapon since it will be a family train. Also would people be able to access the train like a Metro bus without an ID and paying a small fee or having a \$10 monthly card to pay to have access to they bus . Or would civilians have to be ID'd and sign up with there name before getting on the train, and paying online ? Back to the luggage ,every luggage should be tagged with the information of the owner of the luggage to prevent theft. No luggage on board without a proper identification tag. I believe luggage compartment should be above the seats so that way civilians can get that their selves . Also will the design of the train accommodate people with babies in a baby carrier ,service dogs,handicapped civilians?Also the design of the train should included a mini foldable table for the people . First Aid kit , emergency exit , belts ,fire extinguisher , automatic doors, retractable automatic sun shades , (We deal with plenty of Texas sun/ heat) , sun roofs (to save electricity during the day),I don't believe that television would be necessary since most people already have smart phones and that would add weight to the train ,is not really going to be a luxury train since it will be more focused on speed rather than comfort .</p>	<p>Refer to SS-9 and SS-18. Specific screening procedures regarding firearms or other potential weapons will be developed through the System Security Plan. The design of the Project will accommodate children, service dogs and handicapped civilians. There will be space to fit children in baby carriers and storage areas to stow strollers. The design will comply with the requirements to accommodate handicapped civilians and service animals as per the following Americans with Disabilities Act (ADA) regulations: 49 Code of Federal Regulations (CFR) 37 - ADA Transportation Services for Individuals with Disabilities; 49 CFR 38 - ADA Accessibility Specifications for Transportation Vehicles; and, 2010 ADA Standards for Accessible Design, dated September 15, 2010.</p>
Ernesto Lopez	3/9/2018	Website	<p>Looking forward to the train. Would love to cut the travel time to 90 min.</p>	<p>Comment noted.</p>
Nancy Lopez	1/29/2018	Letter	<p>1. Concern about Texas counties, Dallas, Ellis, Navarro, Freestone, Leon, Madison, Grimes, Harris and Wheeler. Endangered species-bald eagles, monarch butterfly, wood pecker, passenger pigeons, red wolf, gray wolf, migratory game birds, wood stork, Texas horn lizard, Brazos water snake, Houston toad, white face ibis, interior least tern, Cagle's map turtle, Ouachita, rock pocket mussel, including wildflowers of large fruited sand verbena, Navasota Indie tresses.</p> <p>2. Concerns about water shed impact of flow and drainage of water in flood event.</p> <p>3. Concerns about soil erosion.</p> <p>4. Concerns about livestock reproduction due to vibration and noise.</p> <p>5. Noise pollution.</p> <p>6. Re-routing roads and closing roads that are easier access for emergency situation.</p> <p>7. Electromagnetic currents that "High Speed Rail" radiates.</p>	<p>Refer to NR-1, NR-2, NR-3, NR-4, NR-5, SG-1, SS-23, WW-1 and WW-2.</p> <p>Passenger Pigeons are extinct. The Red Wolf and Gray Wolf are extirpated from Texas. The Monarch Butterfly is currently "Under Review" for listing by FWS and is not currently a protected species. Other species mentioned were assessed in Table 3.6-8 except for those not listed by TPWD or FWS such as the Brazos water snake, Cagle's Map Turtle, Ouachita, and Rock-Pocket Mussel. The Project does not radiate electromagnetic currents. Rather, the electric current used to power the Project does generate electromagnetic fields (EMFs), as discussed in Section 3.14.1, Socioeconomics and Community Facilities, Introduction. As discussed in Section 3.15.4, Electromagnetic Fields, Methodology: "The inverse square law applies to EMF. The inverse-square law means that EMF levels would substantially decrease with increased distance from the source. Therefore, for the purposes of this analysis, the EMF Study Area is defined as 500 feet from the centerline of the HSR track. Beyond this distance, the EMF would be below background levels."</p>
Will Lopez	12/30/2017	Website	<p>Thank you for allowing this to happen.</p>	<p>Comment noted.</p>
Brian Lopresti	2/20/2018	Website	<p>I am a freight train conductor. I am a union employee, but I am against this project. Having given Amtrak roll byes and at least 2/3 of the train empty i can say this will be the case with this. I would hate to see people being displaced for something that will not work. Thanks</p>	<p>Refer to GN-2, NE-1 and PN-3.</p>

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Amy Lou	1/18/2018	Email	FRA, I demand that you reply in writing with an explanation to the following question. You will send your response to [...]. Your HSR cuts my pasture in half. On one half is a pond where my cows drink out of. How do you propose that my cows stay hydrated and drink from the pond when the Japs are coming through with a train that has yet to succeed in most of its other countries? Do you like steak? Where do you suppose steak comes from? It is NOT dehydrated dead cows. thanks, Amy	Refer to LU-11.
Amy Lou	1/18/2018	Email	WHY DOES THE FRA DEIS SHOW A COMPLETELY DIFFERENT PLAN THAN PREVIOUSLY ADVERTISED BY TCRR	Refer to BA-8.
Amy Lou	1/18/2018	Email	Will you be using any state funds to fund your project? Also, will my taxes in Leon county increase? Obama takes enough of my money, about 1/3 of it every paycheck	Refer to GN-4 and VA-1.
Amy Lou	1/18/2018	Website	FRA, I demand that you reply in writing with an explanation to the following question. You will send your response to " _ ".	Refer to PI-1.
Amy Lou	NA	Website	FRA, I demand that you reply in writing with an explanation to the following question. You will send your response to " _ ". How do you plan to keep terrorists off of your high speed railroad?	Refer to SS-6, SS-2, SS-7 and SS-9.
Lonnie Love	NA	Website	Your proposed A route to the High Speed Rail goes through our property. The meeting that took place on January 5, 2018 in Madison County with the FRA and concerned citizens detailed concerns which have not been addressed. I am staunchly opposed to this project. It is my hope that the FRA will also see and hear the protest against this project. I can definitely see why this project will fail if Eminent Domain is not received by the High Speed Rail Commission.	Comment noted.
Lonnie Love	NA	Website	Dear Sir: Your Proposed A Route to the High Speed Rail goes through our property. The meeting that took place on January 5, 2018 in Madison County with the FRA and concerned citizens detailed concerns which have not been addressed. I am staunchly opposed to this project. It is my hope that the FRA will also see and hear the protest against this project. I can definitely see why this project will fail if Eminent Domain is not received by the High Speed Rail Commission. Lonnie Love Flynn, TX 77855	Refer to ED-1.
Dennis Loving	3/5/2018	Oral	Okay. I have no prepared statement other than I wanted to come and tell you guys that I'm fully in support of building this railway. It's going to be good for Texas. I'm in support of the Northwest Mall location for the terminal. It's going to be a good location. Come April the 1st, April Fool's Day, will be 40 years that I moved to Texas. I'm from a little area in the Ozarks. I know how everybody feels about your little quiet, peaceful existence. I had 59 kids in my class, okay, my high school graduating class. I understand where you're coming from. I sympathize with you. But this is good for the state. It's going to help us compete worldwide because that's the reality of today. I'm an engineer. I've worked on \$10 billion projects. I have two kids. My son is an environmental permitter. He has a master's in permitting -- what's it called -- environmental science -- environmental permitting -- environmental law. I finally get it. So we talk about -- I know exactly what you guys are going through in your permitting. We've talked about it. He wishes he could be here. He's in favor of the rail. I have a daughter that went to TCU. She is a NICU nurse now. She stayed in Dallas. So as far as for us, it's going to connect our family. It's going to help us. It's going to put us together where we can go up there in 90 minutes and visit my grandson, my two-and-a-half year old grandson. I'm fully in favor of this. Like I said, it's a good thing for Texas. It's going to help us compete worldwide. I know a lot of people -- I live a stone's throw across the freeway here and I've seen a lot of changes. When I first moved over here, there were chickens in people's yard. There were horses. I understand, you know, but progress is progress. And, like I said, we have to -- I guess I'll finish with this one. My fellow Texans, ask not what Texas can do for you, ask what you can do for Texas.	Comment noted.
Evan Lowe	1/29/2018	Email	No taxpayer backed loans or funding for this boondoggle. This project has no chance of ever being financially viable. The infrastructure to move people between Dallas and Houston already exists between multiple major airports and air carriers in both cities, as well as 1-45 and bus lines. \$20 billion that this project is claiming it will cost, would be better spent on improving the roads and airports. Jet aircraft are faster, safer, lower cost, and more flexible than an archaic fixed train.	Refer to BA-4, BA-12, GN-4, PN-3, NE-1, SS-12 and TC-2.
Kenneth Lowe	2/18/2018	Website	As a businessman who drives thousands of miles each year between Dallas, Houston, Austin, and San Antonio, I'm eager for options that give me more flexibility to meet my customers and put one less car on the road. Please help us connect and grow.	Comment noted.
Christina Lowry	2/6/2018	Website	I don't want to see this light rail come through cypress or Waller. I've lived here my whole life, was born here in the cypress area, and don't see who can spend \$400 on a round trip ticket from Houston to Dallas. I would rather drive then spend that much money. There are also busses that business people can take with WiFi and drinks or snacks to allow them to work on their commute in. These bus trips are way cheaper than the cost of this train trip. Also I don't want to see or hear the train from my home. Traffic along the barker cypress corridor is already bad, adding a train around this area would make it worse. Also our neighborhood has flooded three times in the past two years. Have any studies been done to see if this would make it worse? Additionally we have pipelines running through our yard. Have studies been done to see the effects on these pipelines? I don't want to lose my home to something like this because not enough research has been done. Prices have risen since I bought my home and due to my husbands illness I can't afford a home at the current prices. Prices have inflated drastically since I purchased here. I feel like not enough quality research has been done before this is going to be built. This private company is trying to line their pocket books and not look for what's beneficial for the community.	Refer to EU-2, FP-1, GN-1, NE-1, NE-9 and WW-1. Approximately 74 percent of the Build Alternatives in Harris County, including Houston, will be constructed on viaduct (bridge type structure) which allows for free movement of water and would avoid and/or minimize floodplain and waters impacts.

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Submitted By	Date Submitted	Submission Type	Comment	Response
Lisa Loya	2/21/2018	Website	Build it!!! High-speed rail is desperately needed, not just in Texas, but across America. The United States is 50 - 60 years BEHIND the rest of the developed world in transportation. From what I have learned, the route for the Texas Bullet Train is the best, most sensible route and will have minimal environmental impact. Please BUILD THIS BULLET TRAIN !!!	Comment noted.
Alan LRoy	2/5/2018	Handwritten	1) Does not benefit rest of state for transportation. 2) Compensate land owners 8-9 times CAD value. 3) No one in USA can use this line like I45, I20 and I10. 4) Place rail on current row routes and we will not have these meetings 5) Run it down I45 center lane, no one gets hurt or loses land. 6) Must protect private property right.	Refer to BA-9, ED-1, ED-2, PN-3 and SC-19.
Jennie Lucky	1/22/2018	Email	I vote NO on this project and it's negative implications for Ellis County! There will be zero benefits for Ellis County, only negatives.	Refer to SC-19.
Ken Luebeck	2/28/2018	Website	I write in support of the preferred alignment presented at the exhibits in the public hearing. Upon learning that I was going to my 3rd DEIS public hearing, my 8 year old son promptly created the attached "concept model" for the Houston Station, complete with a LEGO(r) rendition of a high speed train. He wanted me to share it with the people building the railway. Contrary to some of the more negative comments heard in the hearing, my son equates riding trains with going to visit Grandpa and Grandma- something he's done using Amtrak many times. While his Grandpa and Grandma are not in Dallas, my son correctly observes that trains connect people, and that connecting people is generally good. Moreover, we know that trains connect people with less environmental impact than cars: less footprint, less pollution, far fewer/no traffic accidents,	Comment noted.
Ken Luebeck	3/5/2018	Oral	Hi. My name is Ken Luebeck. I'm here to state why the high-speed train, I feel, has intrinsic value even for rural people, even for ranch country, which is important. You all are important. I've been in three of these public hearings. This is the fourth. I've heard lots of you speak. I've sat in the audience in the back, trying to be quiet. Of course you feel strongly about this. I get that. It's your land, it's your piece of Texas. Upon learning I was heading to the third of the public hearings I went to, to the one in Waller -- no, the one in Cypress, my 8-year-old son quickly assembled a Northwest Station out of a construction toy and cardboard and bed sheets, that kind of stuff. And he took a picture of it and had mommy send it to me so I could show it to the railroad folks. Why does he like the train? Of course, we do things like riding Amtrak to see Grandma and Grandpa and that kind of stuff. He associates the track with connecting people and families. And, yeah, Grandma and Grandpa aren't in Dallas, they're up north of that, but that's what he sees. He's 8. Now, the next decades, as others have said, Houston and Dallas will grow. Both cities will have over 10 million people. They're going to travel. What do you do about that? Because the rural way of life is also about family. I understand you guys all have family. Some of you go back generations on your land. If all those people are restricted to cars, then what happens? Someone builds a Buc-ee's, a Flying-J, and then you get fast-food places and hotels, and people start detouring off the freeway because of an accident -- and I've been one of those folks, I confess. You get a linear city, or I suppose stuff like Plano or McKinney north of Dallas, which I imagine was ranch land 15, 20 years ago, and now it's, you know, city. So what do you do if you don't want to lose ranch country, yet the cities around you keep growing? That's a tough problem. I suggest you put them in a capsule and let them ride through your country. They wave at the cows as they go by, but they don't stay. I have good friends growing up in southwestern Minnesota. I get country life. It's wonderful. It really is. More highways doesn't do that for you. As this project continues, I encourage all of you to have an open mind, (inaudible) Texas. Hear what they have to say. They haven't answered every question yet, I get that. They haven't engineered the whole thing. That means you can negotiate if you're affected. Heck, ranch country does matter. You matter. I suggest the railway is the best way to preserve your way of life given the growth of the cities. I do support the FRA's preferred alternative. Thank you.	Comment noted.
Ken Luebeck	3/9/2018	Website	I am not aware what open questions or factors led the FRA not to recommend a preferred alternative for the Houston station site. This comment recommends the Northwest Mall site as the best site and with the least impacts. I note the Northwest Mall appears to be for sale, that most of it is vacant, and that it is commercial property surrounded by expressways and other commercial property. It has no residential impacts to speak of. It's a large brownfield that is begging for redevelopment— whereas the alternative sites do not share these features. I live under 5 miles from here and frequently am in the area of Northwest Mall.	Refer to GN-9.
Carolyn Lummus	2/28/2018	Email	We Own three hundred acres just north of OSR in Leon County. This land has been in our for more than fifty years. It's hard to explain to people who live in cities and those who govern our great State, to realize the impact this High-Speed Rail will have on those people who own land which will be taken to complete the route from Dallas to Houston. In our case, my and I started buying land not long after we got married and that was fifty years ago. It was not always easy to make those payments, but we did without other things to own some land. In other cases, land has been in families for generations. Like the early pioneers who settled in they came for land, even killing to own and keep land. We are basically like those pioneers. Please don't take our land. The route of the High-Speed Rail, if approved, will split our property in half, taking our barns, camp house, ponds and stock pens, etc. It will also take our access road to the property, which will be very difficult to obtain another easement from the adjacent landowner. It will almost be impossible to maintain a cattle operation on the property with the land split	Refer to LU-11, RF-2 and TR-10.

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			in half. The cattle business is hard work but that's the lifestyle we have The High-Speed Rail will destroy our hunting, fishing and outdoor activities that our family has enjoyed on this land for the last fifty years. The enjoyment we have shared has made our family stronger. We respect the land and have made many improvements. We consider it a privilege to manage this land. The train Will devalue what property is left, and we won't be able to sell the remaining land. We love the property and have worked many years to improve this land to its full potential. We don't need a High-Speed train destroying our livelihood and we have worked so hard for all of our lives. Thank you for your consideration.	
Charlie and Carolyn Lummus	NA	Website	RE: The High-Speed Rail Impact to Our Property We own three hundred acres just north of OSR in Leon County. This land has been in our family for more than fifty years. It's hard to explain to people who live in cities and those who govern our great State, to realize the impact this High-Speed Rail will have on those people who own land which will be taken to complete the route from Dallas to Houston. In our case, my wife and I started buying land not long after we got married and that was fifty years ago. It was not always easy to make those payments, but we did without other things to own some land. In other cases, land has been in families for generations. Like the early pioneers who settled in Texas, they came for land, even killing to own and keep land. We are basically like those pioneers. Please don't take our land. The route of the High-Speed Rail, if approved, will split the property in half, taking our barns, camp house, ponds and stock pens, etc. It will also take our access easement road to the property, which will be very difficult to obtain another easement from the adjacent landowner. It will almost be impossible to maintain a cattle operation on the property with the land split in half. The cattle business is hard work but that's the lifestyle we have chosen. The High-Speed Rail will destroy our hunting, fishing and outdoor activities that our family has enjoyed on this land for the last fifty years. The enjoyment we have shared has made our family stronger. We respect the land and have made many improvements. We consider it a privilege to manage this land. The train will devalue what property is left, and we won't be able to sell the remaining land. We love the property and have worked many years to improve this land to its full potential. We don't need a High-Speed train destroying our livelihood and what we have worked so hard for all of our lives. Thank you for your consideration.	Refer to ED-2, LU-7, LU-11, NR-6, RF-2 and TR-10.
George Lumpkins	3/9/2018	Website	Due to the cost of land to make this project work, there, in my opinion, is NO WAY this can ever recover the cost of the project or be profitable. Don't waste the money.	Refer to GN-2, GN-4 and NE-1.
Gail Lundberg	1/29/2018	Oral	My name's Gail Lundberg. I typed this up on my phone and it just about died. I don't have anything really funny to say, so I'm sorry I can't be more entertaining. My concern is safety. You have provided a lot of information from your Environmental Impact Statement that gives the appearance that you are monitoring this project, but, in fact, the Federal Railroad Administration does not monitor the track maintenance and they do not see inspection reports. They are only given the word of the track owner that the track is inspected and safe. The reason I know this is because I did a request for information about a bridge in Corsicana. I emailed response from Denise Kollehlan I'm not sure how you say her last name the freedom of information officer that cites Code of Federal Regulation 49, Section 237.156 that states, "A track owner is expected to implement bridge maintenance and keep records. The Federal Railroad Administration did not have a copy of the maintenance plan or the results of the inspection. We have to rely on the track owner for safety and that is a concern to me." That's all. Thank you.	Refer to NE-1, NE-2 and SS-5.
Rick Lunsford	2/20/2018	Website	I support the plan for the Dallas to Houston High-Speed Rail project. The proposed plan will enhance mobility in a highly used transportation route between Dallas and Houston. The rail plan will be one component to alleviate congestion on IH 45.	Comment noted.
David Luther	2/6/2018	Oral	David Luther First off I got to say thank you very much. Thank you for the people who are still here because I feel really good that I made it finally, and there's people still here. Because I was a little worried about that at first. My name is David Luther. And I am one hundred percent against this train. So I am a no-build, for the record. Now, this other gentleman said there the Navy veteran: I appreciate you stealing my idea: but I'm going to do it again. You guys are just — everybody raise their hand here if you're against the train: okay? Now, somebody raise your hand if you're for the train. Please indicate that no one in this audience raised their hand, ma'am, that everyone in the audience raised their hand for they were against the train and no one raised they're hand for the UNIDENTIFIED SPEAKER: There's one. MR. LUTHER: wait, wait We got UNIDENTIFIED SPEAKER: I'm neutral. NIR_ LUTHER: Put your hand down. You're not for it. UNIDENTIFIED SPEAKER: I'm picking up a lot of vibes from you, but MR. LUTHER: Okay. I'm good. There's so many things that we could talk about here: but so many things have been said tonight so I'm not going to bore you anymore because you did have the fortitude to stay for all of this. But there's just so many things we can talk about. Obviously: the financial viability of this is very clear to just about everybody that's looked at it. Ifs not financially viable. And my wife: who's also great at coining things: told me: 'Don't forget to say this: 'If it doesn't make sense: it makes cents.' That covers it all, folks. If it doesn't make sense, it makes cents. Somebody's going to make cents from this at our expense. So I got a minute 14. You know, I was sitting back there with Cecil Bell. rm the Republican chair of this county: and I'm here because I support the county. I support everyone's right to do what they're doing tonight; but the most important thing I think that I could bring to the table is I'd like to just give you a political view. Because everybody else has talked about their land and this doesn't Impact me because I live in Waller County and it' s away from me: but I	Refer to GN-2, GN-4 and NE-1.

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			want to talk about politics just for a second. I know that people start glazing their eyes over: but it's important: We are here because of politics. We're fighting this because of politics. They looked at us and said, "Oh, we can run through Waller County _ They don't have any real strength" Okay. When they went to Montgomery County, they saw all the people against it up in Montgomery County: they said: "No: let's just move it. "Okay? So we have to fight this as a cohesive unit, •which is what we're here doing tonight Let me say that this is not going to be decided between Houston and Dallas. This is going to be decided in Washington and Austin. And people like Cecil Bell, your representative if you live in Waller County: are helping us to fight. But there are a lot of politicians out there that are not. And we need to take notice of that when it comes down to it. We run our political operations. If we •.73te: if we call, if we write to our politicians, they will take notice. So folks: get involved in politics: get in voting. And please: support the Texas Citizens against the High-Speed Rail and the Waller County Advocacy Group here in Waller County; support your politicians like Cecil Bell and the judge back here who are fighting this fight for us every day. And I thank you very much.	
Zachary Lybrand	3/9/2018	Website	The high speed rail line that is being proposed between Dallas and Houston will be an absolute boon not only to the communities served directly by the train, but to the United States as well. We are being presented with an amazing opportunity to bring our rail system into the 21st century with this one small step, and we would be foolish to ignore the chance.	Comment noted.
Marian Lyde	2/20/2018	Website	I've been researching this plan for 4 years and TexasCentral still seems to be avoiding major concerns of many taxpayers. Example, for a rider from college station or Bryan Texas to drive 25 minutes to ride a train 35 minutes to Houston for the cost of an airline ticket or even less is ridiculous since a trip down Hwy 6 to 290 to station by car or shuttle is extremely cheaper and less miles so to include them in ridership data is a fabrication of data projections. To not make route extend entire IH45 is because TexasCentral does not want to pay the high cost of rightaways and loud sound barriers through populated areas. This cost of the proposed route is at the expense of ranches and landowners along the rural routes and should be denied. Private companies gaining profits (if that is possible based on their false ridership data) at the expense of private citizens should be against the law especially when the data is extremely skewed.	Refer to BA-7, BA-8, BA-9, ED-1, GN-2 and NE-1.
Bill Lynch	2/5/2018	Website	Texas does not have the funds to continue to build the highways necessary to reduce congestion or even to hold it at current levels. High Speed rail offers an alternative that is privately funded (with the possible addition of Federal infrastructure funds)that could provide significant reduction of traffic on Texas highways. Houston to Dallas is a great first step. Imagine a link from College Station to Austin. Imagine a link from Dallas through Arlington to Fort Worth and on to Oklahoma City. Imagine a link from Houston to San Antonio. All of these together would reduce traffic on I-45 and I-35. None of this will be possible without the Dallas-Houston link. The rail footprint will be smaller than another highway. If the train is largely elevated as the proponents promise, the impact on agriculture would be less than a highway right of way. This looks like a winner for everyone except the people living in the path.	Comment noted.
Bill Lynch	2/20/2018	Website	High Speed Rail has the potential to change the face of ground transportation in Texas from over crowded highways to fast, safe reliable transit. The long term project has the potential to connect all of the major population centers in the state with the possible exception of El Paso. No one wants rail built on their land, but the greater good of the state coupled with fair compensation has to override those concerns. Please approve the Texas Central Plan for service between Dallas and Houston.	Comment noted.
Bill Lynch	3/9/2018	Website	Our government relations agenda calls for you to approve the Bullet Train. The jobs created during construction and during operation will be a boon to our economy. The convenience of the train will be a great option for the traveling public. Having a train as a neighbor, having a train buy your land for right of way...neither is going to be well received by the people in the middle. On the other hand it is less intrusive in total than building more lanes on I-45.	Comment noted.
Larry Lynch	2/27/2018	Website	I am anxiously awaiting the completion of the rail. It is especially good that we will have the station in Roans Prairie so that Grimes County residents don't have to drive to Houston. It will help Grimes County to grow and grow their tax base.	Comment noted.
Marilyn Lynch	3/9/2018	Website	I am writing to express my strong support for the Texas Bullet Train project and urge the Federal Railroad Administration to move forward with the timely review and approval of the project. I am a strong supporter of sustainable transportation methods, and I feel that the bullet train project will contribute significantly to providing viable, sustainable transportation alternatives to vehicles emitting fossil fuel pollutants. I am a resident of Ellis County and feel that the impacts of the train will be minimal for farmers, ranchers and developers. Please move this project forward for the benefit of our local economies as well as the entire state of Texas. Thank you for your consideration.	Comment noted.
Stanford Lynch	1/29/2018	Website	The Dallas to Houston High Speed Rail (HSR) project is good for Texas and for the united States to move citizens to and from Dallas to Houston in a very timely and environmentally safe manner. This will be the first HSR project in the U.S. and will provide safe and economical transit for the first time in the U.S. I have ridden HSR in Japan, France and Germany and have found it to be far superior to air flight. It is quiet, smooth and with respect to the Japanese HSR System being proposed, one of the most safe systems in the world. This will provide an alternate mode of transportation to both air flight and personal vehicle travel in Texas and will be an economic generator for the State of Texas. I urge the FRA and the USDOT to approve this Dallas to Houston HSR system and allow the Texas Central Partners to publicly finance and build this system as fast as possible.	Comment noted.

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Joseph Lynes	3/8/2018	Website	I am very much in favor of development of the Dallas-Houston high speed rail line. I hope that it is the first segment in a state-wide network of high speed rail.	Comment noted.
Sherry Lynn	1/31/2018	Email	I am against the rail/train! It is an expensive project I do not think will survive. It will disrupt rural communities, and family farms. My daughter and her husband are 5th generation farmers and ranchers in Ellis County. It will go through the middle of my son in laws 95 year old grandfather's home. It will be less than 1/2 mile from my daughter and son in law's home, right through their pasture and farm. My fiancé is a retired Deputy Sheriff. My brother is a retired fireman, paramedic. Road closures would impede emergency response times in these rural areas. These are just 2 reasons I am personally against this train. I oppose this train, and I pray it NEVER comes.	Refer to BA-8, GN-4, LU-11, NE-1 and SS-23.
Sherry Lynn	2/19/2018	Website	I am against this project. It will have a devastating effect on my daughter, son in law and grand children as the proposed route will destroy their family farm and go thru the middle of it. What will happen to our farms? Our ranches? Our quality of life? What will happen to emergency response times? What will happen to land values? What impact will this have on our county governments? Road closures? Too many unanswered questions and concerns when you can fly from Dallas to Houston as fast and cheaper! One of the worse ideas/plans I've heard of since the Super Collider-and we all know what happened there. I pray this never happens.	Refer to BA-12, LU-11, PN-3, SC-3, SS-23, TR-7, TR-8 and VA-1.
Alastair Lyon	1/16/2018	Email	As a Dallas area resident, I support this project. It would create jobs, reduce greenhouse gas emissions, and improve the Texas economy. Federal	Comment noted.

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M				
Bobby M	2/26/2018	Website	I have strong opposition about the high-speed rail in Navarro County traveling through the intersection of 709 and 1394 destroying Morgan Legacy Farm along with the water habitats of several rare waterfowl species. With so many other potential sites with less impact on water and landowners I can't support the current path through this important land	Refer to LU-5.
Bobby M	2/27/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared. Our office staff has had over 100 employees and family members visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property....all at no cost. I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable and historic on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5, WW-1 and WW-2.
Bobby M	2/27/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Bobby M	2/28/2018	Website	I have strong opposition about the high-speed rail in Navarro County traveling through the intersection of 709 and 1394 destroying Morgan Legacy Farm along with the water habitats of several rare waterfowl species. With so many other potential sites with less impact on water and landowners I can't support the current path through this important land	Refer to LU-5, NR-2 and WW-9. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Bobby M	2/28/2018	Website	This project on current path will destroy the land of Morgan Legacy Farm. The Morgan Legacy Farm located near FM 709 and 3194 is an irreplaceable site that has hosted weddings (including my own) and hundreds of meetings, gathering, and reunions. Churches, hospitals, clinics and families utilize this land and its capacity as a venue to coordinate the fundamental components of their operations. I harshly oppose the destruction of this property by the HSR.	Refer to LU-5.
Bobby M	2/28/2018	Email	At a time when we should be protecting waterfowl and native species the HSR will condemn thousands of sensitive acres that are privately owned, but heavily utilized by the native and migratory species. The Morgan Legacy Farm located near FM 709 and 3194 serves as nesting grounds for Mexican Black-belly Whistling ducks as well as several other migratory species who winter here in Texas. The construction of the HSR will permanently destroy this habitat as the tunnel and rail will permanently occlude the watershed. I am opposed to this project!!!	Refer to LU-5.
Bobby M	2/28/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
L M	2/9/2018	Website	I am AGAINST the clear cutting of land for the building of the train in Texas. I am AGAINST the destruction of wildlife habitats, forested areas, wetlands, farms, ranches, businesses and neighborhoods. I am AGAINST the harming and killing of people and animals that may get in the path of the train if it's built. I say NO to this train. Thank you. - a native Texan.	Refer to NE-9 and SS-2.
L M	3/9/2018	Website	I am AGAINST the construction and use of any high speed train in Texas. I have strong concerns about noise, pollution, uses of private property, and harm to forested areas, wetlands, wildlife and wildlife habitats and harm to the pretty Texas scenery. I will NOT ride the train. I prefer road trips, stopping at Bucees convenience stores and stops at scenic places and cute restaurants and stores on my way to my destinations out of the Houston area. And sometimes I travel by car with lots of luggage and my pets. I live in a neighborhood right off of Highway 290 in Cypress. Daily, I drive over the railroad tracks on Fry Road at Hempstead Highway in Cypress. There have been times when I'm trapped in traffic because of a stuck railroad crossing bar. There is already lots of traffic in this area. We don't need another train track. There is already enough construction in this area because of the Highway 290 widening. Also, I don't want there to be injuries or deaths between a high speed train and people or animals. Lots of farm animals, wildlife and stray dogs and cats that could be hit by a high speed train. Don't build the train please. Thank you. - Lisa in Cypress Texas (a native Texan).	Refer to NE-9, PI-1, TR-5 and TR-7.

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Submitted By	Date Submitted	Submission Type	Comment	Response
L M	3/9/2018	Website	I am AGAINST the construction and use of any high speed train in Texas. I have strong concerns about noise, pollution, uses of private property, and harm to forested areas, wetlands, wildlife and wildlife habitats and harm to the pretty Texas scenery. I will NOT ride the train. I prefer road trips, stopping at Bucees convenience stores and stops at scenic places and cute restaurants and stores on my way to my destinations out of the Houston area. And sometimes I travel by car with lots of luggage and my pets. I live in a neighborhood right off of Highway 290 in Cypress. Daily, I drive over the railroad tracks on Fry Road at Hempstead Highway in Cypress. There have been times when I'm trapped in traffic because of a stuck railroad crossing bar. There is already lots of traffic in this area. We don't need another train track. There is already enough construction in this area because of the Highway 290 widening. Also, I don't want there to be injuries or deaths between a high speed train and people or animals. Lots of farm animals, wildlife and stray dogs and cats that could be hit by a high speed train. And I may buy property in central Texas one day in the proposed train route area. Don't build the train please. Thank you. - Lisa in Cypress Texas (a native Texan) on Friday March 9, 2018.	Refer to NE-9, PI-1, TR-5 and TR-7.
Lisa M	2/9/2018	Website	I'm writing to say that I am AGAINST the high speed train. I hope that it is NOT built. I live by Highway 290 in Cypress Texas. There is already lots of traffic and noise in that area. Highway 290 has been under construction for a very long time and will continue to be for awhile. There is already too much construction, clear cutting, over development, pollution, deforestation and huge losses of wildlife and wildlife habitats in Cypress and other areas. Depressing! Thank you. - a native Texan - Lisa in Cypress Texas. Friday February 9, 2018	Comment noted.
Pete MacDonald	2/20/2018	Website	I think this a very stupid idea and waste of time and money. Bullet train to Oklahoma City, Sam Antonio, Galveston. New Orleans, Shreveport, LA, Why not buuld a train to China?	Comment noted.
David J. Machac	2/5/2018	Letter	I support the cornrænts Ested below and offer them as evidence supporting the No Build Alternative 1. I support the 'No Build Alternative' on the Texas Central Railway High Speed Rail Project from Dallas TO Houston. 2. I support the 'No Build Alternative' and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the 'No Build Altemative' and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citlzens of Texas. 4. I support the 'NO Build Alternative' because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the 'No Build Alternative' because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I Support the 'No Build Alternative' because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption Of electricity.	Refer to BA-4, BA-6, CR-4, ED-1, LU-2, LU-11 and NV-5.
Elizabeth Machac	1/24/2018	Website	The proximity of the train to our home will eventually crumble the structure due the rock and ground.	Refer to NV-1 and NV-5.
Elizabeth Machac	1/24/2018	Letter	My name is Elizabeth Machac and our property is slated to be divided in half by Texas Central Railroad's (TCR) High Speed Rail. My Family has owned this particular property since the 1960's and in 1997 we moved to Grimes County as our permanent residence. In 2002 we built our"dream/retirement" home and fully expected to live out our lives here. As it stands now, the TCR will run their train within a few hundred yards of our front door and destroy any property value for our 235 acres and home. Our residence is just south of Roans Prairie, Tx on Hwy 90. The noise and vibration alone will be intolerable not to mention the sight of 200 mph trains whizzing by our front door every 30 minutes or so.	Refer to AS-1, ED-2, LU-7, LU-11, NV-1 and VA-1. As summarized in Section 3.13.3.3 Land Use, Assessment and discussed in detail in Appendix E: Land Use Technical Memorandum , a structural displacement would occur when an impact from the Limits of Disturbance (LOD), either directly or indirectly, necessitates the removal of a structure. A review of the impacted businesses was conducted if the structure met a set of factors, including the following: the proximity of the structure to the LOD (within the LOD or within 50 feet), the percentage of the structure's parcel that would be impacted by the LOD (if parcel was affected by over 30 percent), or if access was impeded to the structure.
Elizabeth B. Machac	2/5/2018	Handwritten	Our property will be divided in half with no suitable area to move out of hearing, sight or vibration from the train. Our property is very historical in Grimes county. It is known to have historical significance in the early pioneer settlement of Roans Prairie. We have a Texas Historical community cemetery on our property which has a confederate [sic] There are so many things wrong with this plan it would be impossible to address all the issues. The only resolution to this: NO BUILD OPTION.	Refer to CR-4 and CR-6.
Jacob Machac	2/5/2018	Oral	My name is Jacob Machac. So I grew up in the city. My earliest years were spent in the bustling and growing metropolis of Houston, engrossed in the rich and the dangers of the sprawling growling monster of overpopulated civilization living under the limiting, transparent, and sometimes imperceptible confines of big city crime. By the time I was eight years old, it was no longer even deemed remotely by my parents	Refer to ED-1, ED-2 and BA-6.

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			and the rest of my family to continue living in Houston in any way, shape, or form. After all, gruesome and heinous crime pretty much happened everyday and eventually became a common occurrence, so we moved to the country to get out of the big city. But now that plan and the plans that my parents made are null and void. Let me make this clear. We aren't moving back to the city. No, the big city is moving to us. How about that? You spend a great portion of your life trying to get away from something, and it just catches right back up, scratching at your heels, and eventually pinning you to the ground, just like before. I can testify to the growth of my own little piece of home, a once desolate, friendly little intersection with four blinking red lights; red lights which used to be the only thing you could see for miles from my room. Many a night I have sat viewing the intersection from the comfort of my own room; sometimes going out and just gazing up at the stars twinkling down at me. Just to see my parents build their dream house in which they would have retired, with the thought that this house and this land would assuredly be here to pass on to generations. The main power that Texas Central intends to ultimately use against us landowners is that of eminent domain. But I say to you right now, the use of that power goes against the very original purpose eminent domain was even set up for. Eminent domain was a tool invented during the land grab back in the settlement and exploration period of United States history. It was never intended to be used as a way to find, acquire, and/or settle land. It was intended to be used for that -- for the railroads, other public utilities, purpose for the good of the country and its posterity. It was never designed or intended to be used as a tool to steal whatever land the government or private companies or other individuals felt was theirs to take for the good of the country, and an instance, like this High-Speed Rail Project, is legalized theft, as a man so graciously put it at last night's meeting in Madisonville. I believe, and hope fervently that others do, too, that eminent domain and its powers of authority are now in this present day and time made obsolete because the settlement and the establishment of public utilities and frameworks of the United States is now complete. There should be no further use of this power and for any purpose against landowners without their understanding and willing consent, and that eminent domain, if allowed to exist, should be reworked into a new policy or process both fair to the party exercising its power as well as the land and property owner. Only then can both sides of this bulkhead of an issue come to an agreement. I believe that taking someone's land because it's good for a specific purpose or entity or country is wrong, and sincerely hope that everyone here will give this some thought and realize the errors of this whole method of proceedings. There is no clearer option until this uncivil design and unethical fiasco can be negotiated and dissolved, but to not build the high-speed rail at all. The no build option.	
Jacob Austin Machac	2/5/2018	Website	<p>I support the comments listed below and offer them as evidence supporting the "No Build Alternative".</p> <ol style="list-style-type: none"> 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail Project from Dallas To Houston. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity. <p>Destroy property values and makes undesirable for other residential locations.</p>	Refer to NE-9 and VA-1.
Elisa Macia Donovan	2/15/2018	Letter	<p>Comment #1: Disturbance to Public Visitors to the Katy Prairie Preserve. Visitors to the Katy Prairie Preserve's Warren Lake and the Matt Cook Wildlife Viewing Platform would be disturbed by the noise, vibration, and visibility of an elevated train. The disturbance of wildlife at Warren Lake not only affects the birds and other animals that frequent the area, but also is a loss to the visitors who come to observe them from the public viewing platform.</p> <p>Comment #2: Wildlife Disturbance on the Katy Prairie Preserve. Warren Lake teems with wildlife year-round, and many waterfowl gather at the north shore, which is the area closest to the proposed route. The Katy Prairie is in the Central Flyway, and the over 20,000 acres that the Katy Prairie Conservancy has protected have been designated a Global Important Bird Area by National Audubon. The proposed rail route is directly in the path of a birds' northern and northeastern flyway approach to the lake. Many birds of the prairie are sensitive to light, sound, and vibration and may be driven away. In addition to the proposed rail location, there is a maintenance facility proposed to be located just northeast of the Katy Preserve property. This facility, which is planned to occupy a footprint of approximately 120 acres and will be operated at night, will likely produce light pollution which can affect bird migration routes.</p> <p>Comment #3: Soundscape on the Katy Prairie Preserve. The proposed route would pass within half a mile of the northern boundary of the</p>	<p>Refer to NR-1, NR-2, NR-6 and RF-4.</p> <p>Through the development of the Final EIS, FRA and TCRR have taken steps to avoid, minimize and mitigate impacts to sensitive environmental lands. The Katy Prairie Conservancy lands are located south of the proposed Segment 5 and would not be directly impacted by the Build Alternatives. Additionally, the Matt Cook Wildlife Viewing Platform would be approximately 1.5 miles south of the Build Alternatives. As a response to public comments, please see Section 3.10.5, Aesthetics and Visual, Environmental Consequences, for new KVPs and simulations, which include the Matt Cook Wildlife Viewing Platform. For more information on noise and vibration impacts, please see Section 3.4, Noise and Vibration.</p>

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			<p>Katy Prairie Conservano/s protected preserve properties, including the area where Warren Lake and the Matt Cook Wildlife Viewing Platform are located. A train thundering by every 30 minutes would be an intrusion on the natural setting and would seriously diminish this community asset for both people and wildlife. The Wildlife Viewing Platform at Warren Lake is open to the public seven days a week and is valued by birders and other visitors enjoying the natural setting of the lake, prairie, and wildlife. It is a serene place where one can hear the calls of native birds and insects. The soundscape is a very important feature that the Katy Prairie Conservancy is trying to preserve. Quiet places are few and far between these days, and keeping the Katy Prairie Preserve's Soundscape quiet should have high importance when considering the project's impacts.</p> <p>Comment #4: Land fragmentation along route. Many of the properties through which the bullet train is planned are large-acre tracts. Land fragmentation impacts not only the landowners, but also the many plants and animals that live on the prairie and other lands in rural areas. Smaller degraded fragments do not support the diverse wildlife communities that flourish on larger undeveloped and undivided areas. Connections between habitat patches are extremely important to maintaining healthy populations, and the high-speed train corridor will disrupt those connections.</p> <p>Comment #5: of habitat along route. Many of the lands through which the high-speed railway will be constructed on the prairie and throughout the rural counties - provide extraordinary habitat, which will be both destroyed and greatly altered.</p>	<p>Information regarding impacts to wildlife can be found in Section 3.6 Natural Ecological Systems and Protected Species, in the Final EIS. For information regarding the Migratory Bird Treaty Act (MBTA) please see Section 3.6.2, Natural Ecological Systems and Protected Species, Regulatory Context and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife, in the Final EIS. Mitigation measures to avoid impacts to migratory birds and comply with the MBTA are described in Section 3.6.6, Natural Ecological Systems and Protected Species, Avoidance, Minimization and Mitigation. Additionally, the preserve is outside the range of where there would be noise impacts from HSR operations. For information regarding impacts to wildlife and vegetation please see Section 3.6 Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting, and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</p>
Nicole Mack	1/29/2018	Website	I am for the railroad.	Comment noted.
Nicolás Macri	2/19/2018	Website	I think building a train between these two big cities with a connection to the Bryan/College Station community would be very beneficial. It would make traveling to Dallas and Houston so much easier and faster, and I believe that many people would take advantage of this resource. That would also reduce the number of cars on the road, helping clear traffic and reduce emissions. All in all, this train would be a great addition to east Texas.	Comment noted.
Allan Madar	2/18/2018	Website	I Got to say it is about time we have started seriously looking in to the idea of trains for transport in and out of Houston and Dallas! It will bring the two cities even closer together and I can see myself and co-workers putting this train to use for meetings and conventions. This would also mean the same for those in Dallas coming to Houston to places like GRB, Toyota center, reliant center and many more places. I also hope with this track that we adopt the UK rail road standards of no roads crossing the tracks. Amtrak is not a great example of how it should be built in my option.	Refer to TC-7.
Joan Madden	3/6/2018	Website	I am a citizen of an area that will be affected negatively. This train is to help with travel from Houston to Dallas, however at the expense of property owners of Leon Co as well as other counties. My main concern is the route is nearby Leon ISD school ...noise and safety issues.	Refer to SC-2, SC-19, SS-1 and NV-1.
Denise Madera	3/9/2018	Website	The environmental and social impacts of this project are not worth the few people who will actually utilize this train. The majority of commuters will still drive to Houston/Dallas because a car will still be required when you reach these large cities. Also, I think the project overestimates the number of people commuting between the two cities.	Refer to GN-2.
Madison County Historical Comm...	3/2/2018	Letter	<p>Dear Mr. Johnsen:</p> <p>As Chairman of the Madison County Historical Commission (2010-Present), I regret to inform you that this is the only communication I have received: Re: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement. Nor has the Madison County Historical Commission received any communication from any group requesting information or providing information for an environmental study. We have not been notified by the Texas High-Speed Railway for information regarding historical sites.</p> <p>The environmental information requested by the FRA from the Madison County Historical Commission will be listed as follows:</p> <p>I. Alternative Route: Segments 4 A, B, D</p> <p>A. ENDANGERED SPECIES: Navasota Lady Tresses - last seen in the fall of 2016 on bank of Kickapoo Creek that meanders across Strawther Road. Positive identification was made by a retired employee of Texas Department of Transportation who photographed Navasota Lady Tresses in Brazos County. These locations and photos changed the proposed highway route in Grimes County, Texas.</p> <p>B. AMERICAN BALD EAGLE: Bald eagles have been sighted on numerous occasions (2016-2017) on land belonging to Ms. Etta Pearl Rush. These eagles have been sighted numerous times in the last two years by Ms. Rush, Howard Rush, Robert Johnson, and Jack May. The Rush land is located on the north side of CR 1372 and joins Roger Demuth land (formerly known as the Jim West land).</p> <p>In Texas the greatest challenge for the future of the American Bald Eagle will be to prevent further destruction of the habitat and the</p>	<p>Refer to NR-3 and NR-4.</p> <p>No surveys were conducted where Kickapoo Creek crosses Strawther Road as this area is approximately 0.3 miles from the Project's Limits of Disturbance (LOD). The portion of the LOD that does cross Strawther Road was surveyed in 2016, 2017 and 2018. Findings from these surveys are summarized in Section 3.6, Natural Ecological Systems and Protected Species. Where the LOD does cross Strawther road was surveyed in 2016, 2017, and 2018. Impacts to NLT will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting, and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures, including, NR-CM#7, NR-CM#8, and NR-MM#2. The Federal Railroad Administration (FRA) has prepared this FEIS in compliance with all applicable federal and state historic preservation</p>

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			<p>retention of creek and river flows to support a food base for breeding and wintering eagles in Madison County. The Texas Parks and Wildlife Department in cooperation with landowners and conservation groups are continuing to monitor the breeding and wintering Eagle population. Monitoring of nesting success is important in detecting any problems with feeding, loafing and breeding associates with the environment. Since 1981 the TPWD have conducted extensive aerial surveys to monitor Bald Eagle nestings.</p> <p>C. ARCHAEOLOGICAL SITES: Alternative A, B, D: Segments 4 and 5</p> <p>For more than fifty years Native American artifacts have been found along Kickapoo Creek on Strawther Road in Madison County. First reported by Mr. Hinds in the 1960's and last reported by Mr. Hinds in 1993 just before his death. In approximately 2005, Ms. Terri Peck brought to the Madison County Courthouse a number of artifacts she had found in Kickapoo Creek bed and that she had dug from the elevated land area above the creek. Artifacts viewed and verified by Ms. Etta Rush (936-348-8607), Michael Jeffries, Ms. Patsy Strawther, and others. The Creek was named by early Madison County settlers for the Kickapoo Indians who lived along its banks. (See Attachments)</p> <p>II. HISTORICAL: Madison County Cemeteries designated by the Texas Historical Commission Alternative A, B, D, C3: Segments 4 and 5</p> <p>All of these sites are the final resting place of American Veterans dating from the War for Texas Independence, Spanish American War, World War I, World War II, Korean Conflict, Vietnam Conflict, and through the present date. They are the final resting place of Texas pioneers and their descendents.</p> <p>A. Oxford Cemetery is located 7 miles west of Madisonville on Texas Highway 21. Oxford has been designated a historical cemetery by the Texas Historical Commission . This designation means the marker can never be moved except by the Texas Historical Commission.</p> <p>B. Bethel Cemetery is located in Grimes County, but an entrance is located in Madison County. It is the burial site of Sarah Dodson who designed and made the First Texas Flag in 1835. Both the cemetery and Mrs. Dodson's grave are designated by the Texas Historical Commission.</p> <p>Cd Ten Mile Cemetery is located 10 miles northwest of Madisonville on FM 2289. It has been designated a historical cemetery by the Texas Historical Commission. The City of Normangee has also designated the Union Church located beside the cemetery with a historical site.</p> <p>D. Whitfield Cemetery is located on Strawther Road six miles west of Madisonville. It dates back to the 18401s in Texas. When Center Pointe Entergy built the high-line through the area, they destroyed the cemetery and decimated the graves. There is a marker placed by Center Pointe to designate the location. but it does not restore dignity to those pioneers buried here</p> <p>Ed Farms and Ranches recognized by the Texas Agricultural Department in the Texas Land Heritage Program. Each property was awarded this honor after producing legal documentation of one hundred (100) years of continuous ownership by one family.</p> <p>Alternative A,B, D, Segment 4 and 3C</p> <ol style="list-style-type: none"> 1. AK Ranch : 1.2 miles West of North Zulch on Highway 21 2. Andrews Sandy Branch Farm: 1 mile West on FM 1372 3. Chimney Gully : 10 miles West of Madisonville on FM 978 4. Moses Rushton Fannin Ranch : 10 Miles West of Madisonville on FM 978 5. H & H Farms : 12 miles West of Madisonville on FM 978 6. Kankey Farms: 1 Mile West of Madisonville on Highway 21 7. Mathis Ranch: 7miles West of Madisonville on FM 1452 8. Rhodes Ranch: 6 Miles West of Madisonville on FM 2289 9. Roman 9 Ranch: 6 Miles Southeast Normangee on FM 3578 Poteet Road 10. Strawther Family Farm: 6 miles west of Madisonville on Strawther Road 11. The Wilson Farm: 4 Miles West of Madisonville on FM 978 12. Windy Hill Ranch: 3 Miles West of Madisonville on FM 1452 <p>IN CONCLUSION, Mr. Johnson, the requested information has been submitted within the required time frame.</p> <p>It references our environment, our lands, our homes, our history, and our heritage all of which are hard-earned through work and sacrifice and are precious to the people of Madison County.</p> <p>WE ASK THAT YOU DO NOT RECOMMEND THE BUILDING OF THE HIGH-SPEED RAIL PROJECT. IT WOULD RESULT IN THE DESTRUCTION OF HOMES, PROPERTY AND HISTORICA LOCATIONS THUS CHANGING MADISON COUNTY, TEXAS, FOR EVER.</p>	<p>regulations. While cultural resources surveys have been conducted for portions of the Project area, many areas have yet to be surveyed, including areas of the Limits of Disturbance (LOD) in Madison County. The current FEIS includes only the information that has been collected to-date. FRA will continue to identify and evaluate historic and archeological resources, including cemeteries and prehistoric archeological sites such as those along Kickapoo Creek in Madison County, through a phased approach in accordance with 36 C.F.R. &#167; 800.4(b)(2) as access to private parcels becomes available. In terms of the historic resource concerns raised in this comment, cemeteries in Texas are protected under provisions of the Texas Health and Safety Code in Chapters 711-715, Title 13, &#167; 2, Chapter 22 of the Texas Administrative Code; and in Section 28.03(f) of the Penal Code of Texas which prohibits the use of cemetery property for non-cemetery purposes. Therefore, cemeteries will be avoided and steps will be taken so that no unmarked burials are impacted.</p> <p>The Oxford Cemetery was identified in the FEIS and is reported as resource MA.019 (see Table 3.19-4: Previously Recorded and/or Designated Historic Resources within the APE). Based on the results of the Section 106 evaluation and in consultation with FRA and the Texas Historical Commission, Oxford Cemetery was determined eligible for the National Register of Historic Places (NRHP) (see Table 3.19-5: Historic Resources Interim Report Submittal and THC Response and Section 3.19.4.2.7, Cultural Resources, Cultural Resources by County in the FEIS). The Oxford Cemetery is not located within the current LOD and would not be directly impacted.</p> <p>The Bethel Cemetery (see section 3.19.4.2.8, Cultural Resources, Cultural Resources by County in the FEIS) has been designated as a Historic Texas Cemetery. FRA has determined the cemetery exhibits moderate potential to be eligible for listing in the NRHP. The Bethel Cemetery is not located within the current LOD and would not be directly impacted.</p> <p>The Ten Mile Cemetery was designated as a Historic Texas Cemetery in 2016 (see Table 3.19-4: Previously Recorded and/or Designated Historic Resources within the APE of the FEIS), and is within 40 feet of Alternative A. It is unknown whether the Project would directly impact any unmarked burials. Therefore, additional archeological investigations, which may include archival research, oral interviews, and ground scraping to locate unmarked burial grave shafts, will be required to verify the modern cemetery boundary is accurate within the area of ground disturbing activities, so that unmarked graves are not impacted.</p> <p>The current location of the Union Baptist Church was established around 1960, which is within the LOD of Alternative A. On-site observation and documentation of the physical characteristics of this resource, will include architectural style, materials, modifications, and integrity, and will be conducted during a subsequent phase of fieldwork prior to construction. Any NRHP-listed or NRHP-eligible</p>

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				properties that would be impacted as a result of the Project will have a treatment plan developed in order to minimize, mitigate, or otherwise resolve any adverse effects. This process is discussed in Section 3.19.6.1, Cultural Resources, Programmatic Agreement of the FEIS. The information regarding the unrecorded Whitfield Cemetery will be investigated as FRA continues to assess potential impacts and develop avoidance measures to cemeteries. Additional archeological investigations, which may include archival research, oral interviews, and ground scraping to locate unmarked burial grave shafts, may be necessary to verify the location of these unmarked burials relative to the proposed Project LOD, so that unmarked graves are not impacted. FRA is committed to preserving and protecting important community institutions and ways of life, and will continue to assess potential impacts and avoidance measures to historic properties and cemeteries. In instances of historic farmsteads and land recognized as Texas Family Land Heritage, FRA will make determinations on whether or not a specific farmstead is considered eligible for listing in the NRHP, thereby determining the cultural landscape a historic property.
Felix Madrigal	1/29/2018	Oral	I would like to talk to the audience. My name is Felix Madrigal. My wife and I are Hutchins residents, life-long residents, and we've been fortunate enough to travel all over Europe and to ride the high-speed trains and it is just marvelous to be able to go from the downtown to one city to the downtown of another city with no problems and delays of any kind. It sure beats traveling on Interstate 35, Interstate 45, or any other interstate in any other city that's just jammed with traffic, and it's only gonna get worse. Second comment, all the routes that are on this that I've been able to look at really are just they have too many curves. They look like a jogging trail or a hiking trail and I hope you'll be able to straighten out a lot of those and make that a straightline shot. That's what that high rail speed needs to be. Third item, and, again, this is just you know, I was just saying I've always wondered why the railroad line's have not been dragged kicking and screaming into the 21st century. That's a big spot that I think can help out and high rail speed. And then the fourth item, as a life-long resident of Hutchins and a property owner, I never dreamed of seeing a large huge project like this that will enhance all of South Dallas and all the other counties between Dallas and Houston as this project will. And I never thought I'd see it being built in South Dallas first, before being built in North Dallas. And once it gets started every other county is gonna be kicking themselves saying doggone it why couldn't we be included, that's like North Dallas, Arlington, Fort Worth and, you know, they're beginning to do that now. Thank you very much. I'm, again, my wife, Aurora, and I are for this high rail speed.	Comment noted.
Emma Magers	2/21/2018	Website	Imagining... Train is an excuse for urban dwellers to support this shell game. It's a LAND GRAB. Google New Magellan Investment out of DC! Is directly involved w Japanese train investment company. Read the back ground of the top corporate board members. Ex-FBI, CIA; not a business major among them. Click on the names of at least the President and you are taken to Bloomberg site. READ this gentleman's list of government non business related adventures. Bloomberg is a great site. Click on anything and it leads you to more investments and related money making ideas. And Blackstone investment. They are in the know\$\$\$. Folks logic and arithmetic tell anyone this is a bad investment. Public tax dollars are already involve. Who do you think TXDOT gets their money from? Texans! There IS NO TRAIN! Repeat NO TRAIN. China has purchased land along I35, its rumored. The current path is BETWEEN I45 and I35. Hum...three huge long strips of Texas out of private ownership. I have theory that an oil line would fit nicely in the EXTRA WIDE rail line right of way. 2 miles either side of the NORMALLY required train path. IF A TRAIN , I say IF who pays for the extra high overpasses for east Texas to get to west Texas and home again ? Any money out of that \$199 ticket? Folks it's a long way from Dallas to Houston. Imagine a 14' high wall of dirt capped with tracks covered with chain link fence! How high will TXDOT have to build the over pass? Oh, tree huggers overpasses are made with CEMENT! Think CEMENT plants all along the path of said! Air pollution in Texas is bad enough. Too many reasons why there is NO TRAIN and too many money making ideas for the land !	Refer to GN-4, GN-5, LU-14, SC-3, TR-1 and TR-8.
Margaret Mahle	1/25/2018	Email	I am not at all in support of this train. I live in an area that would be severely impacted by this and our home values will plummet! There is no good reason to have a high speed rail. The other countries that have them have had many deaths from accidents and as we know from our own rail downtown, many, many accidents! I will not ever support his train.	Refer to NE-1, SS-12, SS-13 and VA-1.
Margaret Mahle	2/5/2018	Website	NO one wants this train! It will be too expensive for a family to use this as an alternate way to get to Dallas! GO AWAY!!!	Comment noted.

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Tim Mahoney	2/25/2018	Website	Please reconsider your decision to locate the high speed rail in Navarro County at the intersection of 709 and 1394. This decision is likely to have profound environmental impacts on the watershed. It will also undermine the charitable purpose of the Morgan Legacy Farm. Please consider moving the 5-7 mile portion of the line scheduled to parallel 3194 north of the existing power links. Relocating the rail line just a few miles to the north would preserve the Morgan Legacy Farm and reduce the risk of environmental damage.	Refer to LU-5.
Sharon Mainka	12/20/2017	Email	Our community, nor I, are not in favor of this Rail Line. This proposal is not economically feasible. The amount of riders required to make this financially feasible is not comprehensible. Additionally running a train through our community and neighborhoods every 30 minutes is unconscionable. The proposed path runs right through neighborhoods. How can that even be considered? Please, reconsider this project. It will end up costing tax payers a fortune and more importantly cost people their homes. I can't believe this project is even being considered when it's so obviously a poor plan.	Refer to NE-1.
Sharon Mainka	1/30/2018	Email	Please consider our requests to extend the public comment period for the DEIS for AT LEAST 90 DAYS. The extension to March 9th is not sufficient.	Refer to PI-3.
Dominique Majon	2/27/2018	Website	A while back I visited Japan on a sightseeing trip and used their bullet train system called the Shinkansen. I visited Tokyo, Kyoto and Osaka. I was thrilled at the experience of using the bullet train. The distance between Tokyo and Kyoto is almost exactly the same as Dallas to Houston and the trip was under 2 hours. The trip was priced much better than a plane could ever do. The infrastructure around the train stations was built so that additional transportation around the city would be easy and I think this is something that has sorely been needed in Texas for a long time. Overall I kept thinking to myself during that trip that this is something that our area could really use. I have friends and occasionally do business in Houston and I have always made that 4 hour drive instead of using a plane. Having a access to a high-speed train would be my preferred mode of travel between the cities, even to Austin. One additional thought I would like to leave is that Texas cities are not particularly know for our mass transit systems. I used to live in the Chicagoland area in Illinois and remember it being so easy to just hop on a Metra train to get to the city. I feel that the addition of a high-speed rail line would help spur a better mass transit system in Dallas, Houston and Austin. This above all else would change the environmental impact of Texas cities the most. Texas is the largest producer of carbon dioxide in the country. By bringing our state to more acceptable pollution levels, we will help our country achieve better pollution levels. Just like Texas made a great initiative in developing wind power to help our environment I feel that a high-speed rail system will be the first step in building a mass transit system to further help our environment.	Refer to BA-2.
Brent Maldonado	1/4/2018	Website	I want to invest in the railroad pls send me details in how or were to do so.	Please contact Texas Central directly with this request. TCRR can be contacted at Email: info@texascentral.com or Phone: 1-844-TX-TRAIN for further information.
Brent Maldonado	2/27/2018	Email	I would like to invest in the project how can I do so pls email me the information. On Feb 26, 2018 6:49 PM, "DallasHoustonHSR" <DallasHoustonHSR@urs.com> wrote: Comment Period Extension and Additional Public Hearing for the Dallas - Houston High-Speed Rail Draft Environmental Impact Statement In response to stakeholder requests, the Federal Railroad Administration (FRA) is extending the comment period for the Dallas to Houston High-Speed Rail Draft Environmental Impact Statement. FRA is extending the comment period for an additional 17 days, from February 20, 2018, to March 9, 2018. Comment Submission: Submit comments to Kevin Wright, Environmental Protection Specialist, Federal Railroad Administration, 1200 New Jersey Avenue SE MS-20, Washington, D.C. 20590. Comments can also be submitted online at www.fra.dot.gov/Page/P0700 or via email to DallasHoustonHSR@urs.com. Additional Public Hearing: Comments may also be provided orally or in writing at the public hearing scheduled on March 5, 2018 at the time and location listed below. Before the public hearing presentation begins, an open house will be held to allow for comments, questions and review of project exhibits. FRA and Texas Central High Speed Railway (TCRR) staff will be available to answer questions at that time. The public hearing presentation will begin at 6 pm, followed by a public comment period. Monday, March 5, 2018, 5:00 p.m. to 9:00 p.m. Sheraton Houston Brookhollow Hotel, 3000 North Loop West, Houston, TX 77092 Draft EIS: The Draft Environmental Impact Statement is available on the FRA project website (https://www.fra.dot.gov/Page/P0700) and at the locations listed on the website. For additional information: Contact Kevin Wright, Environmental Protection Specialist, at the address shown above or by telephone: 202-493-0845 or email: kevin.wright@dot.gov.	Please contact Texas Central directly with this request. TCRR can be contacted at Email: info@texascentral.com or Phone: 1-844-TX-TRAIN for further information.
Prasanth Mallaya	1/25/2018	Website	I support build this program	Comment noted.
Pamela Malveaux	3/9/2018	Website	This is going to be great! I can't wait am looking forward to this i am ready to buy my tickets and the reason I say tickets because am going to ride back and forth because I want be the one driving	Comment noted.
Shadow Man	2/2/2018	Email	How wide is the right of way for the high speed rail going to be?	Refer to LU-14.
Rachel Mancilla	1/25/2018	Website	BUILD THE TRAIN! I cannot even tell you how much easier of a commute/trip this would be if we had a train from Houston to Dallas. Not only would it potentially save lives (because people in Houston and maybe Dallas (?) do not know how to drive), it's a time saver, an economic booster, and just downright brilliant. I have friends in Dallas that I don't get to see because of the 4 hour trip timing. It would just be awesome	Comment noted.

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			to see friends on random weekends in 90 minutes! Also, 2 years ago - I bought my wedding dress in Dallas. I drove from Houston to Dallas because no one in Houston had it Yes, that was my choice but that was an 8 hour trip total to and from Dallas for a wedding dress. How amazing would it be, once again, come and go in 90 minutes?	
Glenn Mannina	2/17/2018	Website	Why Hasn't FRA stopped this project due to unrealistic and outdated (2014) safety and security data? Security needs have NOT Been properly assessed OR cordinated with local jurisdictions. How can "local jurisdictions" be expected to accept something that the TCR and FRA have purposely NOT provided them the information? How does the FRA expect these jurisdictions to perform this task? This is just another sign that the FRA in not objective in the process, but clearly, a vested partner in pushing this nonviable project on Texas taxpayers without Texas support. All of this putting the American rider at increased risk. This ONLY addresses the "construction" period. What about the "operational" period? What are the "local jurisdiction" responsibilities and when will the FRA inform the citizens how much their bill will be? Why has the FRA ignored the voice of our Texas leadership? Senate Bill 977. The law, stipulates that "the legislature may not appropriate money to pay for a cost of planning, facility construction or maintenance, or security for, promotion of, or operation of" the railway.	Refer to SS-8, SS-9 and SS-19. The Safety and Security assessment includes both construction period and operations. Potential safety impacts to passengers, employees, or others in the vicinity of the Project as a result of operational emergency are mitigated through SS-CM#1, SS-CM#2, SS-CM#3, SS-CM#4, SS-CM#5, and SS-CM#6 , as described in Section 3.16.6, Safety and Security, Avoidance, Minimization and Mitigation . Operational Security is addressed through SS-CM#8 and SS-CM#9 .
Thomas Mann	2/16/2018	Website	Dear officials, Its time to make changings in public transportation. As an top class high developed country we are a third world country in transportation. We can't continue in building roads, interstates etc. Traffic is more and more increasing including negative environment impact. I am from Germany and drove High Speed trains for more than 15 years and the Bulltrain is the best what can happen to Texas. Trains are safe and create less accidents than all other traffic together. Its the best, safest and environmentally friendly way to travel!!! Give Texas a chance and all other railroad projects!!!	Comment noted.
Glenn Mannina	1/12/2018	Email	a. Question: DEIS Summary Statement is "Impacts to Emergency Response (ER) Times are NOT Anticipated to be Significant". i. Since the FRA study does indicate an increase in ER times, is even ONE Single Public Fatality due to Increased ER Times Acceptable by this FRA DEIS? ii. At what level Of extended ER times when a Public Life is in the balance, does the FRA consider it a "Significant" Impact? iii. Does T CRR supply its own ER Equipment and Personnel during the Construction Phase or will they rely on County resources? iv. Is the measure of Response Times by the DEIS based on the planned conditions at the time Of Construction, such as road and lane closures, road rerouting, road overpass reconstruction to go over the HSR, traffic due to Construction Employees, traffic due to Construction sites and its Operation, traffic due to movement of raw materials and permit loads of completed constructed components on Existing Roads? v. Since this FRA DEIS is not based on traffic modeling yet Of the above traffic increase, then how can the FRA with any credibility or accuracy make a claim that "Impact on ER Times is not anticipated to be Significant" b. Background The DEIS after showing High, Medium, and Low Risk levels of increased times (Quantified) only takes seriously the red highlighted HIGH items and then summarizes by saying the "impacts to ER times are not expected to be Significant". They then state that Modeling would be performed prior to Construction in order to develop Mitigation Steps/Actions that would then make the impact "Not Significant". This project is NOT WORTH A SINGLE additional Loss of LIFE as a result of slowed ER times! If TCRR cannot submit a plan with modeling that shows ZERO increase in Emergency Response Times, the FRA MUST NOT approve the TCRR Plan. Additionally, the destruction Of many more roads than ever communicated to the public by TCRR is making the Construction Impacts twice as worse. The FRA should force TCRR to slow down the train, increase the vertical and horizontal train deviation restrictions, and MUST have ALL roads pass UNDER the HSR vs. reconstructing many roads OVER the HSR. This is ALSO causing a great deal more of land to be lost by Landowners due to increased ROW needs as well as more homes being destroyed. The is an extremely bad plan that has increased significantly the negative impacts on the Public, including potentially Additional Loss of Life due to ANY increase in Emergency Response Times.	Refer to LU-3, LU-4, RF-1 and VA-1. Additionally, Through the development of the EIS, FRA and TCRR have taken steps to avoid, minimize and mitigate any impacts to recreational facilities, including recreational equestrian trails. Data collection and analysis was completed using the most accurate data available at the time of analysis and in compliance with industry standards and best practices. Section 3.14, Socioeconomic and Community Facilities , has more information regarding the developments.
Glenn Mannina	1/12/2018	Email	Additionally, the destruction Of many more roads than ever communicated to the public by TCRR is making the Construction Impacts twice as worse. The FRA should force TCRR to slow down the train, increase the vertical and horizontal train deviation restrictions, and MUST have ALL roads pass UNDER the HSR vs. reconstructing many roads OVER the HSR.	Refer to TR-8.
Glenn Mannina	1/13/2018	Email	Water Supply for Use at All Construction Sites and During Construction All Along the HSR Route (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 7.1, Pgs. 32-33 of 34). Question: Will TCRR be allowed to drill water wells for the many Construction Sites or will they be required to use Surface Water available in the area for watering roads and Construction Sites to keep the Dust Down and the Air Quality Up? Question: Will TCRR be allowed to use City Water if available at the Construction Sites? Federal	Refer to WW-6.
Glenn Mannina	1/13/2018	Email	No Build Alternative". (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8).The FRA does NOT provide adequate documentation for elimination of the No Build Alternative. No Build is actually the Correct Answer. First, the FRA DEIS Understates the Damage to the Public and Property but Overstates/Assumes the HSR Need. Second, TCRR Underestimates the Project Cost and Overestimates the Ridership. The FRA nevered	Refer to BA-6, GN-2, GN-3, NE-9 and SC-22.

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			considered the Reason Foundation's Analysis (which clearly proved this project WILL FAIL) nor has it been mentioned in the FRA DEIS at all. That is NOT AN OBJECTIVE UNBIASED FRA DEIS ANALYSIS. _____ Federal	
Glenn Mannina	1/13/2018	Email	No Build Alternative". (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8).Here are reasons the "No Build Alternative" MUST be reconsidered by the FRA. First, the Claims by the FRA on I-45 Transportation Predictions, Traffic Congestion, Safety on I-45, and Transportation Alternatives are Not Adequately supported with Detailed Facts. In fact the opposite cases have been made with much more Facts. Second, The "Public Need" has never been established in the DEIS by the FRA. Third, "Public Need" must clearly be established due to the huge negative Impact of Landowner's Property, Homes, Cemeteries, Livelihood,Existing Public Roads, and County Maintenance revenues that has not been adequately covered by the FRA DEIS nor has it been Quantified by the FRA like the other things that support the HSR have been Quantified for comparison purposes. The FRA's DEIS is simply a "Thumb on the Scale for TCRR's Benefit" without the Facts to back it up	Refer to BA-6, GN-2, NE-9 and PN-3.
Glenn Mannina	1/13/2018	Email	Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public Safety (Ref: DEIS Appendix F TCRR FDCE v7 REPORT: Sect. 3.12, Pg. 49 of 199; Sect 4.1, Pg. 62 of 199; Sect. 4.2, Pg. 63 of 199; Sect. 4.4, Pg. 64 of 199). Comment: If the FRA is responsible for "RR Safety", it is inconceivable that the FRA is considering giving a Private Company to Construct and Operate an HSR a Green Light without the application of a Comprehensive Risk Management System, particularly since the Lives of the Public hinge on its Safe and Secure Construction and Operation. That sort of lack of credible Oversight by the FRA, a Federal Government Agency responsible for "RR Safety", could easily be considered "Negligent" to say the least.	Refer to SS-19 and TR-6.
Glenn Mannina	1/13/2018	Email	Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public Safety (Ref: DEIS Appendix F TCRR FDCE v7 REPORT: Sect. 3.12, Pg. 49 of 199; Sect 4.1, Pg. 62 of 199; Sect. 4.2, Pg. 63 of 199; Sect. 4.4, Pg. 64 of 199). Question: Were any Risk Management Systems applied to Emergency Response for the HSR if there is a shut down or emergency situation in the middle of nowhere? Question: What Risk Management System has been applied or what Emergency Response Planning been has done to handle High Elevation Rescue of the Public in case of a shut-down or Incident in the middle of nowhere during operation? Question: The same question would apply to the Construction Phase also?	Refer to SS-3, SS-13, SS-18, SS-19, SS-23 and TR-6.
Glenn Mannina	1/13/2018	Email	Business Ethics, Public Trust, and TCRR Competence Level (Ref: Nothing In the DEIS on This Issue). Question: Has the FRA evaluated the answers provided to the Public in Open Forums by TCRR on a full host of questions as compared to what has been included now in this DEIS? Question: If not, is the FRA interested in any false or misleading statements made to the Public by TCRR vs. what the FRA has included in the DEIS? Question: Is it important to FRA's analysis of the TCRR's capability to Operate a RR or not if TCRR has mislead the Public on a number of issues as compared to what the FRA has included in the DEIS	Refer to GN-1, GN-2 and NE-1.
Glenn Mannina	1/13/2018	Email	Water Supply for Use at All Construction Sites and During Construction All Along the HSR Route (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 7.1, Pgs. 32-33 of 34). Question: Who in the public will be negatively impacted by the large use of water by the HSR project? Comment: Due to water conservation efforts in Texas, the public has been under more regulatory limitations associated with drilling new water wells vs. the use of available surface water. Because of the huge amount of road work, and the extremely large size of many of the Construction Sites, there will be a need for an enormous amount of water for keeping dust levels to a minimum as required in the air quality restrictions. The DEIS simply states that Water will be made available at the construction sites	Refer to WW-6.
Glenn Mannina	1/13/2018	Email	Significant changes to the magnitude, congestion, and make-up of Traffic Flows in small rural areas as a result of newly built Construction Sites on major Road arteries, Road Closures, Road Modifications, and Rerouting Existing Roads (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 4.2, Pg. 23;Sect. 5, Pg. 27). Comment: The FRA should provide to the Counties via the DEIS an estimate of damage to their existing Road Infrastructure following 5 years of Construction related Traffic wear and tear, particularly along all equipment/material travel corridors from major highways towards ALL Planned Construction Sites. These will be a magnet for Workers, Raw Materials, Equipment, Vendors, Lay down areas, etc..	Refer to TR-6 and TR-7.
Glenn Mannina	1/13/2018	Email	Significant changes to the magnitude, congestion, and make-up of Traffic Flows in small rural areas as a result of newly built Construction Sites on major Road arteries, Road Closures, Road Modifications, and Rerouting Existing Roads (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 4.2, Pg. 23;Sect. 5, Pg. 27).Question: What is the Quantified impact of increased Traffic in general, Damage to Existing Roads, and Traffic Congestion over and above the current rural environment, as the result of Project construction worker travel, equipment and raw material hauling, particularly around all of the Construction Sites and Staging Areas along the route, congestion associated with Permit Loads, traffic associated with the road closures and road modifications or rebuilding, and that associated with construction of the HSR	Refer to TR-6 and TR-7.
Glenn Mannina	1/13/2018	Email	Adverse Impact of the Added Construction Personnel on the area traffic, schools, and housing Infrastructure (Ref: DEIS Omission; Nothing I could Find In the DEIS on This Infrastructure Topic during Construction). Question: What is the Negative Impact due to increased construction personnel over and above those normally in the areas and their traveling needs as it impacts specifically Traffic, Congestion, Housing, Medical facilities, Absorption of a portion of the Food Supply and Demand Chains, and the Negative Impact on Small Rural School ISDs	Refer to SC-4 and SC-6.

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Glenn Mannina	1/13/2018	Email	Credibility of Land Survey Data (Ref: DEIS_MAIN TEXT III); Sect. 3.13.3, Pg. 3.13-6). There have been many Landowners who have refused to sign a Survey Permission Form, not allowing TCRR to access their property for a Land Survey. Many surveys were performed ONLY from State or some County ROW. It is obvious that ALL of the maps developed in the DEIS likely used other sources than actual surveys. The FRA should be held accountable for the sources used and should be responsible for assuring that All Land Survey Data was obtained under the authority of a Landowner approved Survey Permission Form. If not yet verified by the FRA, then there exists the potential or likelihood based on evidence that the FRA Produced the DEIS that incorporated data that was Illegally Obtained which could be then considered, the DEIS is an Illegal Document. IS THE FRA GOING TO REQUEST NEWLY SIGNED SURVEY PERMISSION FORMS FROM EVERY LANDOWNER WHOSE DATA IS USED IN THE FRA HSR DEIS	Refer to GN-1 and NE-8.
Glenn Mannina	1/13/2018	Email	Credibility of Land Survey Data (Ref: DEIS_MAIN TEXT III); Sect. 3.13.3, Pg. 3.13-6).Question: Has the FRA verified that there exists a Landowner Approved Survey Permission Form for ALL "Boots on the Ground" Obtained Survey Data Used in the DEIS? Question: If the FRA cannot verify that each and every piece of Land Survey data used was legally obtained, then there exists the potential or likelihood that the DEIS incorporated data that was Illegally Obtained. Does not that make the FRA DEIS an Illegal Document if it contains Illegally Obtained Data? The ONLY way for FRA to restore the credibility on this issue is to ask for ALL Landowners whose data was included in the DEIS to sign an Affidavit stating the data in the DEIS was obtained under their permission of s Signed Survey Permission Form.THE FRA SHOULD CEASE ALL WORK ON THE EIS UNTIL THIS STEP IS COMPLETED	Refer to GN-1 and NE-8.
Glenn Mannina	1/13/2018	Email	The use in the DEIS by the FRA of Regional Environmental Survey Data or data from other project sources vs. obtaining recent data by using "Boots on the Ground" Inspections (Ref: DEIS Appendix D Environmental Justice).Question: I note the DEIS states that some Regional data was also used for identification of Endangered Species vs. recent site specific inspections. The DEIS states 659 acres was inspected for Navasota Ladies Tresses (NLT). If one assumes only a 400' width inspection along the route (Maps actually show much wider inspection areas along the route), only 13.6 miles of the 240 would have been inspected for NLT using that figure. However, the Maps showing orange hatching for NLT is huge compared to just the calculated 13.6 miles based on the FRA DEIS statement. So based on DEIS figures, can we only assume that a huge amount of Regional Data was used?	Refer to NR-4. NEPA does not require 100 percent of the Project to have field surveys conducted. The amount surveyed can be found in Section 3.6, Natural Ecological Systems and Protected Species of the EIS.
Glenn Mannina	1/13/2018	Email	The use in the DEIS by the FRA of Regional Environmental Survey Data or data from other project sources vs. obtaining recent data by using "Boots on the Ground" Inspections (Ref: DEIS Appendix D Environmental Justice).Question: Does the FRA possess, for each and every Environmental Endangered Species Piece of Data used in this DEIS, a Survey Permission Form signed by each and every Landowner whose data is included in the DEIS	Refer to NR-4. NEPA does not require 100 percent of the Project to have field surveys conducted. The amount surveyed can be found in Section 3.6, Natural Ecological Systems and Protected Species .
Glenn Mannina	1/13/2018	Email	The use in the DEIS by the FRA of Regional Environmental Survey Data or data from other project sources vs. obtaining recent data by using "Boots on the Ground" Inspections (Ref: DEIS Appendix D Environmental Justice).Question:Considering the Lack of "Boots on the Ground" for ALL survey work, how confident is the FRA that ALL Historical Locations and Cemeteries have been property mapped and adequate route adjustments have been made	Refer to CR-4.
Glenn Mannina	1/13/2018	Email	The use in the DEIS by the FRA of Regional Environmental Survey Data or data from other project sources vs. obtaining recent data by using "Boots on the Ground" Inspections (Ref: DEIS Appendix D Environmental Justice).Question: I have PROOF including Photos of Navasota Ladies Tresses on my property in Leon County, HOWEVER ORANGE HATCHING FOR THIS SPECIES IS NOT SHOWN ON MY PROPERTY? This FRA DEIS is INACCURATE to say the least, FULL OF MISSING INFORMATION, USES OLD DATA AND MAPS, AND NOT A CREDIBLE REPORT TO AUTHORIZE AN UNECONOMIC PROJECT LIKE the Dallas to Houston TCRR's HSR.	Refer to NR-4. NEPA does not require 100 percent of the Project to have field surveys conducted. The amount surveyed can be found in Section 3.6, Natural Ecological Systems and Protected Species .
Glenn Mannina	1/13/2018	Email	The use in the DEIS by the FRA of Regional Environmental Survey Data or data from other project sources vs. obtaining recent data by using "Boots on the Ground" Inspections (Ref: DEIS Appendix D Environmental Justice).Question: How much (approximate %) of the total Endangered Species Environmental Survey Data that is shown on the DEIS Environmental Maps (namely Houston Toad and Navasota Ladies Tresses (NLT) Cross Hatching, Orange for NLT and Green for HHT) was actually obtained by using "Boots on the Ground" inspections by Environmental Experts? Question: Is any Data shown on the Maps where Landowners did not provide Environmental Surveyors the Permission to inspect their property? As an Example, my own property in Leon County shows the potential or existence of the Houston Toad, however, I never gave permission to TCRR for any surveyors, Land or Environmental, to have access to my property	Refer to NE-8 and NR-4.
Glenn Mannina	1/13/2018	Email	Applicable Noise Measurements and Science Omitted by the DEIS (Ref: DEIS Appendix E Combined Tech Memos Set 1 of 2; Pgs. 4-8).The maximum noise level for any point along the HSR will NOT be just one train passing by, but actually two trains passing each other in opposite directions. Not only does the noise level of two trains exist, but also the addition of a Scientific Proven "Slapping Sound" as a result of two trains traveling at a high rate of speed in two opposite directions on adjacent tracks. In the DEIS where Property Tax and Property Value is discussed, the FRA says Noise is not anticipated to negatively impact Property Values because the HSR is "Electrified". But yet the FRA in another section discusses the potential need for Noise Abatement in some areas. This is a clear Contradiction within the same FRA DEIS Document.	Refer to NV-1 and NV-10.

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Glenn Mannina	1/13/2018	Email	Applicable Noise Measurements and Science Omitted by the DEIS (Ref: DEIS Appendix E Combined Tech Memos Set 1 of 2; Pgs. 4-8). Why does the FRA state that Noise Abatement should be studied after Detail Design for potential use in certain communities, BUT then in another section, the FRA states that Noise is not anticipated to negatively impact Property Values because the HSR is ""Electrified"? Question: Does not the FRA know/understand that a huge Electric Motor does in FACT make noise plus everything else are MECHANICAL MOVING PARTS that ALSO make noise so the only difference would be the noise of a diesel engine vs. the Electric Motor	Refer to NV-1.
Glenn Mannina	1/13/2018	Email	Applicable Noise Measurements and Science Omitted by the DEIS (Ref: DEIS Appendix E Combined Tech Memos Set 1 of 2; Pgs. 4-8). Question: Since TCRR and the FRA are aware that the Route they Selected goes through or adjacent to many Subdivisions, Homes and Businesses, WHY has not the FRA DEIS set out specific specifications for the use of Noise Abatement Structures with minimum standards so TCRR is therefore required to put up Noise Abatement should those specifications not be met vs. leaving it up to TCRR once detailed Design is completed? For this issue, Preliminary Design with a Known Route and Known Noise Level is all that is needed to determine the location needs for noise abatement Specifications. _____ Federal	Refer to NV-1.
Glenn Mannina	1/13/2018	Email	Applicable Noise Measurements and Science Omitted by the DEIS (Ref: DEIS Appendix E Combined Tech Memos Set 1 of 2; Pgs. 4-8). TCRR has been asked this question regarding the maximum level of noise a number of times at Open Houses, Public Informational Forums, and in writing without a single response. Question: What is the additional Noise impact of the additional Scientifically Proven "Slapping Sound" as a result of the aerodynamics of two lead air flows from each train colliding with each other? The FRA Noise study MUST account for the Scientific Proven Aerodynamic "Slapping Sound". _____ Federal	Refer to NV-1 and NV-8.
Glenn Mannina	1/13/2018	Email	Road Closures and Modifications (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 6.5, Pgs. 29-30 of 34; Also Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3.11). Contrary to previous TCRR Documented Statements, a number of FM and CR roads all across the counties are being closed and reconstructed with an overpass Over the HSR? Question: Will Texas State Eminent Domain powers for Road Construction be used to acquire the additional ROW necessary to reconstruct the roads over the HSR or for any road rerouting or modifications for that matter AND for the destruction of people's Homes that originally would not have been taken specifically due to the HSR? If so, THIS IS UNLAWFUL STEALING OF MORE LAND AND HOMES THAN NECESSARY AS THERE IS NO PROVEN PULIC NEED OR NECESSITY FOR THIS PROJECT. The FRA MUST CEASE ANY FURTHER WORK ON THIS TCRR HSR EIS!	Refer to ED-1, ED-3, NE-1 and TR-8.
Glenn Mannina	1/13/2018	Email	Road Closures and Modifications (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 6.5, Pgs. 29-30 of 34; Also Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3.11). A number of FM and CR roads all across the counties being closed and reconstructed with an overpass Over the HSR? Question: Who is to pay for maintenance of these Overpasses that did not exist before this project plan? Question: Who will pay for the future maintenance of the Access Roads built alongside the HSR route that will be used to get around many of the road closures and modifications	Refer to TR-7, TR-7 and TR-8. The traffic control plan would require safe and efficient travel during construction, which would require that roads be repaired so that travel can be completed safely. Coordination would occur between TCRR and local agencies as permits are released. See TR-MM#1: Traffic Control Plan in Section 3.11.6.2, Transportation, Mitigation Measures for more information.
Glenn Mannina	1/13/2018	Email	Road Closures and Modifications (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 6.5, Pgs. 29-30 of 34; Also Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3.11). An Access road will be built all up and down the HSR to help move traffic from closed roads or roads being rerouted or reconstructed. As any Road built along the HSR would become a Public Road that must be fenced off due to Liabilities as well as keeping animals in the Landowner's property, this will negatively impact the free movement of equipment and animals even with the use of a Viaduct. TCRR's Advertisements of a Viaduct providing this free movement was FALSE. Animals would have to be moved across a Public Road. Question: Will TCRR provide Culverts in any ditches alongside the access roads and Fence Gates as well as road shut-down/signaling methods at various locations so animals can be moved across the Public Roads?	Refer to LU-11, NR-6 and TR-8.
Glenn Mannina	1/13/2018	Email	Road Closures and Modifications (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 6.5, Pgs. 29-30 of 34; Also Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3.11) Question: viii. There exists documentation of TCRR stating the Impacted Acreage for the HSR would be around 3000 acres. The recently released DEIS shows around 8000 Impacted Acreage. The FRA should HAULT ANY FURTHER WORK on the DEIS until there is a clear understanding where all of the Increases took place. Question: Is it not the case, after looking at all of the Road Modifications including those reconstructed Over the HSR, that the significant increase of new Road work ROW is a significant part of that increase in Impacted Acreage?	Refer to BA-3, LU-9, LU-14 and TR-8.
Glenn Mannina	1/13/2018	Email	Regarding Emergency Response times during Construction of the Dallas to Houston HSR, the FRA DEIS Summary Statement in File TEXT III, 3.16-24, is "Impacts to Emergency Response (ER) Times are NOT Anticipated to be Significant". Question: At what level of extended Emergency Response times when a Public Life is in the balance, does the FRA consider it a "Significant" Impact? Question: Does TCRR supply its own ER Equipment and Personnel during the Construction Phase or will they rely on County resources? Question; Is the measure of Response Times by the DEIS based on the planned conditions at the time of Construction, such as road and lane closures, road rerouting, road overpass reconstruction to go over the HSR, traffic due to Construction Employees, traffic due to Construction sites and its Operation, traffic	Refer to SS-23 and TR-6. TCRR does not plan to supply separate emergency response vehicles or services beyond the private security force described in Section 3.16.6, Safety and Security, Avoidance, Minimization and Mitigation .

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			due to movement of raw materials and permit loads of completed constructed components on Existing Roads? Federal	
Glenn Mannina	1/13/2018	Website	No Build Alternative". (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8). The Public is NOT going to accept from the FRA general statements that support the HSR without the FACTS to back it up. The appropriate level of Detail to support the FRA's claims about the No Build Alternative simply do not exist in the DEIS. Rationale is included in another Comments Page on this Subject. due to space limitations. The FRA also mentions there would be no improvement of Safety on I-45 with the No Build Alternative. The FRA must Quantify that claim BEFORE it can be used to support the FRA's conclusion that the No Build Alternative is Not an Option. Therefore, the FRA does NOT provide adequate documentation for elimination of the No Build Alternative.	Refer to BA-6 and BA-9.
Glenn Mannina	1/14/2018	Handwritten	(Ref: DEIS Appendix F TCRR FDCE v7 REPORT; Sect. 3.12, Pg. 49 of 199; Sect 4.1, Pg. 62 of 199; Sect. 4.2, Pg. 63 of 199; Sect. 4.4, Pg. 64 of 199; Sect. 16.2.5, Pgs. 185-186). Comment: There is the issue of High Elevation Rescues from the top of the raised tracks in case of an Emergency or Breakdown that is omitted by the FRA DEIS Question: Who will develop the specifications for Emergency Response on top of a Viaduct or tall Berm including requirements for High Elevation Evacuation of the Train set customers? This was totally missing in the DEIS. Question: Will special Emergency Response Vehicles be purchased by TCRR along with trained personnel and kept along the route for fast emergency use including ladder trucks? Question: Where is this covered in the DEIS?.	Refer to SS-3, SS-18, SS-19, SS-23 and SS-26. TCRR does not plan to supply separate emergency response vehicles or staff beyond the private security force described in Section 3.16.6, Safety and Security, Avoidance, Minimization and Mitigation, SS-CM#9 . TCRR will supply emergency equipment, such as fire suppression and first aid resources, consistent with the needs identified in its Emergency Preparedness Plan.
Glenn Mannina	1/14/2018	Email	(Ref: DEIS Appendix F TCRR FDCE v7 REPORT; Sect. 3.12, Pg. 49 of 199; Sect 4.1, Pg. 62 of 199; Sect. 4.2, Pg. 63 of 199; Sect. 4.4, Pg. 64 of 199; Sect. 16.2.5, Pgs. 185-186). Comment: There is the issue of High Elevation Rescues from the top of the raised tracks in case of an Emergency or Breakdown that is Omitted by the FRA DEIS. There must be a Risk Assessment performed on the ability for Emergency Vehicles to reach any remote area along the 240 mile route. There is no mention of this in the DEIS. In any wet or winter months, it will be next to impossible to reach the track in the middle of a very remote pasture along the route. This work must be done by the FRA for the Safety of those riding the train. Federal	Refer to SS-3, SS-18, SS-19 and SS-23.
Glenn Mannina	1/14/2018	Email	(Ref: DEIS Appendix F TCRR FDCE v7 REPORT; Sect. 13.5, Pg. 148 of 199). Comment: Texas is a relatively dry state much of the time. For sure in Leon County, there exists many surface springs and spring fed creeks (Surface Springs Not Listed in the FRA DEIS) that provide valuable water to wildlife and domestic animals throughout a normally hot and dry Texas Summer. The FRA failed to Identify the Existence of and failed to evaluate the Damage to many extremely valuable water sources particularly in Leon County (but may extend to other nearby counties). These Surface Springs and Unidentified Spring Fed Creeks potentially would be destroyed by any soils disturbance AND the movement of Fill material on top of them or the excavation for fill material. This Omission must be Corrected.	Refer to WW-2.
Glenn Mannina	1/14/2018	Email	(Ref: DEIS Appendix E Combined Tech Memos Set 1 of 2; Pgs. 4-8). Comment: The FRA Omission of Important Noise Scenarios as well as the Scientifically proven additional "Slapping Noise" effect must be corrected. Also, there are no specific boundaries or conditions for Noise Mitigation placed on TCRR except to say it will be looked at after more detailed design is completed. The Sound level of Trains passing each other in opposite directions (this will happen frequently since both tracks are used 16-18 hours a day by 8 train sets) was Omitted. TCRR has been asked this question for years and has not responded, only providing the Sound of One Train. Question: What is the sound level of two trains passing each other in opposite directions if one is 87 dBA?	The "slapping" sound is a phenomenon that only occurs in the area between the two passing trains and is only experienced by passengers on the trains, when it does occur. There is no effect on the noise at the wayside. Noise mitigation commitments have been made in Section 3.4.6.2, Noise and Vibration, Mitigation Measures . TCRR has committed to mitigation measures at locations where mitigation is feasible based on the detailed engineering design. FRA must approve all mitigation for the project. It is typical have mitigation commitments at the Draft EIS phase of the project, without specific measures such as noise barriers recommended, but to have detailed studies conducted during design to ensure that mitigation will be practical, feasible, and provide adequate mitigation at required locations. The cost for any mitigation measures will be a part of the project. The FRA noise assessment is conducted on a cumulative basis, which looks at the total noise over a 24-hour period. The assessment is based on the reference noise level of a train passby at a known speed, the total number of trains per day and night, the length of each train, and the actual speed of the trains at a given location. The FRA noise assessment is conducted on a cumulative basis, which looks at the total noise over a 24-hour period. The assessment is based on the reference noise level of a train passby at a known speed, the total number of trains per day

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				and night, the length of each train, and the actual speed of the trains at a given location.
Glenn Mannina	1/14/2018	Email	(Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT;Sect. 3, Pg. 22 of 34; Also Sect. 4, Pg. 23 of 34; Also, Sect. 5, Pg. 27 of 34). Comment: The FRA DEIS does not Quantify the increase of Permit Loads on local and community roads as well as the resulting changes in Traffic Flow and Congestion vs. prior to HSR Construction. The Construction Staging and Pre-Cast sites will require the influx of Raw Materials, Workers, and the staging or export of completed construction components. The FRA should Quantify the number of Permit Loads on this project vs. that the Public normally sees prior to the HSR construction. Also, the Increase in Traffic around the newly built Construction sites should be Quantified and communicated to the Public as well as local governments so they might plan for the new Traffic flow and Congestion. It would be Negligent for the FRA not to know this information, give it to the public, prior to issuance of a Record of Decision. <u>Federal</u>	Refer to TR-6.
Glenn Mannina	1/14/2018	Email	(Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT;Sect. 7.1, Pgs. 32-33 of 34). Comment: The FRA has a responsibility to its Taxpayers to review the Gross Estimates of both Cost and Schedule by TCRR and provide to the Public in this document "Benchmarks" against other like size Projects either completed or under construction and an Unbiased third party view of the Project's Economics. Due to the Huge Sacrifice by Landowners AND County Governments as a result of this Project, the FRA would be NEGLIGENT IN NOT COMPLETING SUCH AN INDEPENDENT ANALYSIS. The FRA should also review the gross economic viability as a result of TCRR's Ridership and Cost estimates and include it in the next update of this document	Refer to GN-2, GN-4 and NE-1.
Glenn Mannina	1/14/2018	Email	(Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT; Sect. 7.1, Pgs. 32-33 of 34). Comment: There exists No Environmental Limitations or Expectations on TCRR by the FRA regarding where and how they might remove Fill Material from a Landowner's Property as well as in what Environmentally Sound Condition TCRR is required to leave the site. In the case where one day TCRR might be allowed in some way to have ED powers, the FRA should detail the entire process and environmental limitations or Expectations to the Public and TCRR, since TCRR can take material up to 2 miles on either side of the HSR Center line, including that there is added value by TCRR such as execution of Water Conservation Projects ensuring that where fill is removed, an eyesore useless hole in the ground is not left by TCRR.	Refer to LU-14.
Glenn Mannina	1/14/2018	Email	(Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT Sect. 6.5, Pgs. 29-30 of 34). Construction Access will require the construction of new roads requiring the taking of Much more Private Property for roads. Question: Who owns these newly constructed roads; Question: Who will be responsible for maintenance in the future; Question; Will the "New Roads ROW" be taken under the normal Eminent Domain process? If so the Project would then require the use of More Private Property simply due to TCRR's method of executing this project. The Public deserves this level of detail. Question: How much of the increase of Impacted Acreage from 3000 acres to 8000 acres is DUE to the Rerouting, Modification, Closing, or Rebuilding of Roads OVER the HSR? <u>Federal</u>	Refer to ED-1, ED-2, ED-3, LU-14 and TR-7.
Glenn Mannina	1/14/2018	Email	(Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT; Sect. 2.4, Pg. 4 of 34). Comment: FRA's report is too General and does not appropriately assess the full impact to the supply chain for aggregate required by the HSR Project and particularly how it impacts other Concurrent Construction Projects all along the route in multiple counties. The FRA glossed over this issue and needs to investigate it much more	Refer to SG-4.
Glenn Mannina	1/14/2018	Email	(Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT; Sect. 2.4, Pg. 4 of 34). Comment: FRA's report is too General and does not appropriately assess the full impact to the supply chain for aggregate required by the HSR Project and particularly how it impacts other Concurrent Construction Projects all along the route in multiple counties. The FRA glossed over this issue and needs to investigate it much more.	Refer to SG-4.
Glenn Mannina	1/14/2018	Email	HSR Economic Viability, FRA DEIS Comments: TCRR's Economic Model includes Ridership numbers that would require them to take 100% of the air travel from SW airlines between Dallas-Houston and 100% of those who travel in cars between the two cities. The FRA does not really test any of TCRR's data on Ridership and Costs AND has not used external resources, such as the "Reason Foundation" (States this Project will Fail!), to determine whether all of this Wasted effort is necessary AT ALL. Question: Does the FRA plan on issuing a Record of Decision to TCRR for this HSR, considering the extremely Harmful results on the Public and their Property should this Project is allowed to be Executed, WITHOUT VERIFYING THE VIABILITY OF THIS PROJECT? From a Private Landowner and Taxpayer viewpoint, an action by the FRA such as that would be Reckless and Negligent to say the least, and extremely unfair to the Public who the FRA is supposed to Protect. . <u>Federal</u>	Refer to GN-2 and GN-3.
Glenn Mannina	1/14/2018	Email	Applicability of FRA Current Regulations, FRA DEIS Comments:Current The DEIS Abstracts States "FRA regulations do not comprehensively address safety requirements for train operations above 150 mph, such as the Project's proposed operations. Therefore, FRA may issue a Rule of Particular Applicability (regulations that apply to a specific railroad or a specific type of operation (RPA)), impose requirements or conditions by order(s) or waiver(s), or take other regulatory action(s) to ensure the Project is operated safely." Question: Has the FRA developed New Regulations To Date to Regulate TCRR's HSR for speeds exceeding currently regulated 150 mph, and up to speeds of 205 mph?	Refer to NE-1 and NE-2.

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			Question: If these Regulations do not exist today, then Certainly TCRR is NOT an Operating RR for their Specified 205 mph today, since these regulations are not yet written, approved, AND Published by the FRA, Correct? _____ Federal	
Glenn Mannina	1/14/2018	Email	Lack of Land Survey Rights by TCRR, FRA DEIS Comments: The Mr. Miles Lawsuit in Leon County was dropped by TCR in an attempt to avoid losing another battle in court regarding eminent domain. The attorney general of Texas stated the Miles case would provide precedence of whether or not TCR has eminent domain so instead of risking losing this case, TCR instead said we do not need to get on Mr. Miles property any longer so need for the lawsuit. Now, the FRA preferred Route does in fact still go through Mr. Miles Property, therefore, the FRA is now part of TCRR Deception and False Statement to Mr. Miles and to the Public who are ALL FULL aware of the status of this case. TCRR does clearly NOT possess ED Powers, is NOT an Operating RR or TCRR would have been allowed to survey Mr. Miles Property. THE FRA MUST CEASE IMMEDIATELY DOING ANY FURTHER WORK WITH TCRR ON A EIS FOR THE TCRR HSR. and STOP wasting Taxpayer money on this Uneconomic project. _____ Federal	Refer to ED-1, ED-3, GN-4, NE-1 and NE-8.
Glenn Mannina	1/14/2018	Email	Eminent Domain (ED) Status and County Permit Requirements/DEIS Comments: Grimes, Limestone, Waller, Madison, Freestone, Leon, and Montgomery County have passed a County Law requiring HSRs to obtain a Permit in order to construct a HSR. The Permit also requires that TCRR Prove the company does possess ED powers which they still have been unable to do in court or by passed legislation. Question: Has TCRR proved to the FRA that they possess legally Eminent Domain? Question: If so, the FRA MUST share that rationale with the Public who are going to be hurt the Worst by the HSR. Question: If TRR has not proven ED to the FRA, then Why is the FRA working with TCRR on this Project as if they have no ED, and they certainly are not an Operating RR, and without ED, this project will Never be built	Refer to ED-1, ED-3, NE-1 and NE-8.
Glenn Mannina	1/14/2018	Website	Eminent Domain (ED) Status, FRA DEIS Support: Comment- In the Lawsuit against the House Family in Harris County relating to Survey Access Rights, the courts ruled against TCR and they were never allowed to survey the property. This court judgement also sets a precedent against TCR's claim of possessing ED Powers. They subsequently dropped all cases against landowners and were unable to survey thousands of acres. Question: Why is the FRA working on this Project being executed by a company that Can't or Won't Prove they have ED AND is not an Operating Railroad AND does not have the authority to survey property without Landowner Permission? The FRA Must Cease work on this project IMMEDIATELY and stop wasting any Taxpayer money and time being used to support an Uneconomic Project.	Refer to ED-1, NE-1 and NE-8.
Glenn Mannina	1/14/2018	Website	Business Ethics, Public Trust, and TCRR Competence Level (Ref: Nothing In the DEIS on This Issue). Question: Why is the FRA spending US Taxpayer resources on this project when TCRR is NOT an Operating RR? What RR is TCRR Operating? If they are an Operating RR, Why was TCRR NOT Allowed to Survey most of the Route between Dallas and Houston due to lack of Signed Permission Forms and Why in Court did TCRR lose the House Case in Harris County with a Summary Judgement and TCRR was NEVER allowed by Court Order to Survey the House Property. Why did TCRR DROP around 40 Lawsuits (after seeing they were going to lose these also) instead of continuing to pursue the Land Survey Rights if they thought they had the Survey Right? The one case they claimed they won was a Default Judgement due to the Landowner not showing up to court, so NOT a Win of their Case which was NEVER heard entirely by the Court	Refer to ED-1, NE-1 and NE-8.
Glenn Mannina	1/15/2018	Handwritten	(Ref: DEIS MAIN TEXT I; Sect. 2.6, Pgs. 41-48; Sect. 2.7, Pgs. 54-56). Comment: Cost is not a parameter to dismiss a Route Alt. for a Private Project. The I45 Route would likely be less harmful to the Environment & Landowners and Must be Reconsidered. There is NO REGULATORY BODY TO HAVE ESTABLISHED A Credible PUBLIC NEED/NECESSITY as those who are hurt the worst will benefit ZERO The FRA MUST Stop ALL further work on this Project and wait until TCRR has proven its false claim of having Eminent Domain and Condemnation rights. TCRR AS BEEN UNWILLING OR UNABLE TO PROVE TO A SINGLE LANDOWNER Or in COURT THEY HOLD EMINENT DOMAIN POWERS. TCRR has run away from lawsuits that would have resolved this issue. Also, TCRR is required to obtain a County Permit from many Rural Counties & those Permits require Proof from TCRR of Eminent Domain Powers. Therefore, No further work Must be done until the Public Need issues and County Permits related to Eminent Domain are resolved.	Refer to BA-8, BA-9, ED-1, ED-3, NE-1, NE-8, PN-3 and SC-19.
Glenn Mannina	1/15/2018	Email	(FRA DEIS). Comment: I see nothing that clearly proves or even analyzes whether the TCRR HSR Project constitutes a True Public Need or Necessity. There is also Court Proof that TCRR is NOT an Operating RR in the State of Texas, does NOT have the right to survey Property, and certainly TCRR does not possess today the Eminent Domain Powers to acquire the required land for track since so many Landowners would not even allow TCRR to Survey their property, still true today. Question: Why is the FRA wasting Taxpayer money working at all on this Private Project that has not passed so many tests of required maturity at this point in time to support any Government support	Refer to ED-1, NE-1, NE-8 and PN-3.
Glenn Mannina	1/15/2018	Email	(Ref: DEIS MAIN TEXT III; Sect. 3.13.3, Pg. 3.13-6; Natural Resources Map 3 of 4 Appendix F TCRR FDCE v7 REPORT; Comment: Natural Resources Map (Natural Resources 3 of 4, Pg. 53 of 65, Intermittent Stream) shows a Creek on my property that is at a minimum, 150-200 yards too far to the WEST (It does not touch the Utility Corridor Opening vs. what is shown on the DEIS Map), so Where did this Survey Data come from that is INCORRECT? What other DEIS data is "INCORRECT". If Your Survey Data is 200 yards off on an Historical Cemetery, the FRA may not even know about such and historical locations that might Actually Be in the DirectPath of the HSR Route. The FRA Land and Environmental Survey Data is Fatally Flawed with Omissions, Inaccuracies and possibly Illegally Obtained Data. The FRA Must Cease all work on this HSR project until the data has been updated, completed, and purged of any Illegally Obtained	Refer to GN-1 and NE-8.

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Glenn Mannina	1/15/2018	Email	(Ref: DEIS Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14; File 3, TEXT III, Tables 3.11). Comment: TCRR has continuously communicated to the Public that very few to no roads would be closed as the HSR would be elevated and crossing over existing roads. However, the truth is: 66 Private Rds. Closed out of 161 crossings. 43 Private Rds. Re-routed. 1 Public Rd. Closed out of 463 crossings (DEIS Verbiage states No public roads are closed which is Incorrect). 139 Public Rds. Re-routed. And some of the Private Road closures might be left up to the Landowner to remedy themselves. This plan is unacceptable and needs to have significant restrictions put on TCRR and a complete re-do of the plans for existing roads and traffic. The re-routing of roads will just add to the 4.5-5 years of traffic congestion like many have never seen and having the Public change their travel routes forever	Refer to TR-1, TR-6, TR-7, TR-8 and TR-10.
Glenn Mannina	1/15/2018	Email	(Ref: DEIS Appendix D Environmental Justice). Comment: The FRA must communicate the results of the significantly Westward movement of the Cross Texas Transmission line a year or so ago away from the Leon County Utility Corridor due to Environmental Reasons and why that information did not influence the FRA on the selected Utility Corridor Route. The Utility Corridor was one of 64 shortlisted routes. Question: So FRA, why was this not included and how would this impact your route selection?	Refer to BA-5, BA-8 and BA-11.
Glenn Mannina	1/15/2018	Email	Ref: DEIS_MAIN TEXT III: Sect. 3.16.3.2.3, Pg. 3-16-6, Pg. 3-16-31; Also Sect. 3.16.5.2.2, Pg. 3.16-24; Also Tables 3.16-14 & 15). The Dallas to Houston FRA DEIS after showing High, Medium, and Low Risk levels of increased Emergency Response times (Quantified) only takes seriously the red highlighted HIGH items and then summarizes by saying the "impacts to ER times are not expected to be Significant". The FRA then states that Modeling would be performed prior to Construction in order to develop Mitigation Steps/Actions that would then make the impact "Not Significant". This project is NOT WORTH A SINGLE additional Loss of LIFE as a result of slowed Emergency Response times! The FRA MUST not allow TCRR's HSR Project to move forward with ANY INCREASES IN ER TIMES??	Refer to SS-23.
Glenn Mannina	1/16/2018	Email	Ref: Houston to Dallas FRA DEIS; Public Safety) There exists a "Lack of Due Diligence" by the FRA and TCRR to apply a Comprehensive Risk Management System to the HSR in the Name of Public Safety. Must Apply to ALL Crossings of Transmission lines & Pipelines & anything that impacts PUBLIC SAFETY. Also applies to elements during Construction, particularly ALL of the TRAFFIC and TRAVEL road changes & travel among all the heavy equipment and permit loads. Elements are 1) Identification of Disaster Scenarios 2) Comprehensive Risk Assessments on those Scenarios using Qualified Risk Assessment Engineers 3) Quantification and Qualification of Risks 4) Mitigation Analysis of ALL Risks Identified 5) Elimination of Acceptable Risks vs. Further Study of Unacceptable Risks 6) Modify the Project's approach to Remove ALL Unacceptable Risk Levels. THE FRA MUST CEASE ALL FURTHER WORK ON THE HSR EIS UNTIL THIS RISK MANAGEMENT SYSTEM IS APPLIED IN A COMPREHENSIVE MANNER	Refer to EU-2, SS-19, TR-6, SS-23 and NE-1.
Glenn Mannina	1/18/2018	Email	(Ref: DEIS TEXT III; Chapter 3; Table 3.9-1 Summary of Utilities Crossings). This table is Inaccurate under Leon County and maybe other counties. My property is on the Utility Corridor just North of the HSR MAJOR Utility Corridor crossing from NW to SE just South of my property. That Utility Corridor has 2 Enterprise Pipelines and the Oncor/TXU utility line. I watched the 30" Enterprise pipeline installed next to a smaller Enterprise pipeline in 2014 and know it was installed past the point within the Utility Corridor that I can see from my south fence line where the HSR crosses the Corridor. This Table Shows NO Enterprise Pipeline Crossings in Leon County, the closest being further south in Grimes County? This report Inaccurate DEIS MUST be RETRACTED AND REDONE with a huge increase in Credibility.	Refer to EU-2.
Glenn Mannina	1/19/2018	Email	(Ref: Negative Impact on Hunting Industry Omitted in FRA DEIS). Except for the slight discussion on Lake Bardwell, the FRA DEIS has omitted this topic and the negative impact on Texas Hunting Jobs and Revenue. The total impact of the industry to the Texas economy, combining the breeding and hunting components, is \$1.6 billion annually. \u8226 The economic activity of the deer breeding industry supports 16,892 jobs, most of which are in rural areas of the state. If this industry did not exist, those jobs would have to be supported by some other economic activity. \u8226 These results continue to highlight the fact that the deer breeding industry is a growing and important segment of the Texas economy, contributing to the vitality of rural areas of the state. Question: Will the location of the train bring limitations to private landowners on ranches that earn much of their living via wild game hunting?	Refer to RF-2. The construction and operation of the Project would not restrict hunting activities or add any regulations that would restrict hunting activities or indirect activities related to recreational hunting. No significant impact to recreational hunting would occur therefore no economic significant impact to the hunting industry would be expected.
Glenn Mannina	1/19/2018	Email	(Ref: Historical Locations Not Adequately Addressed by the FRA DEIS) Question: How was this example adequately addressed by the FRA DEIS? Documents show where the sites were for historical Stage Coach Road that was created between the 1830's and 1840's that came from in the original town of Harrisburg (now Houston) and went northwest through Mr. Jones' land. These are all historical sites that should not be destroyed by the HSR. All of this information was provided. All of this information was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to CR-12.
Glenn Mannina	1/19/2018	Email	(Ref: Safety Issues Not Addressed by the FRA DEIS) Example: At the coordination meeting between WCSRPC and TXDOT on February 9, 2016, Mr. Tom Gleason discussed the Atmos Energy Turbine Powered Natural Gas Compression Station, which pressures up a 30 inch natural gas pipeline to 930 psi between Waxahachie and Katy Texas. Three known accidental releases of natural gas are: May 24, 2007 - 18,000 lbs released, May 30, 2007 - 20,000 lbs released, and June 11, 2007 - unknown quantity. On August 9, 2011, there was a planned Emergency Shutdown Simulation that released thousands of pounds of gas that Mr. Gleason and other neighbors experienced over a mile away. Atmos has to perform emergency simulations twice a year creating potential hazardous situations, especially with an electric train traveling nearby.	Refer to EU-6.

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			Question: What would happen during one of these accidental or planned events should a train traveling 200 mph ignite the natural gas and cause a catastrophic accident?	
Glenn Mannina	1/19/2018	Email	(Ref: Historical Significance NOT Adequately Addressed by the FRA DEIS). Question: How is this example addressed exactly in the DEIS: At the coordination meeting with TXDOT on or about February 9, 2016, Mr. Rick Welch and Tom Gleason discussed historical significant locations and objects and cultural resources within Waller County and the location where the rail is selected to traverse. Mr. Welch told of Benaiah "Yankee" Jones, III, born in Massachusetts in 1795 and moved to Texas in the 1830's to early 1840's. He ended up in the area that is now northeast Waller County where he bought 1,100 acres. On this land, he built a stage coach Inn that became a famous stage coach route that is still visible today in the Kickapoo Preserve. Jones and his family are also buried on the family cemetery located in the Kickapoo Preserve. HC-4 runs right over this land and very close, if not directly over this old Inn and Stage Coach site and cemetery.	Refer to CR-2.
Glenn Mannina	1/19/2018	Email	(Ref: Historical Landmarks Negatively Impacted in Waller County NOT Addressed by FRA DEIS). How is this Example Addressed? When Kickapoo Preserve was established, they were required to perform an archeological survey, which produced the "Kickapoo Archeological Survey Report of April, 2010." For this report, the developer was required to obtain an Army Corps of Engineers Section 4 Permit. This report revealed four archeological sites and two prehistoric/ historic sites considered for inclusion in the National Register of Historical Places. Mr. Welch has historical maps indicating historical boundaries, roads, stage coach routes, written historic interviews of "old timers," and all the historical sites on the Kickapoo Preserve.	Refer to CR-2 and CR-9.
Glenn Mannina	1/19/2018	Email	(Ref: Flooding Issues NOT Addressed in the FRA DEIS ALL Across the Route). As an example, Local Environmental Impact in Waller County includes the Spring Creek Watershed where five creeks will cross the track of the HSR. This watershed will be directly impacted by the train and the track depending on how it's built. Tropical Storm Allison, the Tax Day Floods, the flooding event in May of 2016, and Hurricane Harvey have shown that if any impediments to water flow occur through the watershed, the area will experience major flooding and damage to property if the track is not properly studied and engineered. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to FP-1, SS-17, WW-1, WW-2 and WW-8.
Glenn Mannina	1/19/2018	Email	(Ref: Economic Development and Planning Impact Omitted by FRA DEIS). The proposed alignment will impact all future road and thoroughfares through the northern portion of the County. Dozens of roads are planned, but none will be able to be completed if the train cuts through stifling all future economic development in that area. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to TR-1 and TR-8. No public roads in Waller County would be closed as a result of the Project. Refer to Table 3.11-51: Waller County Roadway Modifications for more details about roads that would be modified as a result of the Project.
Glenn Mannina	1/19/2018	Email	(Ref: Structural Integrity Impact on Water Tower Omitted by FRA DEIS). G & W Water is the supplier of potable water for northern Waller county and southern Grimes County. They recently obtained funding and built a new water tower and the proposed train route falls directly on top of it. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to EU-2. The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.
Glenn Mannina	1/19/2018	Email	(Ref: Destruction of Economic Development Omitted by the FRA DEIS). Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest and Six Pines - all developments for nearly 500 homes, 50 of which have already been built with four or five more in the works are all now cancelled because of the route. The HC-4 route travels right through the developments and destroys the economic viability of them and the value of everyone's property. Also, within these developments are four horse riding trails that the train will cross. This will destroy any viability of the equestrian facility and create dangerous situations for anyone riding in the area, especially children. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to LU-3, LU-4, RF-1 and VA-1. Additionally, through the development of the EIS, FRA and TCRR have taken steps to avoid, minimize and mitigate any impacts to recreational facilities, including recreational equestrian trails. Data collection and analysis was completed using the most accurate data available at the time of analysis and in compliance with industry standards and best practices. Section 3.14, Socioeconomic and Community Facilities , has more information regarding the developments.
Glenn Mannina	1/19/2018	Email	(Ref: Destruction of Economic Development Omitted by the FRA DEIS). Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest and Six Pines - all developments for nearly 500 homes, 50 of which have already been built with four or five more in the works are all now cancelled because of the route. The HC-4 route travels right through the developments and destroys the economic viability of them and the value of everyone's property. Also, within these developments are four horse riding trails that the train will cross. This will destroy any viability of the equestrian facility and create dangerous situations for anyone riding in the area, especially children. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to LU-3, LU-4, RF-1 and VA-1. Additionally, through the development of the EIS, FRA and TCRR have taken steps to avoid, minimize and mitigate any impacts to recreational facilities, including recreational equestrian trails. Data collection and analysis was completed using the most accurate data available at the time of analysis and in compliance with industry standards and best practices. Section 3.14, Socioeconomic and Community Facilities , has more information regarding the developments.

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Glenn Mannina	1/19/2018	Email	(Ref: Environmental Issue Omitted in FRA DEIS). Kickapoo Preserve is a high-end development for 500 new homes for Daiken/Goodman employees that is under construction development. The proposed alignment will be just west of homes that are currently occupied and others that are under construction and other that are for sale. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to LU-4.
Glenn Mannina	1/19/2018	Email	(Ref: Environmental Impact Omission by the FRA DEIS). Katy Prairie Conservancy owns the Warren Ranch, a 6400 acre preserve that provides essential habitat for migratory birds and is designated as a Global Important Bird Area. Warren Ranch is a critical part of the Katy Prairie Preserve, a vast collection of protected properties owned or managed by the nonprofit land trust Katy Prairie Conservancy (KPC). KPC is diligently working to protect this land for generations to come. The prairie is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one mile of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands exist that will be directly or indirectly affected by a HSR corridor. The FRA has failed to address these impacts in the draft EIS.	Refer to NR-2, RF-5 and WW-9.
Glenn Mannina	1/19/2018	Email	(Ref: Quality of Life Evaluation Omitted in the FRA DEIS). Quality of Life issues include people living within noise and vibration distance, as well as, sight, particularly if the train track is elevated. Depending on location and height of track, there will be loss of disposable income for the increase in travel time because people will not want to live within five to ten miles of the train track causing them to spend more time driving longer distances. Mr. T. J. Johnson, President of the Waller County Advocacy Group, estimates quality of life spent driving behind the wheel of their vehicles will be reduced by 5,000 man-hours per year for residents in Waller County and cost an additional loss of disposable income up to \$3 million. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to AS-1, NV-1, PI-1, TR-8 and VA-1. For information about the Noise and Vibration analysis including mitigation measures, see Section 3.4, Noise and Vibration .
Glenn Mannina	1/19/2018	Email	(Ref: FRA DEIS Omission of Impact to Waller County ISD). The proposed alignment will run through a large portion of Waller ISD's district, which could negatively impact bus routes, which may cause Waller ISD to purchase additional school buses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. This issue, however, APPLIES to all Counties particularly during HSR Construction along with a huge amount of Road Construction and Road Closures, Rerouting, Modified, and Closed/Rebuilt OVER the HSR. TCR's Plan Must be Rejected by the FRA as the Impact has not been Adequately Identified, Addressed, or Mitigated Satisfactory by the FRA DEIS.	Refer to SC-5, SC-6 and TR-8.
Glenn Mannina	1/19/2018	Email	(Ref: FRA DEIS Omission of Major Impact on Hewlett Packard Data Center in Waller, Tx). The Hewlett Packard Data Center facility, which houses 1,500 servers will be within 1,000 feet of the HC-4 route. When notified of the route, HP's management team and legal department stated: "Hewlett Packard Enterprise is currently not in a position to approve or disapprove the proposed route...However...the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property. If we determine that is the case, then we would have no choice, but to vigorously oppose this proposed route." This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SC-11.
Glenn Mannina	1/19/2018	Email	(Ref: Project Economics and Feasibility Omission in FRA DEIS). A recent study entitled, "Texas High Speed Rail: Caution Ahead" by Baruch Feigenbaum, the Assistant Director of Transportation Policy at the Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 million a year, and that TCR has severely underestimated the costs to build the project and the overestimated the projected ridership. The Report stated: "However, based on our experience and analysis we are concerned that Texas Central's project will fail so spectacularly that privately financed U.S. high-speed rail lines may never be given a second chance." Given the irreversible impacts on our communities, we should NO BUILD a project that does not meet feasibility requirements under NEPA and other federal laws. In effect, this project will either become a burden on taxpayers in terms of subsidies, or a bridge to nowhere.	Refer to GN-2, GN-3 and NE-1.
Glenn Mannina	1/19/2018	Email	(Ref: FRA Unethical Tactics to Not Work With Local Governments while Developing the DEIS). Despite two written requests dated November 14, 2014 and July 6, 2015 from the Waller County Sub-Regional Planning Commission ("WCSRPC"), FRA failed to coordinate with any local govt. "prior to identifying the alternative alignments to be evaluated in the draft EIS" as the FRA stated it would do Page 24 of the Scoping Report that was released by the FRA in April of 2015. The WCSRPC is a sub-regional planning commission formed for planning future development of our community and is comprised of elected officials from several municipalities in Waller County, plus Waller County itself & two of its school districts. Without this coordination, impacts to the local community are not properly analyzed & conflicts are not resolved. The FRA incorrectly labeled the WCSRPC as a "public stakeholder", but is a political subdivision of the state of Texas. The FRA has not addressed impacts in the draft EIS.	Refer to PI-1.
Glenn Mannina	1/19/2018	Email	(Ref: DEIS Chapter 3; Executive Justice; Sect. 3.18.5.4.3).Noise pollution concerns mean that increasing speed is becoming more difficult. In Japan, the population density is high and there have been severe protests against the Shinkansen's noise pollution, meaning that its noise is	Refer to NV-10. Japanese noise limits are much more stringent than those in the US.

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			now limited to less than 70 dB in residential areas.[27] Hence, improvement and reduction of pantograph, weight saving of cars, and construction of noise barriers and other measures have been implemented. Current research is primarily aimed at reducing operational noise, particularly the tunnel boom phenomenon caused when trains transit tunnels at high speed AND also when two trains pass each other in opposite directions. The FRA DEIS Failed to address this issue and the Entire Noise Study by the FRA is Unacceptable and Must be Totally restudied in several additional noise areas including more detail on Noise Abatement. .	Because of this, Japanese trains are much quieter than other similar trains. Since there are no tunnels proposed on the project, tunnel boom is not an issue.
Glenn Mannina	1/21/2018	Email	(Ref: FRA HSR Work Contrary to the Surface Transportation Board Ruling). TCRR requested a Jurisdictional review and finding on the HSR. The Surface Transportation Board ruled they did not have any jurisdiction over this project as it is NOT a planned Interstate RR but a planned Intrastate RR. Question: Why is the Federal RR Administration spending Taxpayer funds doing any work at all on this HSR Project, particularly since TCRR has not proven in the Texas courts that they are in fact a RR, certainly not an Operating RR, as well as owning no existing tracks, rolling RR equipment, stations, operating personnel, etc.? Also, the FRA cannot Recommend or Grant TCRR the power of Eminent Domain, so why is the FRA spending Taxpayer money on an unproven Company currently called a RR by themselves in name only, TCRR?	Refer to ED-1, NE-1, NE-2 and PN-3.
Glenn Mannina	1/21/2018	Email	(Ref: HSR Economics Not Covered in the FRA DEIS). Per the Reason Foundation, "Crucially, HSR also tends to be very expensive-for both travelers and taxpayers. Practically everywhere it operates, HSR is more expensive (and slower) than plane travel. Those on a very tight budget would be better off traveling by bus, while those seeking flexibility would likely stick with the automobile. And yet despite high prices, only two of the world's HSR rail lines have turned a profit. The rest lose substantial amounts of money and required taxpayer subsidy. Since there will be a Huge Loss and Damages for Landowners, it would be Negligent for the FRA to do any further work on this HSR EIS until these comments by the Reason Foundation are reconciled with those claims by TCRR which many believe Overstate Ridership and Understate Costs regardless whether or not there exists any Federal Funding.	Refer to GN-2, GN-3 and NE-1.
Glenn Mannina	1/21/2018	Email	(Ref: The Reason Foundation Article Reconciliation). The Reason Foundation States "The US lacks many of the factors that make HSR successful in other countries. For starters, the US has neither the population density nor the land-use regulations necessary to support the development of HSR. It lacks a pre-existing, successful passenger rail system, and spends far less on urban transit than Europe and Japan. The HSR cannot work in a vacuum-In the absence of large urban populations clustered around city center Rail Terminals and Extensive transit systems that allow passengers to easily complete their journeys, HSR will never be an appealing transportation choice to most travelers. Considering the Huge Loss and Damage being planned for Texas Landowners, the FRA would be Negligent to not address ALL differences between the Reason Foundation article and TCRR's Claims. The FRA must do this research and report findings to the Public before going any further with the FRA HSR EIS.	Refer to GN-2, GN-3 and NE-1.
Glenn Mannina	1/21/2018	Email	(Ref: Lack of Public Need/Necessity Proof in DEIS & No Build Alternative). The FRA does not mention nor prove to the Public a Public Need Exists for the HSR Project AND does not make or use the results of that evaluation a part of the No Build Alternative analysis. The FRA would be Negligent to smooth over and not address the Public Need Proof in order to completely, credibly, adequately, and Fairly address the No Build Alternative. The FRA Must Cease All further work on the HSR EIS process until that very important determination step is completed and reviewed with the Public.	Refer to BA-6, NE-1 and PN-3.
Glenn Mannina	1/21/2018	Email	(Ref: The "Reason Foundation" on Ridership). The "Reason Foundation" article states "One reason that HSR loses money is project sponsors overestimate the number of travelers who will switch from car to plane. A 1997 study on the feasibility of HS in the US conducted by the FRA determined that in most cases rail improvements would divert only 3%-6% on intercity automobile trips." The DOT Inspector General reached a similar conclusion in a Northeast Corridor. The IG examined two options also in the NE and found that improvements reduced automobile ridership along the NEC by less than 1%. Question: Because of the huge Losses & Damages Required by Texas Landowners for the HSR, has the FRA Thoroughly evaluated the Reason Foundation Study on this HSR and Reconciled any different findings or Claims by TCRR?	Refer to GN-2 and GN-3.
Glenn Mannina	1/21/2018	Email	(Ref: HSR vs No Build Not Covered in This Manner in the HSR). It is obvious the HSR Speed and the resulting horizontal and vertical deviation restrictions along with the actual Terrain has caused TCRR to not be able to keep to their original promise to the Public that they would "Fly" over existing roads, thereby minimizing impact. Now existing roads are being rerouted, modified, rebuilt OVER the HSR, and new roads being added for Access with more ROW being taken from Landowners. This is the root cause of the increase of Impact Acreage from 3000 acres to 8000 acres with an Avg. ROW width now of 275' vs. the original 100'. The FRA must Reject this Disastrous Plan, Slow down the HSR reducing restrictions, not disrupt existing roads, or Select the No Build Alternative. Emergency Response Time increases are unacceptable and only Negligence would allow approval. The FRA must not proceed any longer with the HSR EIS.	Refer to LU-14 and TR-8.
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Glenn Mannina	1/23/2018	Email	(Ref: DEIS Inaccuracies & Omissions of Cemetery Locations). The FRA MUST perform an independent review of the Land & Environmental Survey Data supplied by TCRR, Since TCRR was not allowed on much of the 240 mile route Land due to lack of Proof of being an Operating RR or possessing Eminent Domain powers & the resulting lack of Survey permission from Landowners, their work cannot be Accurate OR Credible. Several cemeteries within the destructive force of the HSR have been found by Landowners to not be identified by the DEIS, some possibly Historical Cemeteries. If this is WRONG, what else is also? Without accurate data, the FRA DEIS has ZERO Credibility as a Government Document by the FRA at BEST. The FRA has performed an Unacceptably inadequate verification of what TCRR supplied to the FRA. The FRA must CEASE ALL WORK on the EIS Until ALL Pertinent Data and Subjects are Independently verified by the FRA rather than accepting TCRR Data as FACT?.	Refer to CR-6, GN-1, GN-2, NE-1 and NE-8.
Glenn Mannina	1/30/2018	Oral	I am going to read this because I only got three minutes. Okay, my name is Glenn Mannina and I oppose this uneconomic project. My topic is ER times, emergency response times. Sometimes I use ER times. TCR is not only forcing onto the public a huge five year construction project but also a large road construction project and I got 36 years of construction and I know what one looks like. The DEIS states in the no bill alternative. That is where the HSR does not exist and that the ER times would remain steady. Any increase in times due to population growth would be more emergency equipment and workforce needs as population increases. The DEIS table 3.16-14-15 showing emergency service provider locations in the counties where they exist potential negative impacts of ER times state such as road closures, rerouting modifications and road rebuilds over the HSR. But there is no quantification of construction work, population, equipment, traffic increases and the roads just based on the road quantifications. That impact is qualified with out detail model impact in high levels of negative impact. The focus was mostly on the high impact. The local jurisdictions would have to review the permit authority over construction plans regarding emergency response. The predictions would be expected to ensure no adverse impact to ER times during the construction phase. So the responsibility is placed on the local jurisdictions. FRA says there will be a mitigation step that includes detailed modeling of ER times during construction after detailed design and changes to the construction if there were delays of over 10% over to the base ER Times. There will be a huge influx of workers and equipment traveling on our roads that are not here today particularly those in the many construction sites and every major	Refer to SS-23 and TR-6. Although the construction period for the Project is anticipated to last several years, construction activity on any individual roadway or rail segment would be shorter in duration. Temporary employment impacts described in Section 3.14.5.2.3, Socioeconomics and Community Facilities, Economic Impacts include direct construction employment as well as employment in supporting industries. Many of these jobs could be filled by the existing labor pool anywhere in the larger Economic Analysis Area and would not necessarily result in additional traffic at or near the construction site.

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			highway and corridor from 45. Like highway 79 and highway 7. I see nothing in the FRA or DEIS that even mentions the impact of the huge workforce along with all the traffic and so forth with all the road modifications itself. How are we supposed to accept the increases in time up to a certain level and only above that level? Are Texas Central's construction plan subject to change? The FRA DEIS summary impact states the impact to the emergency response time is not anticipated to be significant. Let me read that again. The impact to emergency response time would no be anticipated to be significant. This project is not worth a single loss of precious life as a result of any increase in emergency response times. The FRA DEIS released supporting a plan that could result is nothing less than the negligence. Certainly not in the name of the public safety. The FRA must seriously reconsider with hard facts not qualified comments the no bill.	
Glenn Mannina	1/30/2018	Oral	Okay. Getting back to what I was talking about before about roads. I want to repeat something that Judge said from Waller County this HSR may not go through your backward but it's going to go through your pocketbook. Let me explain to you how this is going to happen. The project is going to increase your county maintenance costs. Someone asked a while ago who is going to pay for all of that? U. We're going to pay for all of that. Not only this whole construction project that they have developed here and all of these increases and changes something else it's going do. It's going to take more private right-of-way because the road changes. I looked at several locations and the additional right-of-way that's being taken because of the road changes are taking homes that would've been sitting next to the high-speed rail. Not a good place to be but we're not taken by high-speed rail. And I have looked at a number of the places in Grimes County and that is the case not only high-speed rail about to have a lot more new right of ways and therefore new homes are being destroyed because of this road plan that they have got. So it's a domino effect that's happening so the result will be closed, modified, rerouted or rebuilt existing roads included now over the high-speed rail which TCR told us they would never do and that was those going over and that was it. You will see a huge increase in travel flow and damage to existing railroads. New roads and passes for the county to maintain and new congestion around construction sites. The administrator talked about the school and its location relative to the high-speed rail. Did ya'll understand him saying there is a several 100 acre construction site right here on 79. There is also a small one over on 7. Can you imagine all those people who are going to be working those sites getting on our highway here every morning and going home every evening? Along with all the trucked raw materials that have to be trucked all the way to the construction sites and then all of the complete concrete components that are going to be on permit loads going to the high-speed rail site. That's a huge problem. And this DEIS has not really understood what that means to the community. All this damage is going to occur and they say we are going to pay your taxes. We are going to talk money out of us so you know you can use that tax money. Let me tell you it ain't going to cover all the damage that they are going to do. Am I off?	Refer to TR-1, TR-4, TR-5 and TR-8.
Glenn Mannina	1/30/2018	Oral	Okay, I didn't prepare enough remark tonight I guess. One thing that I want to cover that I didn't cover last time. I was trying to beat a time limit. Is that this issue on the roads. Chris had mentioned 126 miles of new roads. That's access roads. Okay. I don't know if you understand this because of all the road modifications -- this is what I was talking about before. Because of all the road modifications, okay. Because of that plan by TCR they're going to have to have access roads alongside the HSR because people are going to have to go north and south in a lot of directions in order to cross the HSR because you are not going to have crossings everywhere because roads are going to be rerouted and changed. Now those 126-miles of roads beside it, that is going to be turned into public roads. It is going to have to give back to the county. The county is going to have to maintain that it since it becomes a public road. Let me explain what that means. TCR is going to put bio-ducts on all these ranches so that people can run that cattle back and forth underneath the bio-ducts. That is going to solve all of ya'lls problems. Now, there is a public road that runs alongside of it. Now, are you going to run your cattle alongside a public road? Is somebody going to have to fence that public road to make sure you keep your cattle on both sides if the thing goes right down the middle of the property? You are going to have to have fences on both sides of your property. You are going to have to negotiate it with TCR and get it in their deal or they are going to say to you, you do it and the county is certainly not going to do if for you. So to keep your cattle in on either side you are going to have to have fencing. You are going to be moving cattle through a gap across a public road and you are going to have to have people on the road to stop traffic. How do you like that folks? That is what this has turned into. The domino effect. Things have gotten worse and worse and worse. Kyle mentioned and talked about illegal surveys. Let me explain something to FRA. You were told you have illegal survey data in your report. You ignored it. You ignored it. I tell you how I feel. Illegal survey data in that report and TCR did not purge that report. Every land-owner that is in that report and get them to signan affidavit to say yes we allow them to survey and they didn't purge that document is illegal. The FRA has presented and released an illegal document. Its got illegal survey data in it. That is my position and I am not a lawyer but sounds pretty bad to me. Now, the last thing real quick. If the issue of whose going to speak for the land owner during the project? The federal railroad administration there goal is railroad safety. That's it folks. They look at the design and operation of it. It doesn't include who somebody you can go to say TCR told me this was not going to happen but its happening and I want you to do something with it. Who are you going to go to? There is nobody in the state nor department that is going to cover this and I guarantee you these folks aren't going to be answering the phone during the construction phase. That's the main thing I got to say with that.	Refer to ED-2, GN-1, NE-1, NE-2, NE-8 and TR-8.

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Glenn Mannina	2/5/2018	Website	Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT; Sect. 4.2, Pg. 23; Also Sect. 5, Pg. 27). The Environmental repair and reclamation of Temporary Construction Sites such as Staging or Pre-Cast Construction Sites has not been discussed by the FRA DEIS. The FRA has included no Environmental expectations or requirements regarding the return of any Temporary Construction sites to their original or better condition/use. Question: Will the sites be returned to their original use for Hay Production, Cattle Grazing, or Farming? Question: For forested areas, will TCRR be required to replant trees? _____ Federal	Refer to LU-10 and LU-13.
Glenn Mannina	2/5/2018	Website	Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT; Sect. 4.2, Pg. 23; Also Sect. 5, Pg. 27). The Environmental repair and reclamation of Temporary Construction Sites such as Staging or Pre-Cast Construction Sites has not been discussed by the FRA DEIS. The FRA has included no Environmental expectations or requirements regarding the return of any Temporary Construction sites to their original or better condition/use. Question: Will the sites be returned to their original use for Hay Production, Cattle Grazing, or Farming? Question: For forested areas, will TCRR be required to replant trees? _____ Federal	Refer to LU-10 and LU-13.
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Glenn Mannina	2/5/2018	Handwritten	<p>Good Evening, My name is Glenn Mannina and I have Opposed this Uneconomic Land Grab HSR Project for 3 years. I am hereby requesting the FRA to RESEND the DEIS Immediately. It is an extremely poorly prepared Document full of Inconsistencies, Inaccuracies, Omissions, and Fatally Flawed criteria or assumptions with smoothed over conclusions without quantification to back it up. It uses outdated Land, Environmental, and Cultural Resources Survey Maps, much of which was obtained without using Boots On the Ground including missing many residents that exist today but are not on the maps. We know about lots of other things missing but we will let you find them when you read our comments.</p> <p>I am not a lawyer, but In my view, the DEIS is also an Illegal Document as the FRA was notified Before Release that Evidence Existed proving some Survey Data was Obtained Illegally without Landowner Permission. If that Data was Illegally Obtained and used by the FRA, then in my view the DEIS is Illegal. Not to mention the FRA released the DEIS while having the Knowledge and that Back-Up in their hands. NOT cleansing the document by reconfirming ALL Survey Data used was obtained with Landowner permission is Unethical to say the least and the FRA is Implicated.</p> <p>Now Here are Just a Few Examples of What is Wrong with the DEIS: The HSR Noise Level used for design and Noise studies/analysis is INCORECT. FRA throws TCRR a soft ball by not specifically requiring Noise Abatement structures under specific criteria. Does anyone thing it is not necessary along 290 in front of AND down the middle of Subdivisions. Emergency Response Times not modeled with the Traffic and Road changes. Due to inability to access most Of the land, FRA used old studies and maps. No Abandonment Requirements mentioned at all. No Rescue at Heights or Emergency Response planning is mentioned for very remote areas without access roads. Water for the Construction Sites AND watering of all roads for dust mitigation, Air Quality, is Assumed to be Available at the Construction Sites. Bad Assumption. Hunting Regulations are not Expected to be changed but where is the Guarantee from the State TP&W agency? Very important Spring Fed Creeks are wrongly located. Homes are not shown on maps so what else is missing. No mention of Fencing that must be built for liability issues along 126 miles of Access Roads that will be tued into Public Roads and County maintained. Should TCRR somehow obtain Eminent Domain which they do not have today, there are no Environmental criteria or restrictions on TCRR should they decide to condemn up to a Four (4) mile swath along the route for the use of other landowners' Dirt or anything else they may want to steal from the Landowner. The FRA uses the excuse of the NO Build Alternative not solving Traffic and Congestion problems on 145. However there are recent traffic studies that prove the traffic or congestion problem is NOT between Dallas and Houston, but they did not look elsewhere in Texas as TCRR did not offer any other Texas Areas for their HSR project. The FRA Simply accepted this TCRR Assumption and only worked on TCRR's potential Routes. No FRA Independence whatsoever. No Risk Management System is being applied to the HSR crossing of Transmission Lines and Pipelines, in fact, not required of TCRR on any</p>	Refer to BA-8, EU-1, EU-2, GN-1, LU-14, NE-1, NE-2, NE-8, NV-1, PI-1, PN-3, RF-2, SS-5, SS-18, SS-19, SS-23, TR-7, TR-8, WW-2 and WW-6. Structures were labeled on the maps and used in the analysis if they were within 200 feet of the LOD. Aerials for the Draft EIS were NAIP 2014, while the Final EIS has been updated to use 2016 NAIP aerial imagery.

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			<p>other Risk Topics.</p> <p>There is no mention of a State Regulatory Agency responsible for Oversight of TCRR as they implement the project. The FRA limit of oversight is RR Safety. Nothing exists like the Texas PUCT or RR Commission. The Texas Public has No One to Look to for HELP!</p> <p>The HSR traveling at 205 mph, and the subsequent HSR Vertical and Horizontal Deviation Restrictions along with a North-South Terrain has led to the huge explosion of Disturbed Existing Roads and New Road ROW Acreage being taken including roads being closed and rebuilt OVER the HSR along with a huge amount of additional County Maintenance cost. Robert Eckels' Flawed premise, of an N-S Route being Relatively Flat with the HSR Speed is a TCRR Fatal Flaw.</p> <p>Federal Energy Regulatory Commission (FERC) and Pipeline and Hazardous Material Safety Administration (PHMSA) NOT even mentioned in the DEIS.</p> <p>Pipelines missing from Alignment Sheets. What else is missing. We KNOW!!</p> <p>Some Tables of Data were marked with incorrect Segments in reverse order such as Labeled Segment 5 was actually Segment 1 data. Did anyone check this Document?</p> <p>FRA disregarded a Court Decision and simply assumed TCRR is a Railroad?</p> <p>FRA, Please Respond in Writing.</p>	
Glenn Mannina	2/5/2018	Handwritten	<p>Good Evening, My name is Glenn Mannina and I have Opposed this Uneconomic Land Grab HSR Project for 3 years.</p> <p>Don't be fooled, the more I look at this Project AND the FRA's DEIS, the more I am convinced this is nothing more than a Land Grab Project AND a US Taxpayer Money Grab Scam. Many of us have said this, but the hard push by the FRA releasing this very poorly prepared document for a private company that can't even prove they are a RR IN COURT is Unethical and Fraudulent.</p> <p>I am convinced TCRR knows this project will Go Bankrupt, as they are just a shell company working as a Conduit for the Japanese to get their Proprietary Technology a foothold in the US.</p> <p>Touching also on the issue of FRA's non-independence, tell me FRA, why did you remove from the "Purpose and Need" Criteria list stated in the Stage 1 Screening, the requirement of this project to prove "Economic Viability"? Do you think it is fair to force on the Public the huge emotional, Unsafe, and Life Changing impacts of this Project that will forever Scar the Texas Landscape without requiring TCRR to prove "Economic Viability"?</p> <p>If TCRR was so sure about the solvency of this project, then why are they not willing to share all of their Economic Viability numbers came from, particularly Ridership? The Public is sacrificing a huge amount so let the Public take their numbers apart. What do they have to hide? TCRR also knows they will be stealing US Taxpayer Money (RR Loan) without reimbursement after Bankruptcy since the Japanese would be the largest controlling creditor and they will get the assets first. The same kind of model was used for SH 130 near Austin as the Taxpayers were left with 30%+ Of the ownership but they will not receive it for 10s of years as the other larger creditors were first in line. Those US Government RR Loans can be from 1/3 Of the Total Investment to up to 49% with Approved Exceptions, The Private Investors totaling only 1% of the investment will make out like bandits as a result of the station properties they sold to TCRR and the development around them.</p> <p>I will close this way: Here is the Definition of FRAUD folks: "FRAUD" per Webster is "An Intentional perversion of truth to induce another to part with some valuable thing belonging to him or to surrender a legal right".</p> <p>Now Tell Me, Does That Sound Familiar?</p> <p>IF THIS TCRR Land and Money Grab DOES NOT FIT THE DEFINITION OF "FRAUD" I DON'T KNOW WHAT DOES.</p> <p>Folks, this is what the FRA is supporting by allowing this non-RR to utilize the FRA system as the clear road map to the destruction of Texas Land, Landowner Families, and Private Property Rights!</p> <p>Folks, FOR ALL OF you OPPOSERS OUT THERE, FAILURE IS NOT AN OPTION!</p> <p>FRA and TCRR, we will not stop fighting and will not give up our Land nor Taxpayer money to a bunch of Fraudulent Thieves!</p> <p>"COME AND TAKE IT" TCRR AND FRA!!</p> <p>FRA Please Respond in Writing.</p>	Refer to BA-8, GN-2, GN-4, NE-1 and PN-3.
Glenn Mannina	2/5/2018	Handwritten	<p>Good Evening, My name is Glenn Mannina and I have Opposed this Uneconomic Land Grab HSR Project for 3 years.</p> <p>After review of much of this DEIS document, I am more convinced than ever the FRA is not acting in an independent capacity with TCRR, in fact is supporting this Project and is Disregarding the Safety of the Public in doing so.</p> <p>When I hear in a previous Public Hearing a FRA Direct Employee misleading the Public with the Statement "TCRR is a Private Company doing the project without use of Federal Funds", my antennas go up. After my challenge, that person corrected the statement by adding "No Federal Funds AT THIS POINT" to the public. Clearly a bias and misleading statement to the Public. We all know and have it well documented TCRR has told the public they will go after US RR Taxpayer supported Federal Loans.</p> <p>The FRA has artificially orchestrated a "Purpose and Need" definition that is not balanced, but bias by only supporting TCRR's Functional</p>	Refer to BA-6, BA-7, GN-1, GN-4, NE-1, NE-5, PN-3, PN-4, SC-2, SS-4, SS-12, SS-14, SS-23, PN-3, PN-4, TR-6 and TR-8.

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			<p>Criteria, not the public's interest or safety and is clearly designed to eliminate the "NO BUILD" Alternative. They also say the No Build will not meet the Traffic and Congestion relief needs. TCRR has stated in Public the HSR is will NOT fix any City traffic problems and folks; there are no traffic issues without an accident between Houston and Dallas.</p> <p>Analogy: A boss at an equipment company tells his employee to bid out a number of skid steers for a construction project. The employee just happens to love a certain manufacturer's skid steer because they are so neat (might even go 205 mph or 240 miles in 90 minutes!) but there are several companies on the bid list. So, what does he do? He writes the bid package up with the specifications on that very manufacturer he likes with their unique criteria. Guess which skid steer company got the bid?</p> <p>TCRR's Functional Criteria is: Technological: bullet train vehicle and operating a N-7001 Tokaido Shinkansen system; Operational: 90-minute travel time between Dallas and Houston, with speeds exceeding 200 mph in a fully sealed corridor; Environmental: minimal impacts to natural and built environments by maximizing adjacency to existing infrastructure right-of-way (ROW). But one criteria eliminated from the Stage 1 Screening was the "Economic Viability". WOW, I wonder why?</p> <p>Per the DEIS, The FRA's mission, supports the development of safe and reliable intercity passenger rail. so tell me again where is the Independence?</p> <p>The FRA is just going through the motions and the answer is baked in.</p> <p>What Federal Agency with any Ethical Backbone, in the interest of Public Safety and a Strong Learning Environment for our kids & grandkids would Approve placing a HSR two blocks from Leon High School AND a couple hundred acre Construction Site at the same location along the only travel corridor for the school, Hwy. 79? Young High School kids will be driving on that corridor during 5 years of Construction. Is the FRA looking out for their SAFETY?</p> <p>The DEIS uses Sappy and unquantifiable Rationalization without the Data to back it up every time the FRA attempts to compare and convince us why the No Build is not the best answer vs. a Build Alternative. There is absolutely NO CREDIBILITY.</p> <p>For Example, just look at the subject of Emergency Response (ER) Times. There is no reason the No Build Alternative regarding ER did not win out over the Build Alternatives. The Current State of ER is STABLE. But for the Build Alternatives, the DEIS shows tables of High, Medium and Low potential negative Impacts to ER response times and summarize with the statement, "Impacts to ER Times would not be anticipated to be Significant". The FRA also says if the ER times do not increase by more than 10%, that issue at that location is not the place of focus when looking for mitigation steps? Tell the FRA "This Project is NOT WORTH One Single Loss of Life due to ANY increase in ER Times as a result of this HSR Project.</p> <p>Another Example of Non-Independence of the FRA, the Waller County Regional Planning Commission, A Legal Local Government Entity, had to sue TXDOT as they would not work with them because the FRA told them not to, stating they were an Advocacy group. TXDOT lost the case, then Appealed, and TXDOT lost again.</p> <p>TELL THE FRA TO PUT THE "NO BUILD" ALTERNATIVE BACK ON THE TABLE Rather than concluding it DOES NOT MEET THE PURPOSE AND NEED THAT WAS TCRR'S NEEDS. What about the Public's safety and Purpose and Need?</p> <p>Did you know the people used to prepare the DEIS are consultants paid for by TCRR? The FRA is responsible for managing the process.</p> <p>FRA. Please Respond in Writing:</p>	
Glenn Mannina	2/5/2018	Handwritten	<p>Constructability-Aggregates: Market and Supply Chain Impact on the local Areas taking into account other Construction Projects. Example: Construction concurrently in several counties currently Include even for a Rural area like Grimes County, the 249 to College Station, overpass over 1774 in Plantersville, and now the proposed HSR, Plus all being done in the Houston Area. FRA's report is too General and does not appropriately assess the full impact to the supply chain for aggregate required by the HSR Project and particularly how it Impacts other Concurrent Construction Projects all along the route in multiple counties. The needs of this huge project could significantly and negatively impact, City, County, State and Federal Construction Projects to the extent of them being significantly being delayed or cancelled due to lack of available materials. (Dallas to Houston High-Speed Rail Draft Environmental Impact Statement (DEIS) Appendix F TCRR CONSTRUCT ABILITYv4 REPORT; Sect. 2.4, Pg. 4 of 34).</p> <p>Constructability-Highways and Roadways, Traffic, and Emergency Response: Public Daily Travel Increased traffic flow disruptions and congestion, generally more equipment and construction employees on the roads, More Permit Loads of huge Construction Components, Negative Impact to the General Flow of Business and potentially Negative Impact of times for First Responders to reach required destinations. The FRA seems willing to accept the loss of One Life due to response time based on the Conclusion regarding Response times (Impact not Significant?). There Must Be Zero Impact to Emergency Response Times. Lessons Learned from Applicable Previous US HSR Projects under Construction providing the FRA with minimum Expectations to be provided to this HSR Project. The HSR is a Huge Construction Project. FRA's report is too General and not specific to Increases in Traffic Flow, Permit Loads, and not to mention First Responder Impact times for ALL Qualitative Levels of Impact to Response time. FRA Concludes "Impacts to Emergency Response Times Not Anticipated to be Significant". The</p>	<p>Refer to BA-5, BA-8, BA-9, BA-11, ED-1, ED-3, EU-2, GN-1, GN-2, GN-4, LU-10, LU-13, LU-14, NE-1, NE-2, NE-8, NR-4, NV-10, PI-1, SG-4, SS-2, SS-5, SS-6, SS-7, SS-10, SS-12, SS-18, SS-19, SS-21, SS-23, TR-1, TR-6, TR-7, TR-8, TR-10, VA-1, WW-2 and WW-6.</p> <p>NEPA does not require 100 percent of the Project to have field surveys conducted. The amount surveyed can be found in Section 3.6, Natural Ecological Systems and Protected Species.</p>

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			<p>FRA Identified Low, Medium and High Impacts but focused only on the Red highlighted High scenarios. Not Good Enough. This Project Is Not worth a Single Public Life. ANY ADDITIONAL DELAYS OF FIRST RESPONDER times to reach required ultimate destinations as a result of this Project will be UNACCEPTABLE TO THE PUBLIC. The FRA has the ability to take Lessons Learned from another project, such as that in California, from the standpoint of negative impacts to the Public's Travel Needs. More Detailed Expectations and Boundary type performance parameters, particularly when it comes to First Responders reaction times, must be provided to TCRR. The FRA must make sure the Environment of Travel and Conducting of Normal Business as well as the Public's Safety/Security is minimally negatively impacted to say the least by this project, but have Zero impact to First Responders. Will the Project furnish its own Emergency Response Vehicles & Personnel or will they use County Resources'? Have the Emergency Response times been calculated based on the identification of all road dosures, modifications, and lane closures that would be underway at that time or is it based on current undisturbed roads'? (Sect 2.5, Pgs. 5-6 of 34; Also Sect. 4.22, Pg. 24 of 34; Sect. 3.16.3.2.3, Pg. 3- 16-6, Pg. 3-16-31 Also Sect. 3.16.5.2. 2, Pg. 3.16-24 Also Tables 3.16-14 & 15 Also Sect. 5.1.1, Pg. 27 of 34).</p> <p>Constructability-Material Haul; Earthwork; Preconstruction Activities: Damage to Existing Private, City, County, State and Federal Road/Highway Infrastructures. The FRA must require TCRR to provide to Landowners, the City, Counties and the State, with their expectations of damage to Private, County, State or Federal Roads based on an increased traffic flow volume and transport weights vs. normal traffic prior to the HSR construction. The Government entities and the Public deserve to understand How much damage and where it can be expected (e.g., whether repair or total replacements should be expected.) Who will pay for the damage repairs? Will the Public have to wait 5+ years to see the damage repaired? Who will pay for the damages to the public vehicles as a result of having to use unsatisfactory roads for 5+ years? (Sect. 2.13, Pgs. 20-21 of 34; Also Sect. 2.3, Pgs. 3-4 of 34; Also Sect 6.2, Pg. 29 of 34).</p> <p>Constructability-Traffic: Construction Access will require the construction of new roads requiring the taking of more Private Property for roads. FRA needs to clarify who owns these newly constructed roads and who will be responsible for maintenance in the future. The FRA needs to also clarify if "New Roads" would fall under the normal Eminent Domain process, thereby this Project would then require the use of More Private Property simply due to TCRR's method of executing this project. The Public deserves this level of detail. How much of the increase of Impacted Acreage from 3000 to 8000 is DUE to the Rerouting, Modification, Closing, or Rebuilding of Roads OVER the HSR? (Sect. 6.5, Pgs. 29-30 of 34).</p> <p>Constructability-Material Quantities: There is nothing in FRA's report that addresses the Environmental Impact when Fill Material is removed from Private Property for use by TCRR for the HSR Construction. The FRA has not placed any Environmental Requirements, Expectations, Boundaries, or established parameters regarding the removal of Fill Material from Private Property. The FRA has not required TCRR to make any area that fill is removed as a Surface Water Source. There exists No Environmental Limitations or Expectations on TCRR by the FRA regarding where and how they might remove Fill Material from a Landowner's Property as well as in what Environmentally Sound Condition TCRR is required to leave the site, Issues such as where to dig, are they the proper fill materials, will the hole be Sealed to hold water, will it be built in a place that would result in a Surface Water Source, will TCRR be required to use a Water Conservation Expert to design the Fill removal process, or will the Landowner be left with a huge useless hole on his property that serves NO purpose but to grow weeds and be an eyesore? (Sect. 7.1, Pgs. 32-33 of 34).</p> <p>Constructability-Construction Material Quantities, Water Sources: Considering in Texas, a relatively dry State, all of the regulatory issues today regarding water conservation and the use of well or surface water sources, the FRA omitted quantifying the use of water for Construction and applying restrictions on TCRR on its use if appropriate. Will TCRR be allowed to drill water wells for Construction use or will they be required to use Surface Water and if so, from what sources in the area? The FRA does not cover the use or source of water, but simply Assumes it will be available from "Somewhere" at the construction sites. Lots of water will be required continuously not only for concrete batch plants, for construction sites, for mitigating the dust levels during construction for Air Quality on all temporary construction dirt roads, but also for watering erosional control plantings along newly constructed embankments and road shoulders. The FRA must quantify the use of this water. (Sect, 7.1, Pgs. 32-33 of 34).</p> <p>Constructability-Site Selection Criteria, Sites for Construction Stages Areas: The Environmental repair and reclamation of Temporary Construction Sites such as Staging or Pre-Cast Construction Sites. The FRA has included no Environmental expectations or requirements regarding the return of any Temporary Construction sites to their original or better condition/use. Will the sites be returned to their original use for Hay Production, Cattle Grazing, or Farming. For forested areas, will TCRR be required to replant trees? (Sect. 4.2, Pg. 23 Also Sect. S, Pg. 27).</p> <p>Constructability-Construction Cost Estimate and Schedule: Many Landowners will be making Huge Sacrifices as a result of the HSR Project. This Project HURTS THE MOST THOSE WHO WILL BENEFIT THE LEAST. The FRA has a responsibility to ensure the economic parameters can be proven to be sound due to all of those sacrifices by Taxpayers. Construction will be a huge Environmental challenge to say the least. The FRA</p>	

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			<p>has a responsibility to its Taxpayers to review the Gross Estimates of both Cost and Schedule by TCRR and provide to the Public in this document "Benchmarks" against other like size Projects either completed or under construction. The FRA should also review the gross economic viability as a result of TCRR's Ridership and Cost estimates and include it in the next update of this document. (Sect. 8, Pg. 34 of 34).</p> <p>Constructability--TCR Contractor Consturction Safety Expectations: The DEIS discusses Safety but says nothing about Expectations of TCR and their Contractors regarding Personal and Operational Safety Systems and how It applies to the Safety of the Public during Construction. s the Public Safety throughout Construction Not a Concern of the FRA in a DEIS? A set of Minimum Expectations to protect the Public and to manage Construction whlle using a Comprehensive Personal and Operational Safety System should be provided by the FM and placed on TCR and its Contractors. As an example, Lane Closures and new detours are dangerous. If the FRA is not responsible for this, who is to be held accountable for accidents and injuries or even deaths that would not have occurred had the FRA not issued a DEIS and potentially a ROD for this Project? Nothing In the DEIS on Construction Safety.</p> <p>Construction Staging and Pre-cast Operations-# Permit Loads as a result of Construction Sites,Traffic around Construction sites; Quantification of increase of Permit Loads on local and community roads as well as the resulting changes In Traffic Flow and Congestion. he Construction Staging and Pre-cast sites will require the influx of Raw Materials and the staging or export of completed construction components. The FRA should Quantify the number of Permit Loads on this project vs. that the Public normally sees for ALL Construction Sites or otherwise for movement to the HSR site. Much of this will be associated with the Construction Staging and Pre-Cast Sites. Also, the Increase in Traffic around the newly built Construction sites should be communicated to the Public and local governments so they might plan for the new Traffic flow and Congestion. (Sect. 3, Pg. 22 of 34 Also Sect. 4, Pg. 23 of 34; Also, Sect. 5, Pg. 27 of 34).</p> <p>HSR Noise: FRA Omission of Important Noise Scenarios as well as the Scientifically proven additional "Slapping Noise" effect. Finally, there are no specific boundaries or conditions for Noise Mitigation place on TCRR except to state it will be looked at after more detailed design is completed. FRA Omission of Important Noise Scenarios as well as the Scientifically proven additional "Slapping Noise" affect That is giving way too much discretion to TCRR. Trains passing each other in opposite directions (this will happen frequently since both tracks are used 16-18 hours a day by 8 train sets). The FRA also did not mention at all the additional Scientifically proven "Slapping Sound" or popping noise as a result of the two air flows that lead each train colliding into each other and then bouncing between and along the two sides of the trains. Finally, Noise Mitigation will be extremely important to those who are making the largest sacrifice for this project, their land. TCRR should have much more stringent and clear specifications from the FRA and under what parameters Noise Mitigation Must be Installed and included in the detail design.</p> <p>Surface Springs & Creeks-Stream Crossings: Texas is a relatively dry state much of the time. For sure in Leon County, there exists many surface springs and spring fed creeks (Not Listed by the FRA in the DEIS) that provide valuable water to wild and domestic animals throughout a normally hot and dry Texas summer. The FRA failed to evaluate the Damage to many sources of extremely valuable water sources particularly in Leon Counties (but may extend to other nearby counties), This fact was not only ignored by the evaluations of surface water, but also the fact these Surface Springs and Unidentified Spring Fed Creeks potentially would be destroyed by any soils disturbance AND the movement of Fill material on top of them or the excavation for fill material. These water sources provide a valuable source of water where tanks are unavailable or normal tanks not around these sources are dried up. One can also see on the sides of hills where the hay fields are still green in the summer heat that is a result of water flowing just below ground. (Sect, 13.5, Pg. 148 of 199).</p> <p>HSR Safety & Security-Safety&Security, Safety Regulations, Maintaining Security on HSR Intrusion Protection: The FRA was not specific enough on Security Monitoring along the most rural parts of the route as well as ensuring the Identification of wild animals on the track. Also, the safety of a train passing In rural Texas where Hunting is at the highest level was never mentioned. Finally, there is the issue of High Elevation Rescues from on top of the raised tracks in case of an Emergency or Breakdown. Rural Texas is significantly hunted. What steps have been taken to ensure rifle bullets do not enter a train? Much of the rural route is infested with Feral Hogs. The FRA was not specific on what type of monitoring system would be used to make sure every INCH of the route Is detected for any animals on the track. This was covered lightly by the DEIS (16.2.5, pgs. 185-186). Normal chain link type Fencing is of no use to keep Feral Hogs off the tracks. A train hitting a 300# Feral Hog would be devastating. It takes special fencing as well as a methodology to minimize the digging under the fences to keep Feral Hogs out of an area they are unwanted. More specifics specifications should be provided to TCRR. Who will develop the specifications for Emergency Response on tip of a Viaduct or tall Berm including requirements for High Elevation Evacuation of the Train sets? Again, an area totally missing in the DEIS. And Finally, there must be a Risk Assessment performed on the ability for Emergency Vehicles to reach any remote area along the 240 mile route. There is no mention of this in the DEIS. In any wet or winter months, it will be next to impossible to reach the track in he middle of a very remote pasture along the route. Will special Emergency Response Vehicles be purchased by TCRR and kept along the route for fast emergency use? Where is this covered in the DEIS? (Sect. 3.14,3.2.3, Pg, 5 Also Sect. 3.14.3.2.5, Pgs. 6-7).</p> <p>Property Tax Revenue-Property Premiums: No Discussion in the DEIS on the Significant Negative Impacts of Tax Revenues due to lower Private</p>	

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			<p>Property Values except around the stations. The DEIS includes evaluations about the Property Values around the HSR stations, but totally omits the Negative side of the evaluation, that is the LOSS of Tax Revenue all across the state as a result of the presence of the HSR. Property Values out several miles from the route must be evaluated to credibly and fully understand the Loss of Tax Revenue. Only then can a credible Cost/Benefit analysis be done regarding Tax analyses. (Sect. 3.14,3.2.3, Pg, 5 Also Sect. 3.14.3.2.5, Pgs. 6-7).</p> <p>Environmental Concerns of Previous Utility Corridor Project: Environmental Considerations Evaluation of Lessons Learned by the Public Utilities Commission of Texas regarding the use of the Utility Corridor in Leon County for a previously proposed Cross Texas Transmission Line. The FRA must communicate the results of the significantly Westward movement of the Cross Texas Transmission line a year or so ago away from the Leon County Utility Corridor due to Environmental Reasons and why that information did not influence the FRA on the selected Utility Corridor Route. The Utility Corridor was one of 64 shortlisted routes. So FRA, why was this not included and how would this impact your route selection?</p> <p>Environmental Studies of Endangered Species: The amount of Environmental Survey Inspection performed with "Boots on the Ground" vs. the use of Regional data or data taken from unidentified sources. Also, how much of the field data used in the DEIS is supported by Signed Landowner Survey Permission Forms. It seems there is an enormous amount of Regional non-specific data used in this DEIS vs. specific Studies/Inspections with "Boots on the Ground". Without reconfirming all of the data from other sources by a comprehensive inspection program all across the proposed route, the data the FRA is using is Not Project Specific and is suspect of being Out of Data. The DEIS is Fatally Flawed because of this for the identification of endangered species. Also, It is obvious that considering the large areas in the Environmental Maps that show Navasota Ladies Tresses and the Houston Toad, that these areas were not recently inspected as there is no way TCRR had the permission to survey ALL those properties, one of which is mine so I know this to be a Fact!</p> <p>Risk Management Systems: The FRA is responsible for RR Safety & Security. But yet, the FRA was silent on any Comprehensive Risk Management System applied to Assess the Risk of Crossing Large Live Pipelines (2) and a Transmission Line in the Utility Corridor within Leon County. A Comprehensive Risk Management System must be applied including Specific Risk Assessments that identify disaster scenarios, the likelihood of occurrences, as well as Mitigation Steps to be taken to reduce, eliminate or manage the risk. This must be done for the Utility Corridor Crossing and the crossing of any other potentially dangerous systems for a credible understanding of the safety risks associated with the HSR for the Public Safety. The FRA will be held accountable if this risk work is not performed. (Sect. 3.12, Pg. 49 of 199 Sect 4.1, Pg. 62 of 199 Sect. 4.2, Pg. 63 of 199; Sect. 4.4, Pg. 64 of 199).</p> <p>FRA Route Selection Process, Public Need, and Eminent Domain Applicability: The FRA Dismissed the Route along I-45 due to the need for a barrier for auto/train separation and Cost. This would be feasible but costly. Also, there seemed to be NO Cost/Benefit Analysis done evaluating the fact that Those who are hurt the worst and sacrificing the most, their lives the way they know it and their land, are those who will Benefit the Least or None At All from this project. In fact property values all across the region will be sacrificed. Because Cost should not be the controlling parameter to eliminate a Route Alternative, the dismissal of the 145 route that would likely be less harmful to the Environment, Must be Reconsidered. Also, because there is NO REGULATORY BODY TO HAVE ESTABLISHED A Credible PUBLIC NEED supported for this project in many ways that might be considered, and those who are hurt the worst will sacrifice the most and benefit basically none at all, the FRA should suspend any further work for TCRR on this Project and wait until TCRR has proven Its false claim of having Eminent Domain and Condemnation rights. TCRR AS BEEN UNWILLING OR UNABLE TO PROVE TO A SINGLE LANDOWNER THEY HOLD EMINENT DOMAIN POWERS. TCRR has run away from lawsuits that would have resolved this issue. Also, as the FRA should already understand, TCRR Is required to obtain a County Permit from many if not most of the Rural Counties AND those Permits require Proof from TCRR of Eminent Domain Powers. Therefore, No further work should be done towards the HSR DEIS for TCRR until the Public Need Issues and County permits related to Eminent Domain are resolved. (Sect. 2.6, Pgs. 41-48; Sect. 2.7, Pgs. 54-56).</p> <p>Private Road Closures Public Road Closures (1) and Modifications-Grade Separation Database: TCRR has continuously communicated to the public that very few to no roads would be closed as the HSR would be elevated and crossing over existing roads. However, the truth is: 66 Private Rds. Closed out of 161 crossings. 43 Private Rds. Re-routed. 1 Public Rd. Closed out of 463 crossings (DEIS Verbiage states No public roads are closed which is Incorrect). 139 Public Rds. Re-routed. And some of the Private Road closure might be left up to the Landowner to remedy themselves. TCRR has NOT applied for a County Permit as required by a number of the Counties being negatively impacted by this Project. Those Permits also require TCRR PROOF OF EMINENT DOMAIN BEFORE A PERMIT CAN BE ISSUED. No work on any County Roads may be performed without that Permit. The FRA Is Silent on this Issue and It should be displayed by FRA because it is the LAW. This plan is unacceptable and needs to have significant restrictions put on TCRR and a complete re-do of the plans for existing roads and traffic. The re-routing of roads will Just add to the 4.5-5 years of traffic congestion like many have never seen and having the Public change their travel routes forever. The sacrifices have just gotten much larger for those who will receive no benefit. TCRR has communicated in many meetings and has Advertised on FB many times that almost no roads would be modified as a result of their use of Viaducts so they could fly over</p>	

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			<p>existing roads. The DEIS paints yet a different picture with major FM and CR being modified to go OVER the HSR vs. the Viaduct flying over the existing roads. TH IS PLAN MUST BE SCRAPPED AND RE-DONE. (Appendix C, Pg. 1 of 14 File 3, TEXT III, Tables 3.11).</p> <p>Land and Environmental Survey Data Landowner Permission Forms: Land and Environmental Survey Data use in development of this DEIS backed up by a Landowner Approved/Signed Survey Permission Form. There is a potential that some of the Land and/or Environmental survey data used in the DEIS by the FRA was obtained without approval of the Landowner per the process being followed by TCRR Proof of examples provided to Washington). Surely a Federal Government Agency, the FRA, would not want to issue a report that contains Illegally Obtained data in the DEIS? In order to restore the Credibility of FRA's DEIS, the FRA Must cease any further work on the DEIS and immediately request from the Landowners of any data used in the DEIS, for Land or Environmental Survey, a newly Signed Affidavit stating that all of the Landowner's data being used in the DEIS was in fact obtained under the pennission of a signed and executed Survey Pennission Fonn by the Landowner. Natural Resources Map (Natural Resources 3 of 4, Pg. 53 Of 65, Intermittent Stream) shows a Creek on my property that is at a minimum, 150-200 yards too far to the WEST (It does not touch the Utility Corridor Opening vs. what is shown on the DEIS Map), so Where did this Survey Data come from that is INCORRECT? What other DEIS data is INCORRECT. If Your Survey Data is 200 yards off on an Historical Cemetery, the FRA may not even know about such and historical location that might Actually Be in the Direct Line of the HSR Route, Your Survey Data Is "FATALLY FLAWED". (Sect. 3.13.3, Pg. 3.13-6; Natural Resources Map 3 of 4, Pg. 53 of 65.)</p> <p>Texas State Regulatory Agency Oversight: As described in the Abstract of the DEIS, the FRA has jurisdiction over all areas of RR Safety. However, the FRA is not accountable for the entire execution of this project nor how TCRR interacts with the Public in addressing what could be huge Issues and negative impact on the public during the Construction Phase. The FRA should suspend any further work for TCRR on this Project until the Texas Legislators can determine what State Regulatory Body would be responsible and accountable to provide Oversight on all aspects of this project except what is being overseen by the FRA, RR Safety. This would also require that a State Regulatory Body is ensuing the new State requirements on HSR Security are being appropriately carried out.</p>	
Glenn Mannina	2/5/2018	Handwritten	<p>Dallas to Houston High-Speed Rail — Draft Environmental Impact Statement (DEIS) HSR DEIS PUBLIC HEARINGS BY THE FEDERAL RAILROAD ADMINISTRATION MEETING QUESTIONS BY Glenn A. Mannina (January/February, 2018)</p> <p>1. Topic: Emergency Response Times Negative Impact During Construction (Ref: DEIS_MAIN TEXT sect. 3.16.3.2.3, pg. 3-16-6, pg. 3-16-31; Also sect. 3.16.5.2.2, Pg. 3.16-24; Also Tables 3.16-14 & 15)</p> <p>a. Question: DEIS Summary Statement is "Impacts to Emergency Response (ER) Times are NOT Anticipated to be Significant".</p> <p>i. Since the FRA study does indicate an increase in ER times, is even ONE Single Public Fatality due to Increased ER Times Acceptable by this FRA DEIS?</p> <p>ii. At what level of extended ER times when a Public Life is in the balance, does the FRA consider it a "Significant" Impact?</p> <p>iii. Does TCRR supply its own ER Equipment and Personnel during the Construction Phase or will they rely on County resources?</p> <p>iv. Is the measure of Response Times by the DEIS based on the planned conditions at the time of Construction, such as road and lane closures, road rerouting, road overpass reconstruction to go over the HSR, traffic due to Construction Employees, traffic due to Construction sites and its Operation, traffic due to movement of raw materials and permit loads of completed constructed components on Existing Roads?</p> <p>v. Since this FRA DEIS is not based on traffic modeling yet of the above traffic increase, then how can the FRA with any credibility or accuracy make a claim that "Impact on ER Times is not anticipated to be Significant"?</p> <p>b. Background: The DEIS after showing High, Medium, and Low Risk levels of increased times (Quantified) only takes seriously the red highlighted HIGH items and then summarizes by saying the "impacts to ER times are not expected to be Significant. They then state that Modeling would be performed prior to Construction in order to develop Mitigation Steps/Actions that would then make the impact "Not Significant". This project is NOT WORTH A SINGLE additional Loss of LIFE as a result of slowed ER times! The FRA would be NEGLIGENT if TCRR is allowed to proceed any further in this EIS process until a FULL Model of Emergency Response Times is performed including all of the traffic and material hauling associated with the HSR and Road Construction as well as construction and operation of the Construction Sites is performed. Also, a full Mitigation Step must be performed by TCRR, the FRA, and the local ER local, county, and state entities. Only then must TCRR be allowed to proceed with the FRA with the EIS Process. The DEIS itself PROVES there is more than enough information available today to perform a Detailed ER Times Model. If this is not done, the FRA Must Cease all further work in the EIS until that step is complete.</p> <p>2. Topic: Road Closures and Modifications (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: sect. 6.5, pgs. 29-30 of 34; Also Appendix F TCRR FDCE v7 REPORT; Appendix C, pg. 1 of 14): File 3, TEXT III, Tables 3.11)</p>	<p>Refer to BA-3, GN-1, LU-7, LU-11, NE-1, NE-8, NV-1, NV-10, PI-4, SC-4, SS-5, SS-9, SS-19, SS-23,TR-6, TR-7, VA-1 and WW-6.</p> <p>TCRR does not plan to supply separate emergency response vehicles or services beyond the private security force described in Section 3.16.6, Safety and Security, Avoidance, Minimization and Mitigation. Additionally, FRA does not have oversight regarding what TCRR does or does not say in a public forum. The traffic control plan would require safe and efficient travel during construction, which would require that roads be repaired so that travel can be completed safely. Coordination would occur between TCRR and local agencies as permits are released. See TR-MM#1: Traffic Control Plan in Section 3.11.6.2, Transportation, Mitigation Measures for more information. State Highway 8 would not be closed; the Project would travel underneath the highway through retention-cut (below-grade) designs. All parcel acquisition and structure displacements resulting from Build Alternatives would be negotiated between the landowner and TCRR. This analysis assumes that negotiated prices would reflect the fair market value of displaced residences and/or businesses, allowing for investment in new or similar areas outside the LOD. As detailed within Section 3.14.5.2, Socioeconomics and Community Facilities, Build Alternatives potential impacts to individual property valuations were beyond the scope of this analysis; it is not likely that these would produce a significant impact for the regional economy. Generally, the factors most cited in the literature that correlate to adverse property value impacts are near train tracks with the presence of potentially hazardous materials carried by freight rail, and nuisance factors like noise and vibration. This Project will be a passenger railroad only, with its own dedicated track, therefore no freight or hazardous materials will be transported. Section 3.4.6,</p>

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			<p>a. Question: TCRR has told the public on a number of occasions at multiple meetings that hardly any roads would go over the HSR requiring modifications and has advertised using a Color Drawing of HSR Viaduct over a major highway with no modifications necessary on the public road to give the impression that existing roads would be virtually untouched.</p> <p>i. Why does the FRA DEIS show a completely different plan than M1 previously advertised by TCRR with a number of FM and CR roads all across the counties being closed and reconstructed with an overpass over the HSR?</p> <p>ii. Who is to pay for maintenance of these Overpasses that did not exist before this project plan?</p> <p>iii. Who will pay for the future maintenance of the Access Roads built alongside the HSR route that will be used to get around the right-of-way of the road closures and modifications?</p> <p>iv. Per the of TCR's plan in the Tables of 3.11, will the FM or CR Roads actually BE CLOSED during reconstruction of the overpass or will bypass roads at that site be provided for continued flow on that FM or CR?</p> <p>v. Will all Road Construction be completed before, at the same time, or after the HSR Construction is completed?</p> <p>vi. What priority will be placed on repairing and replacing roads vs. construction of the HSR?</p> <p>vii. Will Texas State Eminent Domain powers for Road Construction be used to acquire the additional ROW necessary to reconstruct roads over the HSR or for any road rerouting or modifications for that matter?</p> <p>viii. There exists documentation of TCRR stating the Impacted Acreage for the HSR would be around 3000 acres (Averages 100' Width of Private Property Taken from Landowners). The recently DEIS shows around 8000 Impacted Acreage (Averages 275' Width of Private Property Taken from Landowners). The 350' limits of Environmental Studies has nothing to do with this subject and many roads have been added and modified due to TCRR's current execution plan. The FRA should HALT ANY FURTHER WORK on the EIS until there is a clear understanding where all of the Increases took place. Is it not the case, after looking at all the Road Modifications including those reconstructed over the HSR, that the significant increase of new Road work ROW is a significant part of that increase in Impacted Acreage? Documentation also exists TCRR told the public that they only needed around 100' ROW Width for the HSR. In many places along the route that has increased to 400' at a minimum. Is it not the case, after looking at all of the HSR Route Maps ROW, the significant increase of ROW might be also a significant part of that increase in Impacted Acreage? Also, the FRA Should require TCRR to perform a Mitigation study to reduce the number of roads modified and/or being rebuilt over the HSR AND/OR SLOW down the train so the vertical and horizontal deviations might be relaxed resulting in much less Road work and destruction of less land and fewer homes. TCRR originally told the Public the HSR would be Flying OVER existing roads, not the Opposite that is the case now as we see it in the DEIS. The Public is suffering Undue hardships as a result of TCRR's current Plan. THE FRA MUST HALT ANY FURTHER WORK ON THE EIS until TCRR has developed a NEW Plan to mitigate the wasteful placement of roads OVER the HSR, the additional loss of ROW Property, and Additional Loss of Private Homes.</p> <p>ix. An Access road will be built all up and down the HSR to help move traffic from closed roads or roads being rerouted or reconstructed. As any Road built along the HSR would become a Public Road that must be fenced off due to Liabilities as well as keeping animals in the Landowners property, this will negatively impact the free movement of equipment and animals even with the use of a Viaduct. TCRR's Advertisements of a Viaduct providing this free movement was FALSE. Animals would have to be moved across a Public Road. Will TCRR provide Culverts in my ditches alongside the access roads and Fence Gates as well as road shut-down/signaling methods at various locations so animals can be moved across the Public Roads? Contrary to TCRR's Claims and as a result of TCRR's Plan, Landowner's property IS BEING CUT IN HALF WITH NO FREE MOVEMENT!</p> <p>b. Background: TCRR has stated in a Public Forum that only road going over the HSR is Beltway 8. Well, the DEIS shows 66 Private Road Closures, 43 Private Roads Rerouted, 161 Private Road Crossings, 1 Public Road Closure, 139 Public Roads Rerouted, 463 Public Road Crossings, and many roads, FM and CR, going over the HSR vs. the Viaduct going over the roads to minimize destruction of our road system. DEIS states existing private property access will be provided as a part of purchase of property as a part of the ROW construction or New access if it is PROPOSED as part of the ROW construction??? So what if it NOT Proposed, meaning TCR actually gets to decide? TCRR has also advertised for years using color drawings all over Face Book that the Viaduct would allow for movement freely of equipment and animals under the HSR and therefore would not "Land Lock" Landowners or "Cut their Property in half".</p> <p>3. Topic: Applicable Noise Measurements and Science Omitted by the DEIS (Ref: DEIS Appendix E Combined Tech Memos set 1 of 2; Pgs. 4-8)</p> <p>a. Question: TCRR has been asked this question regarding the maximum level of noise a number of times at Open Houses, Public Informational Forums, and in writing without a single response.</p> <p>i. What is the maximum Noise Level in dBA of two trains, NOT ONE, passing each other any point along the HSR Route while traveling in opposite directions on adjacent tracks?</p> <p>ii. What is the additional Noise impact of the additional Scientifically Proven "Slapping Sound" as a result aerodynamics of two lead air flows from each train colliding with each other?</p>	<p>Noise and Vibration, Avoidance, Minimization and Mitigation identifies a number of avoidance, minimization and mitigation measures to minimize impacts to properties in areas where higher noise or vibration levels may be present. As a result of minimal noise and vibration impacts and the absence of freight traffic on the proposed right-of-way, adverse effects on the values of adjacent properties would likely be minimal and could be offset by the additional tax revenue generated by TCRR's property on the proposed right-of-way. The Project is unlikely to result in a loss of property tax income to the jurisdictions it operates in. The potential for negative property value impacts would be limited and would be offset by an equally likely potential for a positive station area impacts that would exceed expectations. As a result, no macro-level economic effects are anticipated.</p>

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			<p>iii. Since TCRR and the FRA are aware that the Route they Selected goes through or adjacent to many Subdivisions and Businesses, why has not the FRA DEIS set out specific specifications for the use of Noise Abatement Structures with minimum standards so TCRR is therefore required to put up Noise Abatement should those specifications not be met vs. leaving it up to TCRR once detailed Design is completed? For this issue, Preliminary Design with a Known Route and Known Noise Level is all that is needed to determine the location needs for noise abatement Specifications.</p> <p>iv. Why does the FRA state that Noise Abatement should be studied after Detail Design for potential use in certain communities, BUT then in another section, the FRA states that Noise is not anticipated to negatively impact Property Values because the HSR is "Electrified"?</p> <p>iv. Did FRA not compare its own comments or perspectives between different sections but on a similar topic in order to prepare a much higher quality and coherent DEIS report?</p> <p>b. Background: The maximum noise level for any point along the HSR will NOT be just one train passing by, but actually two trains passing each other in opposite directions. Not only does the noise level of two trains exist, also the addition of a Scientific Proven "Slapping Sound" as a result of two trains traveling at a high rate of speed in two opposite directions on adjacent tracks. TCRR has been unwilling to address this issue since Public Meetings in 2015-2016. The DEIS only covers the Noise impact of One Train in One Direction (87 dBA at 50') AND leaves the Sound Mitigation Actions to after detail design, basically leaving Noise Abatement up to TCRR, however today, the FRA knows where Residents and Businesses are located including many Subdivisions so they could provide TCRR minimum Expectations NOW, but did not do so. In the DEIS where Property Tax and Property Value is discussed. the FRA says Noise is not anticipated to negatively impact Property Values because the HSR is "Electrified" _ But yet the FRA in another section discusses the potential need for Noise Abatement in some areas. This is a dear Contradiction within the same FRA DEIS Document.</p> <p>4. Topic: The use in the DEIS by the FRA of Regional Environmental Survey Data or data from other project sources vs. obtaining recent data by using "Boots on the Ground" Inspections (Ref: DEIS Appendix D Environmental Justice)</p> <p>a. Question:</p> <p>i. How much (approximate %) of the total Endangered Species Environmental Survey Data that is shown on the DEIS Environmental Maps (namely Houston Toad and Navasota Ladies Tresses (NLT) Cross Hatching, Orange for NLT and Green for HHT) was actually obtained by using "Boots on the Ground" inspections by Environmental Experts?</p> <p>ii. Is any Data shown on the Maps where Landowners did not provide Environmental Surveyors the Permission to inspect their property? As an Example, my own property in Leon County shows the potential or existence of the Houston Toad, however, I never gave permission to TCRR for any surveyors, Land or Environmental, to have access to my property?</p> <p>iii. How is so much Endangered Species Data shown on these Environmental Maps knowing that very few Private Landowners actually signed over Permission to TCRR to access their property?</p> <p>iv. Considering the Lack of "Boots on the Gromd" for ALL survey work, how confident is the FRA that ALL Historical Locations and Cemeteries have been property mapped and adequate route adjustments have been made?</p> <p>v. Does the FRA possess, for each and every Environmental Endangered Species Piece of Data used in this DEIS, a Survey Permission Form signed by each and every Landowner whose data is included in the DEIS?</p> <p>vi. If the FRA cannot verify that each and every piece of data used was legally obtained, then there exists the potential or likelihood based on evidence above that the DEIS incorporated data that was Illegally Obtained. Does not that make the FRA DEIS an Illegal Document if it contains Illegally Obtained Data? The ONLY way for FRA to restore the credibility on this issue is to ask for ALL Landowners whose data was included in the DEIS to sign Affidavit stating the data in the DEIS was obtained under their permission of a Signed Survey Permission Form.</p> <p>i. What percentage of Land Survey Data of the total used in the DEIS actually was obtained by "Boots on the Ground" working specifically for this project vs. obtaining data from other sources or other projects in the area?</p> <p>ii. What percentage of Land Survey data Used in the report is backed up by a Landowner Approved Land Survey Permissim Form?</p> <p>iii. Has the FRA verified that there exists a Approved Survey Permission Form for ALL "Boots on the Ground' Obtained Survey Data used in the DEIS?</p> <p>iv. If the FRA cannot verify that each and piece of Land Survey data used was legally obtained, then there exists the potential or likelihood that the DEIS incorporated data that was Illegally Obtained. Does not that make the FRA DEIS an Illegal Document if it contains Illegally Obtained Data? The ONLY way for FRA to restore the credibility on this issue is to ask for ALL Landowners whose data was included in the DEIS to sign an Affidavit stating the data in the DEIS was obtained under their permission of a Signed Survey Permission Form.</p> <p>v. On my property in Leon County, the DEIS Natural Resources Map (Natural Resources 3 of 4, Pg. 53 Of 65, Intermittent Stream) shows a Creek on my property that is at a minimum, 150-200 yards too far to the West (It does not touch the Utility Corridor Opening vs. what is shown on the DEIS Map), so Where did this Survey Data come from that is INCORRECT? ALSO, I NEVER GAVE TCRR PERMISSION TO BE ON MY</p>	

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			<p>PROPERTY ALTHOUGH IT WAS REQUESTED AND I RECEIVED IMMEDIATELY A VERBAL THREAT OF "LEGAL ACTION" via Future Letter BY Mr. Ken Williams with Contract Land Services (TCRRs Landowner Coordination Representative), August 16, 2016 at 4:00 p.m., WHEN I DENIED THERE REQUEST. What other SURVEY DATA IS INCORRECT IN THE DEIS?</p> <p>b. Background: There have been many Landowners who have refused to sign a Survey Permission Form and therefore have not allowed TCRR to access their property for a Land Survey. Some surveys were performed from State highways but TCRR was not allowed to survey from County ROW. It is obvious that ALL of the maps developed in the DEIS likely had support of more survey information from some other sources. The FRA should be held accountable for the sources used for Land Survey Data and should be responsible for assuring that All Land Survey Data was obtained under the authority of a Landowner approved Survey Permission Form. If the FRA cannot verify that each and every piece of data used was legally obtained, then there exists the potential or likelihood based on evidence that the DEIS incorporated data that was Illegally Obtained which could be then considered, the DEIS is an Illegal Document.</p> <p>6. Topic: Personal Safety Expectations During Construction (Ref: DEIS Omission; Nothing I could Find In the DEIS on This Construction Safety Topic)</p> <p>a. Question:</p> <p>i. Does the FRA's responsibility of ensuring RR Safety include the Safety of the Public and the Contractors' Employees during the Construction Phase of this HSR?</p> <p>ii. Does the FRA understand the Safety Risks associated with not only Construction of the HSR. but also the risks of the public safety and employees during the many road construction modifications being executed alongside the HSR construction?</p> <p>iii. The DEIS is absent of any Personal Safety Expectations being provided to TCRR for a safe execution of the very large HSR Project. Is the FRA not concerned about the Public's Safety during the Construction phase where there will be very close interactions between motorists and Construction of the HSR & Roads?</p> <p>iv. Is the FRA OK with fatalities of the public as a result of this project construction to the extent of not even discussing it or placing expectations on TCR for a required comprehensive Safety System with Management Involvement with Construction Personnel while also ensuring that Motorists' Safety is maintained at a very high priority?</p> <p>b. Background: The work by TCRR's Contractors' will be in close proximity to the Public. A lack of a comprehensive Personal Safety Program as well as Management Commitment and Leadership in Safety could lead to more danger on the Public than if this project had never been done. Also, many accidents including fatalities occur during road construction due to surprise lane changes and route changes catching the Public off guard. These must be executed in a safe manner with lots of warnings issued to the Public for route changes.</p> <p>7. Topic: Additional Traffic and Congestion Due to Permit Loads (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 3, Pg. 22 of 34; sect. 4, Pg. 23 of 34; sect. 5, Pg. 27 of 34)</p> <p>a. Question:</p> <p>i. What is the quantity of Permit Loads the public should expect being to their traffic now over and above the norm prior to the execution of this Project? No figures on Permit Loads is included in the DEIS?</p> <p>b. Background: There are Constructim Sites all almg the route that will be used for staging of materials and for the construction of Pre-Cast concrete structural components. Many of those constructed structural are very large likely qualifying as Permit Loads that must transverse existing roads to transport them to the HSR installation site.</p> <p>8. Topic: Adverse Impact of the Added Construction Personnel on the area traffic, schools, and housing Infrastructure (Ref: DEIS Omission; Nothing I could Find In the DEIS on This Infrastructure Topic during Construction)</p> <p>a. Question:</p> <p>i. What is the Negative Impact due to increased construction personnel over and above those normally in the areas and their traveling needs as it impacts specifically Traffc, Congestion, Housing, Medical facilities. Absorption of a portion of the Food Supply and Demand Chains, and the Negative Impact on Small Rural School ISDs?</p> <p>ii. There exists nothing in the DEIS to address this issue. Has the FRA been working with Counties to provide them with the extraordinary needs that will be thrust upon them as a result of the huge influx of construction personnel and to understand the County's view of the increased resources and infrastructure that will be required of them including Education, particular in very small ISDs?</p> <p>b. Background: Past Projects such as Road, Transmissøn Line, and Pipeline projects normally employ a very significant contingent of workers from Outside Texas and certainly from Outside the Local Areas. This will result in additional pressure on County services and infrastructure. The Counties must have Time and Funding to be able to adequately respond to these large challenges.</p> <p>9. Topic: Texas State Regulatory Agency/Body (Ref. DEIS_MAIN TEXT I; DEIS Abstract)</p> <p>a. Question:</p>	

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			<p>i. What Texas State Regulatory Agency/Body with the current Authority to do so is Responsible and can be held Accountable by the Public to provide Oversight on ALL aspects of this Project that are not under the FRAs Scope of "RR Safety"?</p> <p>ii. Does RR Security fall under responsibility of the FRA?</p> <p>iii. Where in the DEIS does the FRA address the new State Expectations for Security of HSRs?</p> <p>b. Background: A number of when an HSR was being considered, the State of Texas established a Regulatory Board for HSR Oversight. However, the Project never happened and the State Board was eliminated. Currently, whenever there is a Project that ultimately is used by the Public, there exist State Regulatory Agencies such as the Public Utility Commission of Texas or the Railroad Commission that provide Oversight Responsibility to protect the interest of the Public Taxpayers.</p> <p>10. Topic: Significant changes to the magnitude, congestion, and make-up of Traffic Flows in small rural areas as a result of newly built Construction Sites on major Road arteries, Road Closures, Road Modifications, and Rerouting Existing Roads (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 4.2, Pg. 23;Sect. 5, Pg. 27)</p> <p>a. Question:</p> <p>i. What is the Quantified impact of increased Traffic in general, Damage to Existing Roads, and Traffic Congestion over and above the current rural environment as the result of Project construction worker travel. equipment and raw material hauling, particularly around all of the Construction Sites and Staging Areas along the route, congestion associated with Permit Loads, traffic associated with the road closures and road modifications or rebuilding, and that associated with construction of the HSR?</p> <p>b. Background: Rural communities and all roads in the vicinity of the HSR will see a significant increase and change in type of traffic now and volumes. Existing roads will be damaged as a result of that increased traffic, particularly with lots of heavier loads than normal. The Public has no idea of the potential negative impacts to their local communities and roads as a result of this Project. The DEIS is not complete without the FRA advising the Public what they should expect as well as changes that might have to be considered in the local infrastructure to mitigate some of the many negative impacts of the HSR Project Construction Phase</p> <p>11. Topic: Water Supply for Use at All Construction Sites and During Construction All Along the HSR Route (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: sect. 7.1, Pgs. 32-33 of 34)</p> <p>a. Question:</p> <p>i. Will TCRR be allowed to drill water wells for tie many Construction Sites or will they be required to use Surface Water available in the for watering roads and Construction Sites to keep the Dust Down and the Air Quality Up?</p> <p>ii. Will TCRR be allowed to use City Water if available at the Construction Sites?</p> <p>iii. Will water be used almost constantly during dry times (Almost all the time in Texas) to water all of the temporary dirt roads along the HSR construction route and at road modifications?</p> <p>iv. What is the volume of water usage for this project, including during Construction and how does it fit into Texas' focus on water conservation programs?</p> <p>v. Who in the public will be negatively impacted by the large use of water by the HSR project?</p> <p>b. Background: Due to water conservation in Texas, the public has been under more regulatory limitations associated with drilling new water wells vs. the use of available surface water. Because of the huge amount of road work, and the extremely large size of many of the Construction Sites, there will be a need for an enormous amount of water for keeping dust levels to a minimum as required in the air quality restrictions. The DEIS simply states that Water will be made available at the construction sites.</p> <p>12. Topic: Business Ethics, Public Trust, and TCRR Competence Level (Ref: Nothing In the DEIS on This Issue)</p> <p>a. Question:</p> <p>i. Has the FRA evaluated the answers provided to the Public in Open Forums by TCRR on a host of questions as compared to what has been included now in this DEIS? If not, is the FRA in any false or misleading statements made to the Public by TCRR vs. what the FRA has included in the DEIS?</p> <p>ii. Is it important to FRA's analysis of the TCRR's capability to Operate a RR or not if TCRR has mislead the Public on a number of issues as compared to what the FRA has included in the DEIS?</p> <p>iii. What basic FRA Principles must be met by TCRR to convince the FRA that this company, TCRR, is Ethical and Capable enough to Operate a RR with the Safety and Security of the PUBLIC in the FRA's and TCRR's hands?</p> <p>iv. TXDOT was unwilling to work with a Local County Government body regarding planning for the HSR, the Waller County Regional Planning Committee. This was not an advocacy group, but a true County Government body. The County sued TXDOT and it was found during the court case that the FRA had told TXDOT NOT to work with ;this local Government body, and not attend the meetings. Waller County won the case, TXDOT then appealed, and lost the appeal. Did the FRA Break Federal Law by telling a Texas State Government Body not to work with a</p>	

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			<p>County Government Body and not to attend the meetings? Why would the FRA not want input from a County Government Body? Since the Public is full aware of this case, does this not destroy the Public Trust in what the FRA has done regarding the HSR DEIS?</p> <p>v. is the FRA spending US Taxpayer resources on this project when TCRR is NOT an Operating RR?? What RR is TCRR Operating? If they are an Operating RR, Why was TCRR NOT Allowed to Survey most of the Route between Dallas and Houston due to lack of Signed Permission Forms and Why in Court did TCRR lose the House Case in Harris County with a Summary Judgement and TCRR was NEVER allowed by Court Order to Survey the House Property. Why did TCRR DROP around 40 Lawsuits (after seeing they were going to lose these also) instead of continuing to pursue the Land Survey Rights if they thought they had the Survey Right? The one case they claimed they won was a Default Judgement due to the Landowner not showing to court, so NOT a Win of their Case which was NEVER heard entirely by the Court!</p> <p>b. Background: The Public has documented a number of misleading or false answers to questions or statements by TCRR about the HSR for almost three years. The Public is sick Of this type of an Unethical Business Model by TCRR Also, contrary to TCRRS advertisements, TCRR has done everything to mistreat the Public and disregard Private Property Rights and to be an extremely Non-Transparent Company with the Public. Lots of questions have gone unanswered for years As an example, personally provide four (4) pages of Questions to Bob Eckels, President of TCRR at that time, in early 2015 at the Madisonville TCRR Open House, and after promising every one of my questions would be answered within 3-4 weeks, and none were ever answered. Another employee, Travis Kelly, a year later after telling him my story, also promised me the answers. After finally telling me his lap top was stolen and he had to recreate the answers, I never received any answers from him. The FRA is financed by us, Public, the Taxpayers. It is the FRA's responsibility to protect the Public.</p> <p>Also in the court case between TXDOT (TXDOT Lost the original case and the Appeal) and the Waller County Regional Planning Committee, it was discovered that the FRA told TXDOT to NOT attend meetings of this County Governmental Body and to not provide any information or planning support This sounds like the FRA is NOT looking out for the Public's Interest regarding the TCRR HSR, but that of TCRR's.</p> <p>I suggest the FRA look seriously at all of the DEIS topics that the FRA has glossed over, leaving many of us the impression of minimizing any negative evaluation results of TCRR's Plan. Beware FRA, TCRR will likely not fulfill many of the commitments included in the DEIS and when they don't, the FRA will be held accountable. There are also questions about TCRR's Unethical Actions during the collection of Field Data and it looks like the FRA has NO Problem Implicating themselves in potentially Illegal activity against the very people they being paid to Protect?</p> <p>13. Topic: Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public Safety (Ref. DEIS Appendix F TCRR FDCE v7 REPORT: Sect. 3.12, Pg. 49 of 199; sect 4.1, Pg. 62 of 199; sect. 4.2, Pg. 63 of 199; sect. 4.4, pg. 64 of 199)</p> <p>a. Question:</p> <p>i. Why does the DEIS NOT mention any Risk Management System to be applied to the crossing or close of HSR with other hazardous facilities such as O&G Facilities, Pipelines, or Transmission Lines?</p> <p>ii. Does the FRA NOT consider Pipelines being crossed by the HSR a Risk Management Issue considering Pipeline Explosions have occurred in Texas? Does the FRA Employ Risk Management Engineers for the purpose of implementing a Risk Management System or ARE the FRA's Safety processes VOID OF A RISK MANAGEMENT SYSTEM?</p> <p>iii. Have Risk Event Scenarios been developed on any activity of the HSR Construction and Operation along with performing risk assessments by qualified Risk Engineers for those Events/Scenarios?</p> <p>iv. Has the FRA applied any Risk Management System to the highly congested traffic flows along with road and lane closures, modifications and rerouting of roads. as well as any Risk Management situations associated with construction of the HSR?</p> <p>v. Has a Risk System been applied to the Security of HSR during Construction and Operation?</p> <p>vi. Since the FRA is responsible for RR Safety, including that of the Public, and would be the Federal Agency to allow TCRR to Operate a RR in the Future with the FRA's Oversight, why is there no mention in the DEIS of Risk Management systems being applied to Public Safety Security?</p> <p>vii. Were any Risk Management Systems applied to Emergency Response for the HSR if there is a shut down or emergency situation in the middle of nowhere?</p> <p>viii. What Risk Management System has been applied or what Emergency Response Planning has been done to handle High Elevation Rescue of the Public in case of a shut-down or Incident in the middle of nowhere during operation?</p> <p>ix. The same question would apply to the Construction Phase also?</p> <p>x. Has a Risk Management System and associated Risk Assessments been applied/performed associated with the Co-occupancy of a Huge Texas Hunting Industry with high powered rifles including Wild Hogs with HSR?</p>	

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			<p>b. Background: The HSR remote route with its crossings being routed very close to O&G and Utility Facilities is "Screaming" for application of a Comprehensive and Competent Risk Management System, including identification of Risk Disaster Scenarios along with Qualitative and/or Quantitative Risk Assessments being performed by qualified Risk Engineers on those Scenarios followed by Mitigation Actions/Planning. If the FRA is responsible for "RR Safety", it is inconceivable that the FRA is considering giving a Private Company to Construct and Operate an HSR a Green Light without the application of a Comprehensive Risk Management System, particularly since the Lives of the Public hinge on its Safe and Secure Construction and Operation. That sort of lack of credible Oversight by the FRA a Federal Government Agency responsible for "RR Safety", could easily be considered "Negligent" to say the least.</p> <p>FRA, Please Respond to my Questions above in Writing to:</p>	
Glenn Mannina	2/5/2018	Handwritten	<p>Dallas-Houston High Speed Rail FRA DEIS Public Hearings (January/February, 2018) TOPIC: PERSONAL STORY AND RELATED QUESTIONS TO FRA My Story 1. My name is Glenn Mannina and I am a Landowner in Leon and Montgomery Counties. Texas Central Railway's (TCR) Managing of External Affairs, Holly Reed, made the statement on August 15, 2016 to Shannon Register of Real Estate Radio when asked about the TCR's strained relationship with Landowners, we are each and every single day on a personalized basis and making sure we answer questions and address concerns, and like I said, it is going well in those conversations". I beg to differ with this "False Narrative" as well as challenge TCR's Guiding Principles. As a Landowner on the "Utility Corridor Route", my relationship directly with TCR began in April, 2015 at the Madisonville, TX T CR Open House. At that meeting, I was seeking lots of information to help me make an informed decision regarding the feasibility, the reasonableness, and the necessity of TCR's High Speed Rail (HSR). Being prepared, I presented Four (4) pages of questions to TCRs Mr. Robert Eckels, at that time TCR's President, and asked if TCR would respond in writing with answers to my questions. In front of at least Ten (10) other attendees, Mr. Eckels promised TCR would respond within a couple to three weeks and he also gave me his Email and Cell phone number. After four (4) weeks, I began attempting to contact Mr. Eckels by Email and phone with never a single response. Additionally, after attending another Open House in late 2015, TCR's Mr. Travis Kelly also promised me a response. After saying he was close to sending me a response in writing by Email, he finally told me his computer was stolen with the file he was about to send me and would have to recreate the file. That was the last communication to me from Mr. Kelly after me attempting to contact him a number of times for a number of weeks. 2. My property is less than 500' from the HSR preferred route and have never received a written Invitation to a single Open House, but I have attended Five (five) of them and never received any direct communication from TCR until August, 2016. On August 9, 2016, I attended a Grimes County Press Release event regarding the new County Rule requiring a Permit and Proof of Eminent Domain prior to approval of a HSR to cross County property. On that Day, I did an interview with KTBX TV. Then on August 16, 2016, I received a phone call from Mr. Ken Williams with Contract Land Services (CLS) representing TCR asking for permission to get on my property to survey, even though I was not on the route but three other properties converged at my same property corner and they were in fact on the route. I suspect they had Denied TCR's request for a Survey. After abit of conversation, I DENIED the request. Immediately, Eighteen (18) months with no personal contact with me regarding specifically my property from TCR, Mr. Williams told me I might receive a Legal Letter from TCR followed by a Legal Injunction Filed Against me personally. I considered this a "Threat" and told Mr. Williams so and stated I am prepared to defend against TCR's request to access my property. Finally, I was removed from commenting on TCR's Facebook because I asked the same questions too many times, all except one of course, without a single TCR response/answer. This kind of initial contact treatment in 18 months along with the 40 plus lawsuits of Landowners by TCR proves the aforementioned false narrative communicated by TCR's Holly Reed as well as TCP's Guiding Principle's Statement "TCP is committed to treating landowners from whom it seeks to acquire the needed property with respect". TCP also stated "Early Notification: TCP pledges that it will provide the landowners that might be impacted by the high speed rail project with an introductory letter the project. " I have received no such notification at any time including to any Open House or August, 2016 "Threatening" phone call from Contract Land Services. Comments/Questions for All Texas Legislators: 1. Question Regarding Eminent Domain (ED): have three (3) Transmission Lines and (5) Pipelines across my two properties and am very well experienced with Eminent Domain including along the targeted TCR route of the "Utility Corridor". What gives TCR the Authority or the Right to force or require me under the threat of legal action, a private property Landowner, to accept, anything less regarding ED Authority Documentation/proof from TCR than I am willing to accept, deserve or expect based on experience of receiving such documentation/proof on several Occasions (in all applicable cases) from Other truly qualified companies (Companies for whom TCR claims they have similar ED authority) who have been sponsored correctly by a third party Government/Regulatory Agency or Entity? Important Note: TCR's previous response to this question by me on several occasions has been "That is a Legal Question". Be aware, that in NO cases, have any of the other ED companies I have dealt with responded in that manner when faced with the responsibility of providing</p>	Refer to ED-1, EU-2, GN-2, GN-4, NE-1, SS-2, SS-6, SS-7 and SS-10.

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			<p>Private Property Landowners with the proper ED documentation/proof, particularly since it involves taking land for supposedly the common good of the "Public" from a Landowner who has worked hard to obtain and enjoy the land they own. TCR advertises their intent is not to use ED powers over Landowners. TCR has shown no proof of this through any written agreements with Landowners that they will not bring ED powers to any negotiating table nor will it be used in any way to form a purchase agreement with the Landowner.</p> <p>2. Question Regarding TCR's Claim of Being an "Operating Railroad": What makes TCR an authorized State of Texas "Operating Railroad"? Has TCR produced proof that they have passed ALL Texas State Law Requirements to be legitimately registered in Texas as an "Operating Railroad"? Where are TCR's Tracks, Operating Rolling Equipment, Land, Stations, Operating Personnel, etc.? Can I personally form an LLC within Texas, call my company a Railroad, and proceed to take private property owners' land under the authority of ED as well as access people's property for surveying rights simply because I call my company a Railroad?</p> <p>3. Question Regarding Safety and Security: What safety and security measures will Legislators require TCR to use since much of this TCR HSR route is in rural Texas with a great deal of wild game hunting taking place and lots of areas that may be accessed by those wanting to do harm but without being noticed? Do Legislators understand TCR's HSR will actually cross over the Utility Corridor that includes not only transmission lines but also at least two (2) Operating O&G Pipelines?</p> <p>4. Question Regarding "Public Necessity", HSR Project Economics, and TCR's Unwillingness to Release Pertinent Information to the Public: Have State Legislators received proof from TCR of "Public Necessity" since TCR claims they have ED Powers? TCR has gone on the record to say this Project will not fix any Traffic Congestion problems between Dallas and Houston. Also, recently, the "Reason Foundation" published a study proving the extreme Caution that is required for authorization of TCRs HSR as well as showing a possible much higher cost estimate for the Project. The Author had asked TCR for information but TCR required a Non-Disclosure Agreement Since the "Reason Foundation" wanted to report its findings to the Public, they did not sign the agreement and received no information from TCR Have State Legislators received details of TCR's economics including Ridership and Cost figures proving that TCR will be able to pay back the Construction cost/Loans as well as meet & Depreciation cost requirements while making a profit (Particularly needs to be proven since only 2 HSRs in the entire World can make a profit without a Subsidy)? TCR is not a totally Privately Funded Project Do State Legislators understand that TCR has stated in writing that they Will Require Federal Government Backed Loans to fund the construction as well as understand the scenarios that could create the need for Federal Taxpayers to pick up the tab in case TCR cannot pay back the loan(s)? FRA. Please Respond in Writing.</p>	
Glenn Mannina	2/5/2018	Handwritten	<p>Dallas-Houston High Speed Rail FRA DEIS Public Hearings (January/February, 2018) TOPIC: PERSONAL STORY - NON TRANSPARENCY AND LACK OF A GOOD RELATIONSHIP WITH LANDOWNERS BY TEXAS CENTRAL</p> <p>* Good Evening, My name is Glenn Mannina and I have been Opposed this Uneconomic HSR Project for almost 3 years since the Opposition Meeting in Montgomery, TX of February, 2015, when 800 people showed up at the Montgomery Lone Star Community Center.</p> <p>* It is Obvious "Those who will be Hurt the Worst by this Project will be Those Who Will Benefit NONE at all" AND there is no "True Broad Public Need/Necessity" for the HSR Project.</p> <p>* My Topic is My Personal Story and TCRR's lack of transparency and Lack of a Credible Relationship with Landowners.</p> <p>* In April, 2015 at theTCRR Madisonville Open House, I presented Four (4) pages of questions to TCR's Mr. Robert Eckels, at that time TCR's President, and asked if TCR would respond in writing with answers to my questions. In front of at least Ten (10) other attendees, Mr. Eckels promised TCR would respond within a couple to three weeks and he also gave me his Email and Cell phone number, but never to respond. This is what Holly Reed Calls "Working Closely With Landowners".</p> <p>* At another TCRR Open House in late 2015, TCRR's Mr. Travis Kelly also promised me a response to my Written Questions. After saying he was close to sending me a response in writing by Email, he finally told me his computer was stolen with the file he was about to send me and would have to recreate the file. That was the last communication to me from Mr. Kelly. No returned phone calls or Emails.</p> <p>* On August 9, 2016, I attended a Grimes County Press Release event regarding the new County Rule requiring a Permit and Proof of Eminent Domain prior to approval of a HSR to cross County property. On that Day, I did an interview with KTBX TV regarding what I receive from other companies who can prove Eminent Domain.</p> <p>* Then on August 16, 2016, I received a phone call from Mr. Ken Williams with Contract Land Services (CLS) representing TCRR asking for permission to get on my property to survey, even though I was not on the route but three other properties converged at my same property corner and at least two were in fact on the route. I suspect they had Denied TCRR's request for a Survey. After a bit of conversation, I DENIED the request. Immediately, Eighteen (18) months with no personal contact with me regarding specifically my property from TCRR, Mr. Williams told me I might receive a Legal Letter from TCR followed by a Legal Injunction Filed Against me personally. I considered this a "Threat" and told Mr. Williams so.</p>	Refer to ED-1.

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			<p>* TCP also stated "Early Notification: TCP pledges that it will provide the landowners that might be impacted by the high speed rail project with an introductory letter explaining the project." I have received no such notification at any time including prior to any Open House or the August, 2016 "Threatening" phone call from Contract Land Services.</p> <p>* What gives TCR the Authority or the Right to force or require me under the threat of legal action, a private property Landowner, to accept, anything less regarding ED Authority Documentation/Proof from TCR than I am willing to accept, deserve or expect based on experience of receiving such documentation/proof on several occasions (in all applicable cases) from other truly qualified companies (Companies for whom TCR claims they have similar ED authority) who have been sponsored correctly by a third party Government/Regulatory Agency or Entity?</p> <p>* Important Note: TCR's previous response to this question by me on several occasions has been "That is a Legal Question"</p> <p>* Regarding TCR's Claim of Being an "Operating Railroad", What makes TCR an authorized State of Texas "Operating Railroad"? Has TCR produced proof that they have passed ALL Texas State Law Requirements to be legitimately registered in Texas as an "Operating Railroad"? Where are TCR's Tracks, Operating Rolling Equipment, Land, Stations, Operating Personnel, etc.?</p> <p>* Holly Reed also said, "We are working each and every single day on a personalized basis and making sure we answer questions and address concerns, and like I said, it is going well in those conversations". Mrs. Reed, your company has proved the opposite.</p> <p>FRA. Please Respond in Writing.</p>	
Glenn Mannina	2/5/2018	Handwritten	<p>Dallas-Houston High Speed Rail FRA DEIS Public Hearings (January/February, 2018) TOPIC: NOISE AND ABATEMENT</p> <p>* Good Evening, My name is Glenn Mannina and I have Opposed this Uneconomic Land Grab HSR Project for 3 years.</p> <p>* My Topic is HSR Noise & Abatement Mitigation and I ask the FRA to finally fix your INCORRECT Maximum Noise Level you used in all of your Noise analysis. The FRA DEIS Incorrectly bases ALL of its NOISE Analysis Work using Only noise levels (87 dBA) for one train passing by. That is NOT the Maximum. The DEIS FAILS to use the Larger Noise Level of Two Trains passing each other in opposite directions WHICH IS REALITY. The Normal HSR Operating Plan is the constant use of both tracks for 16-18 hours a day by 4 sets on each track so this is a reality. I had included this blatant Omission in a Letter to the FRA, Dated August 8, 2016, to the Attention of Jerry Smiley, Nancy Gates AND Copied Michael Johnsen.</p> <p>* What part of this simple design criteria does FRA Not Understand. When one designs a wide two lane structural Bridge, do you assume the load of only one 18 wheeler passing? Of course not because two 18 wheelers can pass going in opposite directions on that bridge at the same time. The same is true about the Noise from these two sets of trains running in opposite directions passing each other.</p> <p>* Additionally, the FRA DEIS FAILS to disclose the Scientifically proven Fact of a "Slapping Sound" or popping noise as a result of the two air flows that are pushed by each train colliding and then bouncing between the sides of the trains. This was found after studying HSR's going through tunnels creating the loud popping sound.</p> <p>* The DEIS does not specify criteria for Noise Mitigation or Abatement for TCRR except provide some general guidelines and state it will be looked at After more detailed design is completed. The FRA knows TODAY where the HSR passes closely by homes, businesses, schools, through, in front of, and alongside of Subdivisions. So Why has the FRA DEIS NOT set out specific Abatement use requirements vs. leaving it up to TCRR After Design is done? This MUST beat a minimum In the Detailed Design. Preliminary Design with a Known Route, Known Residents & Schools, and Known Maximum Noise Level is all that is needed to determine the need for noise abatement and where.</p> <p>* Proven by a Cornell University Study, In Children, persistent noise (such as that from a HSR train) causes impaired reading comprehension, and long term memory problems. Noises from Elevated trains lead to reading difficulties and negative academic performance.</p> <p>* Direct damage to hearing occurs in children from upwards of 80dba (note — the proposed HSR minimum is 85 dba). The more often kids are exposed, the greater the effect. Long term results mean that HSR near children = hearing loss, speech impediments, learning difficulties, attention disorders and emotional problems.</p> <p>* Even the Japanese recognize the impact of HSR noise, and it is HEAVILY regulated near residential areas, and is not permitted above 70 dba.</p> <p>* Multiple studies have been conducted on children learning or living within 500' of a High Speed Train, and every study's results prove that the effects are disastrous to the health of not only children, but also the elderly.</p> <p>* Children under 13 years of age and those with pre-existing challenges, including ADD, ADHD, or Dyslexia, will be affected. Where is the FRA's study of the HSR noise effects on Children's hearing? It is Unacceptable to not address this in the DEIS.</p> <p>* So the entire FRA DEIS Noise evaluation is Fatally Flawed as they used the Incorrect Maximum Noise Criteria for Two HSR Trains Passing each other and missed the Slapping Noise all together.</p> <p>FRA. Please Respond in Writing.</p>	Refer to NV-1 and NV-10.

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Submitted By	Date Submitted	Submission Type	Comment	Response
Glenn Mannina	2/5/2018	Handwritten	<p>Dallas-Houston High Speed Rail FRA DEIS Public Hearings (January/February, 2018) TOPIC: ROAD DAMAGE, MAINTENANCE, CHANGING TRAFFIC FLOWS/CONGESTION/TRAVEL CORRIDORS, INCREASED TRAVEL TIMES AND PUBLIC ACCESS ROAD WALL</p> <p>* Good Evening, My name is Glenn Mannina and I have Opposed this Uneconomic Land Grab HSR Project for now 3 years. * My Topic is ROADS. Texas Central is Forcing onto the Public not only a Huge 5 Year HSR Construction Project, but also a Large Road Construction Project resulting in increases to County Maintenance Costs AND loss of more Private Property to Road ROW. This Project is the size of which you have never seen before or will ever see again. * The Results will be Closed, Modified, Rerouted or Rebuilt existing roads including now Over the HSR. You will see a huge increase in Traffic Flow, Congestion, Longer Travel times, Required New travel routes, Damaged existing roads, New roads and Overpasses for the County to maintain and treat in cold icy weather conditions, and New Congestion around Construction Sites non-existent today. More Private Property will be taken by TXDOT for New ROW required for the Road Changes (In some cases now taking homes that were not originally taken for the HSR itself). In many places an ACCESS Road, 126 miles of it, to become a PUBLIC Road is added alongside the HSR on your property cutting off the "Free Movement Of Cattle and Equipment" once promised by Texas Central as a justification for the Viaduct. * Over One Hundred Acre size Construction Sites, located on just about every major East-West travel Corridor from 145, will be a magnet for Workers, Raw Materials, Batch Plants & Concrete Trucks, Equipment, Large Heavy Trucking, Permit Loads, Vendors, & Staging areas. Suburban and Rural communities all along roads in the vicinity of the HSR GTOFORHARRIS' COUNÜO (For Example, from 145 through Jewett) (For Example, from 145 through Montgomery and Plantersville) will see lots of activities around, to and from these Sites, in particular one just west of Jewett on Hwy. 79 & Also on Hwy. 7 at Hwy. 39. In particular one just west of Plantersville on 105. Yes, that includes much of Montgomery County who will not receive a PENNY from any HSR Tax money but will see the devastation. Just imagine the traffic types and volumes moving through our small communities like Montgomery and Plantersville, particularly with the 249 construction and the annual Renaissance Festival? * The FRA must Cease any Further Premature DEIS progression and show the Public a third party view of Quantified impact on Traffic, Quality of Life, Community issues and Damage to ALL Existing Infrastructure. FRA, we CANNOT ALLOW these Quality of Life and Cost impacts to be a BIG Surprise to us once you have given Texas Central a Record of Decision. * Other concerns not Quantification include impacts on Housing, Medical facilities, , Emergency Response Times, and the Negative Impact on Small Rural School ISDS? * The FRA Must Seriously Reconsider With Hard Facts, not qualified comments, the NO BUILD ALTERNATIVE". The benefits for a very few select elite business people is significantly outweighed by the Public At Large Loss of Quality of Life, Loss in Property Values, Potential Loss of Lives due to longer ER times, and the Additional Cost Burdens being placed on the Counties and Taxpayers. FRA. Please Respond in Writing.</p>	<p>Refer to AS-1, BA-5, GN-1, NE-1, NV-1, SC-4, SC-6, SC-19, SS-23, TR-2, TR-6, VA-1 and VA-4. FRA's analysis was unbiased and conducted in compliance NEPA and all related laws and regulations. Future State Highway 249 would be crossed by the Project approximately 2.5 miles south of State Highway 105. For information about traffic impacts around the proposed Brazos Valley Intermediate Station in Grimes County, see Table 3.11-49: Brazos Valley Intermediate Trip Direction and Mode and Table 3.11-50: Brazos Valley Intermediate Terminal Impacts 2040 LOS (Delay in Seconds per Vehicle). It is expected that the Build and modified Build conditions would result in increased traffic delays by about 5 seconds. Transit service could be provided by the Brazos Transit District or other entities to serve the Brazos Valley Intermediate Station. At this time, the Brazos Transit District does not have consistent service to this proposed station, but the agency is currently developing a service plan SH 105 would be crossed by the Project on viaduct, as shown in Table 3.11-26: Roadway Crossings in Grimes County. The Project would be built over the road which would not require SH 105 to be rerouted, closed, or reconstructed.</p>
Glenn Mannina	2/5/2018	Handwritten	<p>Dallas-Houston High Speed Rail FRA DEIS Public Hearings (January/February, 2018) TOPIC: EMERGENCY RESPONSE TIMES</p> <p>Good Evening, My name is Glenn Mannina and I OPPOSE this Uneconomic Project. My Topic is Emerqencv Response (ERI Times. Texas Central is Forcing onto the Public not only a Huge 5 Year HSR Construction Project, but also a Large Road Project. The DEIS states in the "No Build" Alternative, where there is NO HSR, the ER Times would REMAIN STEADY. Any increase in times & hazards due to population growth could be mitigated with more Emergency equipment and workforce needs as Population increases. DEIS Tables 3.16-14,-15 show Emergency Service Provider locations in the counties where there exists Potential negative impacts to ER times taking into account Road Closures, Rerouting Modifications and Road Rebuilds Over the HSR. BUT, there is no Quantification of Construction Worker Population/Equipment Traffic increases on the Roads, just based on Road Modifications. That impact is Qualified WITHOUT detailed modeling and is categorized in Low, Localized, and High Levels of negative impact. The focus qualitatively was mostly on the High Impacts. The local jurisdictions would have the review and permitting authority over Construction Plans regarding Emergency Response. Then, Local jurisdictions would be expected to ensure there are no adverse impacts to ER times during the Construction phase, so the Responsibility is placed on the Local Jurisdictions. The FRA says there will be a Mitigation Step that includes detailed modeling of ER times prior to Construction after Detailed Design AND changes to Construction plans would occur IF there are delays of over 10% more than the baseline ER Tmes. There will be a huge influx of workers and equipment traveling on our roads that are not here today, particularly those at the many</p>	<p>Refer to SS-23, SS-26, TR-6 and VA-1. Although the construction period for the Project is anticipated to last several years, construction activity on any individual roadway or rail segment would be shorter in duration. Temporary employment impacts described in Section 3.14.5.2.3, Socioeconomics and Community Facilities, Economic Impacts include direct construction employment as well as employment in supporting industries. Many of these jobs could be filled by the existing labor pool anywhere in the larger Economic Analysis Area and would not necessarily result in additional traffic at or near the construction site.</p>

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			<p>Construction Sites on every major Highway Corridor from 145, like Hwys. 79 & 7 (Like Hwy. 105). I see nothing in the FRA's DEIS that even mentions the impacts of the combined huge "Temporary Work Force and Equipment trucking Increases of Traffic" on the Roads with the Road Modifications.</p> <p>So the Public is supposed to ACCEPT Increases to ER Times up to a certain level, and only above that level are Texas Central's Construction Plans subject to change.</p> <p>The FRA's DEIS summary states "Impacts to Emergency Response Times Would Not be Anticipated to be Significant</p> <p>My Summary Statement is This: This Project is Not Worth a Single Loss of Precious Life as a Result of ANY Increases in Emergency Response Times.</p> <p>The FRA's DEIS release supporting a plan that could result in ANY increase of ER Times is nothing short of Negligence by the FRA, certainly not in the name of the Public's Safety.</p> <p>The FRA Must Seriously Reconsider With Hard Facts, not qualified comments, the "NO BUILD ALTERNATIVE". The benefits for a very few is significantly outweighed by the Public At Large Loss of Quality of Life, Loss in Property Values, Potential Loss of Lives, and the Additional Cost Burdens being placed on the Counties and Taxpayers.</p> <p>FRA. Please Respond in Writing.</p>	
Glenn Mannina	2/5/2018	Handwritten	<p>Road and Modifications (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect 6.5, pgs. 29-30 of 34; Also Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3.11) An Access road will be built all up and down the HSR to help move traffic from closed roads or roads being rerouted or reconstructed. As any Road built along the HSR would become a public Road that must be fenced off due to Liabilities as well as keeping animals in the Landowner's property, this will negatively impact the free movement of equipment and animals even with the use of a Viaduct. Contrary to TCRR's Claims and as a of TCRR's plan, Landowner's property IS BEING CUT IN HALF WITH NO FREE MOVEMENT! This Plan MUST BE REJECTED BY THE FRA IMMEDIATELY DUE TO THIS HARM TO LANDOWNERS</p> <p>Road Closures and Modifications (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY REPORT: Sect. 6.5, pgs. 29-30 of 34', Also Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3.11). An Access road will be built all up and down the HSR to help move traffic from closed roads or roads being rerouted or reconstructed, As any Road built along the HSR would become a public Road that must be fenced off due to Liabilities as well as keeping animals in the Landowner's property, this will negatively impact the free movement of equipment and animals even with the use of a Viaduct. TCRR's Advertisements of a Viaduct providing this free movement was FALSE. Animals would have to be moved across a Public Road Question: Will TCRR provide Culverts in any ditches alongside the roads and Fence Gates as well as road shut-down/signaling methods at various locations so animals can be moved across the Public Roads?</p> <p>Road Closures and Modifications (Ref: DEIS Appendix F TCRR CONSTRUCT ABILITY v4 REPORT. Sect. 6.5, Pgs. 29-30 of 34; Also Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3 _ 11) An Access road will be built all up and down the HSR to help move traffic from closed roads or roads being rerouted or reconstructed. As any Road built along the HSR would become a Public Road that must be fenced off due to Liabilities as well as keeping animals in the Landowner's property, this will negatively impact the free movement of equipment and animals even with the use of a Viaduct. TCRR's Advertisements of a Viaduct providin this free movement was FALSE. Animals would have to be moved across a Public Road. Question: Will TCRR provide Culverts in any ditches alongside the access roads and Fence Gates as well as road shut-down/signaling methods at various locations so animals can be moved across the Public Roads?</p> <p>Road Closures and Modifications (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 6.5, Page 29-30 of 34; Also Appendix F TCRR FDCE v7 Report; Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3.11) Question: Documentation exists TCRR told the public that they only needed around 10(Y' ROW Width for the HSR In many places that has incrsned to 400' at a minimum. Question: Is it not the case, after looking at all of the HSR Route Maps ROW, the significant increase of ROW might be also a significant part of that increase in Impacted Acreage?</p> <p>Road Closures and Modifications (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect 6.5, Pgs. 29-30 of 34; Also Appendix F TCRR FDCE REPORT; Appendix C, 1 of 14): File 3, TEXT m, Tables 3 _ 11) Question: viii. There exists documentation of TCRR stating the Impacted Acreage for the HSR would be around 30m acres. The recently released DEIS shows around 8000 Impacted Acreage. The FRA should HAULT ANY FURTHER WORK on the DEIS until there is a clear understanding where all of the Increases took place Question: Is it not the case, after looking at all of the Road Modifications including those reconstructed Over the HSR, that the significant increase of new Road work ROW is a significant part of that increase in Impacted Acreage?</p> <p>Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen FIRST NAME: Glenn</p>	<p>Refer to BA-3, CR-4, GN-1, LU-9, LU-14, NE-8, NR-4, SC-4, SC-6, SS-5, SS-9, SS-19, SS-23, TR-6 and TR-8.</p> <p>NEPA does not require 100 percent of the Project to have field surveys conducted. The amount surveyed can be found in Section 3.6, Natural Ecological Systems and Protected Species of the Final EIS.</p>

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			<p>LAST NAME: Manmna EMAIL ADDRESS: [...] Regarding Emergency Response times during Construction of the Dallas to Houston HSR, the FRA DEIS Summary Statement in File TEXT III, 3.16-24, is "Impacts to Emergency Response (ER) Times are NOT Anticipated to be Significant" Question: Since the FRA study does indicate an increase in ER times. is even ONE Single public Fatality due to Increased ER Times Acceptable by this FRA DEIS? Question Since this FRA DEIS is not based on traffic modeling yet of the traffic increase, particularly during Construction with many Roads under construction ALSO, then how can the FRA with any credibility or accuracy make a claim that "Impact on ER Times is not anticipated to be Significant? There is more than enough data including Raw Material Quantities, Road modifications and closures, traffic levels prior to any project mobilization, location of Construction sites and all ofthe traffc associated with them, for the FRA to compl& a Detailed Model for Emergency Response Times NOW. The FRA Must Cease work on this DEIS until that is performed and the impact ffly and communicated to the Public. THIS PROJECT IS NOT WORTH NOT ONE SINGLE LOSS OF LIFE AS A RESULT OF WORK ON THE HSR and Increased Emergency Response Times. The use in the DEIS by the FRA of Regional Environmental Survey Data or data from other project sources vs. obtaining recent data by using "Boots on the Ground" Inspections (Ref DEIS Appendix D Environmental Justice).Question: I have PROOF including Photos of Navasota Ladies Tresses on my property in Leon County, HOWEVER ORANGE HATCHING FOR THIS SPECIES IS NOT SHOWN ON MY PROPERTY? This FRA DEIS is INACCURATE to say the least, FULL OF MISSING INFORMATION, USES OLD DATA AND MAPS, AND NOT A CREDIBLE REPORT TO AUTHORIZE AN UNECONOMIC PROJECT LIKE the Dallas to Houston TCRR's HSR. The use in the DEIS by the FRA of Regional Environmental Survey Data Or data from other project sources vs. obtaining recent data by using "Boots the Grounef' Inspections (Ref DEIS Appendix D Environmental Justice). Question: How is so much Endangered Species Data shown on these Environmental Maps knowing that very few Private Landowners actually signed over Permission to TCRR to access their property? The use in the DEIS by the FRA ofRegional Environmental Survey Data or data from other project sources vs. obtaining recent data by using "Boots on the Groud' Inspections (Ref DEIS Appendix D Environmental Justice).Question: Considering the Lack of "Boots on the Ground" for ALL survey work, how confident is the FRA that ALL ffstorical Locations and Cemeteries have been property mapped and adequate route adjustments have been made?</p>	
Glenn Mannina	2/5/2018	Handwritten	<p>Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concemed Citizen FIRST NAME: Glenn LAST NAME: Mannina Business Ethics Public Trust, and TCRR Competence Level (Ref Nothing In the DEIS on This Issue). Question: Has the FRA evaluated the answers provided to the public in Open Forums by TCRR on a full host of questions as compared to what has been included now in this DEIS? Question: If not, is the FRA interested in any false or misleading statements made to the Public by TCRR vs. what the FRA has included in the DEIS? Question: Is it important to FRA's analysis of the TCRR' s capability to Operate a RR or not if TCRR has mislead the Public on a number of issues as compared to what the FRA has included in the DEIS? Water Supply for Use at All Construction Sites and During Construction All Along the HSR Route Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: sect. 7.1, 32-33 of34). Comment: The FRA Must Quantify the Water neals over 5 years Of Construction and reconciles that with the State or County Water Conservation agencies to determine the for permits or approvals for the use of Source Water. Significant changes to the magnitude, congestion, and make-up of Traffic Flows in small rural areas as a result of newly built Construction Sites on major Road arteries, Road Closures Road Modifications, and Rerouting Existing Roads (kef: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: sect. 4.2, Pg. 23;Sect. 5, pg. 27).Question: What is the Quantified impact of increased Traffic in general, Damage to Existing Roads, and Traffic Congestion over and above the current rural environment, as the result of Project construction worker travel, equipment and raw material hauling, particularly around all of the Construction Sites and Staging Areas along the route, associated with Permit Loads, traffic associated with the road closures and road modifications or building and that associated with construction of the HSR? Significant changes to the magnitude, congestion, and make-up of Traffic Flows in small rural areas as a result of newly built Construction Sites on major Road arteries, Road Road Modifications, and Rerouting Existing Roads (Ref: DEIS Appendix F TCRR CONSTRUCTABILIIY v4 REPORT: sect. 4.2, Pg 23;Sect. 5, pg. 27). Comment: Rural communities and all roads in the vicinity of the HSR will see a significant increase and change in type of traffic flow and volumes. Existing roads will be damaged as a result of that increased traffic, particularly with lots of heavier loads than normal. The Public has no idea of the potential negative impacts to their local communities and roads as a result of this Project. The DEIS is not complete without FRA advising the Public what they should expect as well as the changes that might have to be considered in the local infrastructure to mitigate some of the many negative impacts of the HSR Project Construction Phase</p>	<p>Refer to NE-1, PI-4, TR-6, TR-7, TR-8 and WW-6. FRA does not have oversight regarding what TCRR does or does not say in a public forum. State Highway 8 would not be closed; the Project would travel underneath the highway through retention-cut (below-grade) designs. Design details, ownership, and maintenance responsibilities would be closely coordinated with the appropriate Project stakeholders during more advanced design during the design and construction phase.</p>

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			<p>Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen FIRST NAME: Glenn LAST NAME: Mannina Water Supply for Use at All Construction Sites and During Construction A1] Along the HSR Route (Ref DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: sect. 11, Pgs. 32-33 of34). Question: Who in the public will be negatively impacted by the large use of water by the HSR project? Comment: Due to water conservation efforts in Texas, the public has been under more regulatory limitations associated with drilling new water wells vs. the use of available surface Because of the huge amount of road work, and the extremely large size of many of the Construction Sites, there will be a need for an enormous amount of water for keeping dust levels to a minimum as required in the air quality restrictions. The DEIS simply states that Water will be made available at the construction sites. Water Supply for Use at All Construction Sites and During Construction All Along the HSR Route (Ref DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: See 7.1, Pgs. 32-33 of34) Question: Will water be used almost constantly during dry times (Almost all the time in Texas) to water all of the temporary dirt roads along the HSR construction route and at road modifications? Question. What is the volume of water usage for this project, including during and how does it fit into Texas' focus on water conservation programs? Significant changes to the magnitude, congestion, and make-up of Tramc Flows in small rural areas as a result of newly built Construction Sites on major Road arteries, Road Closures, Road Modifications, and Rerouting ExistingRoads(Ref: DEISAppendixF TCRR CONSTRUCTABILITY v4 REPORT: Sect. 4.2, Pg. 23;Sect. 5, Pg. 27). Comment: The FRA should provide to the Counties via the DEIS an estimate of damage to their existing Road Infrastructure following 5 years of Construction related Traffc wear and tear, particularly along all equipmentJmaterial travel corridors from major highways towards ALL Planned Construction Sites. These will be a magnet Workers, Raw Materials, Equipment, Vendors, Lay down areas, etc. Significant changes to the magnitude, congestion, and make-up of Traffic Flows in small rural areas as a result of newly built Construction Sites on major Road arteries, Road Closures, Road Modifications, and ReroutingExistingRoads(Ref DEIS Appendix F TCRRCONSIRUCTABILITYv4 REPORT: Sect. 4.2, Pg. 23;Sect. 5, pg. 27). Comment: Rural communities & all roads in vicinity ofthe HSR will see a significant increase and change in type oftramc flow and volumes. Existing roads will be damaged as a result ofthat increased traffic, particularly with lots of loads than normal. The Public has no idea of the potential negative impacts to theis local commurities & roads as a result of this Project. The DEIS is not commplete without the FRA advising the Public what they should expect as well as the changes that might have to be considered in the local infrastructure to mitigate many negative impacts of the HSR Construction Phase.</p>	
Glenn Mannina	2/5/2018	Handwritten	<p>Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen Significant changes to the magnitude, congestion and make-up of Traffc Flows in small rural areas as a result of newly built Construction Sites on major Road arteries, Road Closures, Road Modifications, and Rerouting Existing Roads(Ref: DEISAppendixFTCRR CONSTRUCTABILITY v4 REPORT: sect. 4.2, Pg. 23;Sect_ 5, Pg. 27).Question: What is the Quantified impact of increased Traff1C in general, Damage to Existing Roads, and Tramc Congestion over and above the current rural environment, as the result of Projæet construction worker travel, equipment and raw material hauling particularly around all of the Construction Sites and Staging Areas along the route, congestion associated with Permit Loads, traffic associated with the road closures and road modifications or rebuilding, and that associated with construction of the HSR? Texas State Regulatory Agency/Body (Ref DEIS_MAIN TEXT DEIS Abstract). Question: Does RR Security fall under the responsibility of the FRA? Question: Where in the DEIS does the FRA address the new State Expectations for Security of HSRs? A number of ago when an HSR was being considered, the State of Texas established a Regulatory Board for HSR Oversight. However, the Project never happened and the State Board was eliminated. Currently, whenever there is a Project that ultimately is used by the Public, there exists State Regulatory Agencies such as the public Utility Commission of Texas or the Railroad Commission that provide Oversight Responsibility to protect the interest of the Public / Taxpayers. Who willprotect the public's Interest outside of any FRA RR Safety Responsibilities during Execution of this Project? Texas State Regulatory Agency/B0dy (Ref DEIS_MAIN TEXT I; DEIS Abstract), Question: What Texas State Regulatory Agency/Body with the current Authority to do so is Responsible and can be held Accountable by the Public to provide Oversight on ALL aspects of this Project that are not covered under the FRA'S scope of "RR Safety"? Adverse Impact ofthe Added Construction Personnel on the traffc, schools, and housing Infrastructure (Ref DEIS Omission; Nothing I could Find In the DEIS on This Infrastructure Topic during Construction. Comment: Past Projects such as Road, Transmission Line, and Pipeline projects normally employ a very significant contingent of workers from Outside Texas and certainly from Outside the Local Areas. This will</p>	Refer to TR-6 and TR-8.

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			<p>result in additional pressure on County services and infrastructure. The Counties must have Time and Funding to be able to adequately respond to these large challenges.</p> <p>Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen</p> <p>Adverse Impact of the Added Construction Personnel on the area traffic, schools, and housing Infrastructure (Ref. DEIS Omission; Nothing I could Find In the DEIS on This Infrastructure Topic during Construction). Question: There exists nothing in the DEIS to address this issue. Has the FRA been working with Counties to provide with the extraordinary needs that will be thrust upon them as a result of the huge influx of construction personnel and to understand the County's view of the increased resources and infrastructure that will be required of them including Education particular in very small ISDs?</p> <p>Adverse Impact of the Added Construction Personnel on the area traffic, schools, and housing Infrastructure (Ref DEIS Omission; Nothing I could Find In the DEIS on This Infrastructure Topic during Construction). Question: What is the Negative Impact due to increased construction personnel over and above those normally in the areas and their traveling as it impacts specifically Traffic, Congestion. Housing. Medical facilities, Absorption of a portion of the Food Supply and Demand and the Negative Impact on Small Rural School ISDs?</p> <p>Additional Traffic and Congestion Due to Permit Loads (Ref. DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT-. sect. 3, pg. 22 of 34; sect. 4, Pg. 23 of 34; Sect. 5, pg. 27 of 34). Question: What is the quantity of Permit Loads the public should expect being added to their traffic flow over and above the norm prior to the execution of this Project? No figures on Permit Loads is included in the DEIS? There are Construction Sites all along the route that will be used for staging of materials and for the construction of Pre-Cast concrete structural components. Many of those loads going to the Construction Sites as well as constructed structural components are very large likely qualifying as Permit Loads that must transverse existing roads to transport them to the HSR installation site.</p> <p>Personal Safety Expectations During Construction (Ref DEIS Omission; are no Specific Expectations forced on TCRR regarding Personal Construction Safety. The work by TCRR's Contractors' will be in close proximity to the Public. A lack of a comprehensive Personal Safety Program as well as Management Commitment and Leadership in Safety could lead to more danger on the public than if this project had never been done. Also, many accidents including fatalities occur during road construction due to surprise lane changes and route changes catching the Public off guard. These must be executed in a safe manner with lots of warnings issued to the Public for route changes. The FRA should provide to TCRR a set of Construction Safety System Expectations not only for Safety, but for the safety of Motorists.</p>	
Glenn Mannina	2/5/2018	Handwritten	<p>Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen</p> <p>Applicable Noise Measurements and Science Omitted by the DEIS (Ref: DEIS Appendix E Combined Tech Memos Set 1 of 2; Pgs. 4-8). Question: Since TCRR and the FRA are aware that the Route they Selected goes through or adjacent to many Subdivisions, Homes and Businesses, WHY has not the FRA DEIS out specific specifications for the use of Noise Abatement Structures with minimum standards so TCRR is therefore required to put up Noise Abatement should those specifications not be met vs. leaving it up to TCRR once detailed Design is completed? For this issue, Preliminary Design with a Known Route and Known Noise Level is all that is needed to determine the location needs for noise abatement Specifications.</p> <p>Applicable Noise Measurements and Science Omitted by the DEIS (Ref DEIS Appendix E Combined Tech Memos Set 1 of 2; Pgs. 4-8). TCRR has been this question regarding the maximum level of noise a number of times at Open Houses, Public Informational Forums, and in writing without a single response. Question: What is the additional Noise impact of the additional Scientifically Proven "Slapping Sound" as a result of the aerodynamics of two lead air flows from each train colliding with each other? The FRA Noise study MUST account for the Scientific Proven Aerodynamic "Slapping Sound".</p> <p>Applicable Noise Measurements and Science Omitted by the DEIS (Ref. DEIS Appendix E Combined Tech Memos Set 1 of 2; pgs. 4-8). TCRR has been asked this question regarding the maximum level of noise a number of times at Open Houses, Public Informational Forums, and in writing without a single response. Question: What is the maximum Noise Level in dBA of TWO trains, NOT ONE, passing each Other at any point along the HSR Route while traveling in opposite directions on adjacent tracks? The DEIS only covers the Noise impact of One Train in One Direction (87 dBA at 50').</p> <p>Road Closures and Modifications (Ref DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: sect 65, Pgs. 29-30 of 34; Also Appendix F TCRR v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3.11). TCRR has stated in a Public Forum that the only road going over the HSR is Beltway 8. Well, the DEIS shows 66 Private Road Closures, 43 Private Roads Rerouted, 161 Private Road Crossings, 1 Public Road Closure, 139 Public Roads Rerouted, 463 Public Road Crossings, and many roads, FM Rnd CR, going OVER the HSR vs. the Viaduct going over the roads to</p>	<p>Refer to ED-1, ED-3, NE-1, NV-10 and TR-8.</p> <p>The FRA noise assessment is conducted on a cumulative basis, which looks at the total noise over a 24-hour period. Because of this, the noise assessment is using the total number of trains per day in the assessment. Whether or not the trains occur at the same time or not does not matter in the cumulative assessment. The assessment is based on the reference noise level of a train passby at a known speed, the total number of trains per day and night, the length of each train, and the actual speed of the trains at a given location. The criteria for noise impacts are based on a comparison of the existing noise and project noise, which is defined in Section 3.4.3.2, Noise and Vibration, Impact Criteria.</p>

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			<p>minimize destruction of our road system. DIES states existing private property access will be provided as a part of purchase of property as a part of the ROW construction or New access if it is PROPOSED as part of the ROW construction? Question: What if it is NOT Proposed, meaning TCR actually gets to decide?</p> <p>Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen</p> <p>Road Modifications (Ref DEIS Appendix F TCRR CONSTRUCTABILITYv4 REPORT: sect. 6.5, pgs. 29-30 of34; Also Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3.11). Contrary to previous TCRR Documented Statements, a number of FM and CR roads all across the counties are being closed and reconstructed with an overpass Over the HSR? Question: Will Texas State Eminent Domain powers for Road Construction be used to acquire the additional ROW necessary to reconstruct the roads over the HSR or for any road rerouting or modifications for that nutter AND for the destruction of peoples Homes that originally would not have been taken specifically due totheHSR? Tso, THIS IS UNLAWFUL STEALING OF MORELAND AND HOMES THAN NECESSARY AS THERE IS NO PROVEN PULIC NEED OR NECESSITY FOR nus PROJECT. The FRA MUST CEASE ANY FURTHER WORK ON THIS TCRR HSR EIS!</p> <p>Road Closures and Modifications(ReE DEIS Appendix F TCRR CONSTRUCTABILITYv4 REPORT: sect. 6.5, Pgs. 29-30 of34; Also Appendix F TCRRFDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3. I I). A number of FM and CR roads all across the counties being closed and reconstructed with an overpass Over the HSR? Question: Per the description ofTCR's plan in the Tables of 3.11, will the FM or CR Roads actually BE CLOSED during reconstruction ofthe overpass or will bypass roads at that site be provided for flow on that FM or CR? Question: Will all Road Construction be completed before, at the same time, or after the HSR Construction is completed? Question. What priority will be placed on repairing and replacing roads vs. construction of the HSR?</p> <p>Road Closures and Modifications(Ref: TCRR CONSTRUCTABILITY v4 REPORT: Sect 6.5, Pgs. 29-30 of 34; Also Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT IL Tables 3.11). A number of FM and CR roads all across the counties being closed and reconstructed with an overpass Over the HSR? Question: Who is to pay for maintenance of these overpasses that did not exist before this project plan? Question: Who will pay for the future maintenance of the Access Roads built alongside the HSR route that will used to get around many of the road closures and modifications?</p>	
Glenn Mannina	2/5/2018	Handwritten	<p>Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen</p> <p>Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public Safety (Ref: DEIS Appendix F TCRR FDCE v7 REPORT' Sect, 3.12, pg. 49 of 199; Sect 4. I, pg. 62 Of 199; Sect. 4.2, Pg 63 of 199; Sect. 4.4, Pg. 64 of 199). Comment: The HSR remote route with its crossings being routai close to O&G and Utility Facilities is "Screaming" for application of a Comprehensive and Competent Risk Management System, including identification of Risk Disaster Scenarios along with Qualitative and/or Quantitative Risk Assessments being paformed by qualified Risk Engineers on those Scalarios followed by Mitigation Actions/Planning.</p> <p>Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public Safety(Ref: REPORT: sect. 3.12, Pg 49 of 199; sect 4.1, pg 62 of 199; sect. 42, Pg. 63 of 199; sect. 4.4, Pg. 64 of 199). Question: were any Risk Management Systems applied to Emergency Response for the HSR if there is a shut down or emergency situation in the middle of nowhere? Question: What Risk Management System has been applied or what Emergency Response Planning been has done to handle High Elevation Rescue of the Public in case of a shut-down or Incident in the middle of nowhere during operation? Question: The same question would apply to the Construction Phase also? Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public Safety (Ref DEIS Appendix F TCRR FDCE v7 REPORT: Sect. 3 12, pg. 49 of 199; sect 4_1, pg. 62 of 199; sect. 4.2, Pg. 63 of 199; sect. 4.4, Pg. 64 of 199). Question: Has a Risk Management System been applied to the Security ofthe HSR during Construction and Operation? Question: Since the FRA is responsible for RR Safety, including that of the Public, and would be the Federal Agency to allow TCRR to Operate a RR in the Future with the FRA's Oversight, why is there no mention in the DEIS of Risk Management System being applied to Public Safety or Security?</p> <p>Topic: Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public Safety (Ref. DEIS Appendix F TCRR FDCE v7 REPORT. Sect 3.12, pg. 49 of 199; Sect 4.1, pg. 62 of 199; sect, 4.2, pg. 63 of 199; sect. 4.4, Pg. 64of199). Question: Have Risk Event Scenarios been developed on any activity ofthe HSR Construction and Operation along with performing risk assessments by qualified Risk Engineers for those Events/Scenarios? Question: Has the FRA applied any Risk Management System to the highly congested traffc flows along with road and lane closures, modifications and rerouting of roads, as well as any Risk Management situations associated with construction ofthe HSR?</p>	Refer to EU-2, GN-1, NE-8, SS-3, SS-18, PI-1, SS-19 and TR-6.

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			<p>Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public Safety (Ref: DEIS Appendix F TCRR FDCE v7 REPORT: Sect. 49 of 199; sect 4.1, 62 of 199; sect. 4.2, Pg. 63 of199; sect 4M, Pg 64 of199). Question: Why does the DEIS NOT mention any Risk Management System to be to the crossing or close proximity of the HSR with other hazardous facilities such as O&G Facilities Pipelines. or Transmission Lines? Question: Does the FRA NOT consider Pipelines being crossed by the HSR a Risk Management Issue considering Pipeline Explosions have occurred in Texas? Does the FRA Employ Risk Management Engineers for the purpose of implementing a Risk Management System or ARE the FRA's Safety processes VOID OF A RISK MANAGEMENT SYSTEM? Business Ethics, Public Trust, and TCRR Competence Level (Ref Nothing In the DEIS on This Issue). The Public has documented a number of misleading or answers to questions Or Statements by TCRR about the HSR for almost three years. I suggest the FRA 100k seriously at all of the DEIS topics that the FRA has glossed over, leaving many ofus the impression of minimizing any negative evaluation results of TCRR's Plan. Beware FRA, TCRR based on its track record for 3+years, will likely not fillfill many of the commitments in the DEIS and when they don't, the FRA will be held accountable. There are also questions about TCRR' s Unethical Actions during the collection of Field Data and it looks like the FRA has NO Problem Implicating themselves in potentially Illegal activity against the very people they are being paid to Protect? Business Ethics, Pubhc Trust, and TCRR Competence Level (Ref: Nothing in the DEIS on This Issue). TXDOT was unwilling to work with a Local County Government body regarding planning for the HSR, the Waller County Regional Planning Committee. This was not an Advocacy group, but a true County Government body The County sued TXDOT and it was found during the court case that the FRA had told TXDOT NOT to work with this local Government body, and not attend the meetings. Waller County won the case; TXDOT then appealed, and lost the appeal. Question: Did the FRA Break Federal Law by telling a Texas State Government Body not to work with a County Government Body and not to attend the meetings? Question: Why would the FRA not want input from a County Government Body? Question: Since the Public is full aware of this case, does this not destroy the public Trust in what the FRA has done regarding the HSR DEIS?</p>	
Glenn Mannina	2/5/2018	Handwritten	<p>Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen "No Build Alternative". (Ref. DEIS Main Text I, Sect. ES.8, Pg 8).The No Build analysis totally skipped the huge increase in Impacted Acreage from 3000 acres as communicated in writing by TCRR to 8000 acres has not been addressed by the FRA at all nor was it a part of the No Build Alternative Analysis. current plan has the Closure, Rerouting Modification, and Rebuilding over the HSR of many Private and Public Roads and increased the Road ROW land required without any ACCOUNTABILITY FOR TCRR's Fat-lier Claims. The FRA simply glosses over those huge changes. Why is that? What about the many Public Safety considerations that the FRA has Glossed Over (Increased ER Times. Safety of Traffic Congestion around Construction Sites, Lane closures, rerouting roads, road closures and more Public Road Travel required just to get around from point A to point B due to the ILSR)? The FRA does NOT provide adequate documentation for elimination of the No Build Alternative. "No Build Alternative". (Ref DEIS Main Text I, Sect. ES_8, Pg. 8). TIE FRA does NOT provide adequate documentation for elimination of the No Build Alternative No Build is actually the Correct Answer. First, the FRA DEIS Understates the Damage to the Public and Property but Overstates/Assumes the HSR Need. Second, TCRR Underestimates the Project Cost and Overestimates the Ridership. The FRA never considered the Foundation's Analysis (which clearly proved this project WILL FAIL) nor has it been mentioned in the IRA DEIS at all. That is NOT AN OBJECTIVE UNBIASED FRA DEIS ANALYSIS. "No Build Alternative". (Ref DEIS Main Text I, Sect. ES.8, Pg. 8). Here are reasons the "No Build Alternative" MUST be reconsidered by the FRA. First, the Claims by the FRA on 1-45 Transportation Predictions, Tramc Congestion, Safety on 1-45, and Transportation Alternatives are Not Adequately supported with Detailed Facts. In fact the opposite cases have been made with much more Facts. Second, The "Public Need" has never been established in the DEIS by the FRA. Third, "Public Need" must clearly be established due to the huge negative Impact of Landowner's Property, Homes, Cemeteries, Livelihood, Existing Public Roads, and County Maintenance revenues that has not been adequately covered by the FRA DEIS nor has it been Quantified by the FRA like the other things that support the HSR have been Quantified for comparison purposes. FRAs DEIS is simply a "Thumb on the Scale for Benefit" without the Facts to back it up. Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen "No Build Alternative". (Ref DEIS Main Text I, Sect. ES.8, Pg 8). The Public is NOT going to accept from the FRA general statements that support die HSR without the FACTS to back it up. The appropriate level of Detail to support the FRA's claims about the No Build Alternative simply do</p>	Refer to BA-3, BA-6, GN-2, GN-3, LU-9, LU-14, NE-1, NE-9, PN-3, SC-22, SS-23, TR-6 and TR-8.

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			<p>not exist in the DEIS. Rationale is included in another Comments Page on this Subject. due to space limitations. The FRA also mentions there would be no improvement of Safety on 1-45 with the No Build Alternative. The FRA must Quantify that claim BEFORE it can be used to support the FRA's conclusion that the No Build Alternative is Not an Option. Therefore, the does NOT provide adequate documentation for elimination of the No Build Alternative.</p> <p>"No Build Alternative". (Ref. DEIS Main Text I, Sect. ES.8, Pg. 8). The FRA does NOT provide adequate documentation for elimination of the No Build Alternative. First, any claim regarding this project being a Traffic solution or Congestion Relief has been Contradicted by TCRR many times and we have that documented. TCRR has stated this Project will NOT solve any perceived Tramc issues, particularly near the big cities. Second, the FRA must show more data regarding future estimates of tramc volume. Researching past predictions, today the tramc volumes of 1-45 have in no way even come close reaching those predictions, in fact, it has only reached roughly one half of those predictions. Third, the FRA simply makes the statement that No Build would provide No Alternative Transportation Needs. Where is the FRA Proof statistically that the "NEED" exists as no data is shown by the FRA?</p> <p>Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public safety (Ree DEISAppendixFTCRRFDCEv7 REPORT: Sect. 3.12, Pg. 49 of 199; sect 4.1, pg 62 of 199; sect. 4.2, pg. 63 of 199; sect 4.4, Pg. 64 of 199).</p> <p>Comment: if the FRA is responsible for "RR Safety", it is inconceivable that the FRA is considering giving a Private Company to Construct and Operate an HSR a Green Light without the application of a Comprehensive Risk Management System, particularly since the Lives of the Public hinge on its Safe and Secure Construction and Operation. That son of lack of credible Oversight by the FRA, a Federal Government Agency responsible for "RR Safety, could easily be considered "Negligent" to say the least.</p>	
Glenn Mannina	2/5/2018	Handwritten	<p>Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen</p> <p>The use in the DEIS by the FRA of Regional Environmental Survey or data from other project sources vs. obtaining recent data by using "Boots on the Ground" Inspections (Ref DEIS Appendix D Environmental Justice).Question: Does the FRA possess, for each and every Environmental Endangered Species Piece of Data used in this DEIS, a Survey Permission Form signed by and iandowner whose data is included in the DEIS?</p> <p>The use in the DEIS by the FRA of Regional Environmental Survey Data or data from other project sources vs. obtaining recent by using 'Boots on the Ground' Inspections (Ref DEIS Appendix D Environmental Justice).Question: Ifthe FRA cannot verify that each and every piece of data used was legally obtained, then there exists the potential or likelihood based on evidence above that the DEIS incorporated data that was Illegally Obtained. Doe not that make the FRA DEIS an illegal Document if it contains illegally Obtained Data? The ONLY way for FRA to restore the credibility on this issue is to ask for ALL Landowners whose data was included in the DEIS to sign an Affidavit stating the data in the DEIS was obtained under their permission of a Signed Survey Permission Form. THE FRA MUST ENSURE THE FRA DEIS IS PURGED OF ANY ILLEGALLY OBTAINED SURVEY DATA.</p> <p>The use in the DEIS by the ofRegional Environmental Survey Data or data from other project sources vs. obtaining recent data by using "Boots on the Ground" Inspections (Ref: DEIS Appendix D Environmental Justice).Question: note the DEIS states that Regional data was also used for identification of Endangered Species vs. recent site specific inspections. The DEIS states 659 acres was inspected for Navasota Ladies Tresses (NLT). If one assumes Only a 400' width inspection along the route (Maps actually show much wider inspection areas along the route), only 13.6 miles of the 240 would have been inspected for NLT using that figure. However, the Maps showing orange hatching for NLT is huge compared to just the calculated 13.6 miles based on the FRA DEIS statement. So based on DEIS figures, can we only assume that a huge amount of Regional Data was used?</p> <p>The use in the DEIS by the FRA of Regional Environmental Survey Data or data from other project sources vs. obtaining recent data by using "Boots on the Ground" Inspections (Ref DEIS Appendix D Environmental Justice).Question: On my property, I see only the evidence of the Houston Toad ONLY on the Maps, however in 2013, a Master Naturalists found two locations in November that Navasota Ladies Tresses existed on my property. However, No orange hatching is shown on my property? The Credibility AND Accuracy, and Legality ofthe FRA DEIS al a minimum is in question. as well as has Property been or surveyed without the Landoumer's written permission for access? THE FRA MUST SHOW THE PUBLIC PROOF OF SIGNED LANDOWNER PERMISSION FORMS FOR EVERY PIECE OF SURVEY DATA USED.</p> <p>Dallas-Houston High speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen</p> <p>Credibility ofLand Survey Data(Ref: DEIS MAIN TEXTUI, sect. 3.133, 3.13-6). Question: What percentage ofLand Survey Data of total used in the DEIS actually was obtained by "Boots on the Ground" working specifically for this project vs. obtaining data from other sources or other projects in the area? Question: What percentage of Land Survey data Used in the report is backed up by a Landowner Approved Land Survey</p>	<p>Refer to GN-1, NE-1, NR-4 and PI-1. Properties with granted access were field surveyed but do not reflect the entirety of the suitable habitat present for the species.</p>

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			<p>Permission Form? credibility of Land survey Data (Ref DEIS_MAIN TEXT 111; sect 3.13.3, pg. Has the FRA verified that there exists a Landowner Approved Survey Permission Form for ALL "Boots on the Ground" Survey Data Used in the DEIS? Question If the FRA cannot verify that each and every piece of Land Survey data used was legally obtained. then there exists the potential or likelihood that the DEIS incorporated data that was Illegally Obtained. Does not that make the FRA DEIS an illegal Document if it contains Illegally Obtained Data? The ONLY way for FRA to restore the credibility on this issue is to ask for ALL Landowners whose data was included in the DEIS to sign an Affidavit stating the data in the DEIS was under their permission of Signed Survey Permission Form. THE FRA SHOULD CEASE ALL WORK ON THE EIS UNTIL THIS STEP IS COMPLETED. (Ref FRA Unethical Tactics to Not Work With Local Governments while Developing the DEIS)_ Despite two written requests dated November 14, 2014 and July 6, 2015 from the Waller County Sub-Regional Planning Commission ("WCSRPC"), FRA failed to coordinate with any local govt. "prior to identifying the alternative alignments to be in the dran ELS" as the FRA stated it would do Page 24 of the Scoping Report that was released by the FRA in April of 2015. The WCSRPC is a sub-regional planning commission formed for planning future development of our community and is comprised of elected officials from several municipalities in Waller County, plus Waller County itself & two of its school districts. Without this coordination, impacts to the local community are not properly analyzed & conflicts are not resolved. The FRA incorrectly labeled the WCSRPC as a "public stakeholder", but is a political subdivision Of the state of Texas. The FRA has not addressed impacts in the dran EIS.</p>	
Glenn Mannina	2/5/2018	Handwritten	<p>Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen Adverse Impact of the Added Personnel on the area traffic, schools, and housing Infrastructure (Ref DEIS Omission; Nothing I could Find In the DEIS on This Infrastructure Topic during Construction). Question: There exists nothing in the DEIS to address this issue. Has the FRA been working with Counties to provide them with the extraordinary needs that will be thrust upon them as a result of the huge influx of construction personnel and to understand the County's view of the increased resources and infrastructure that will be required of them including Education, particular in very small ISDs? Adverse Impact of the Added Construction Personnel on the area traffic, schools, and housing Infrastructure (Ref: DEIS Omission; Nothing I could Find In the DEIS on This Infrastructure Topic during Construction. Comment: Past Projects such as Road, Transmission Line, and Pipeline projects normally employ a very significant contingent of workers from Outside Texas and certainly from Outside the Local Areas. This will result in additional pressure on County services and infrastructure. The Counties must have Time and Funding to be able to adequately respond to these large challenges. Texas State Regulatory Agency/Body (Ref DEIS MAIN TEXT I; DEIS Abstract). Question: What Texas State Regulatory Agency/Body with the current Authority to do is Responsible and can be held Accountable by the Public to provide Oversight on ALL aspects of this Project that are not covered under the FRA's Scope of "RR Safety"? Texas State Regulatory Agency/Body (Ref DEIS_MAIN TEXT I; DEIS Abstract). Does RR Security fall under the responsibility of the FRA? Question: Where in the DEIS does the FRA address the new State Expectations for Security of HSRs? A number of years ago when an HSR was being considered, the State of Texas established a Regulatory Board for HSR Oversight. However, the Project never happened and the State Board was eliminated. Currently, whenever there is a Project that ultimately is used by the Public, there exists State Regulatory Agencies such as the public Utility Commission of Texas or the Railroad Commission that provide Oversight Responsibility to protect the interest of the Public / Taxpayers. Who will protect the Public's Interest outside of any FRA RR Safety Responsibilities during Execution of this Project? Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen Significant changes to the magnitude, congestion, and make-up of Traffic Flows in small rural areas as a result of newly built Construction Sites on major Road arteries, Road Closures, Road Modifications, and Rerouting Existing Roads (Ref DEIS Appendix F TCRR CONSTRLUABILITY v4 REPORT: Sect. 4.2, Pg. 5, pg. 27). Comment: The FRA should provide to the Counties via the DEIS an estimate of damage to their existing Road Infrastructure following 5 years of Construction related Traffic wear and tear, particularly along all equipment/material travel corridors from major highways towards ALL Planned Construction Sites. These will be a magnet for Workers, Raw Materials, Equipment, Vendors, Lay down areas, etc. Water Supply for Use at All Construction Sites and During Construction All Along the HSR Route (Ref. DEIS Appendix F TCRR CONSTRUCTABLILITY v4 REPORT: sect. 7.1, Pgs. 32-33 of 34). Comment: The FRA Must Quantify the Water needs Over 5 years of Construction and reconciles that with the State or County Water Conservation agencies to daermine the need for permits or approvals for the use of Source</p>	Refer to NE-1, SC-4, SC-6, SS-4, SS-5, SS-6, TR-6, TR-7 and WW-6.

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			<p>Water. Business Ethics, Public Trust, and TCRR Competence Level (Ref Nothing In the DEIS on This Issue). Question: Has the FRA evaluated the answers provided to the public in Open Forums by TCRR on a full host of questions as compared to what has been included now in this DEIS? Question: If not, is the FRA interested in any false or misleading statements made to the Public by TCRR vs. what the FRA has included in the DEIS? Question: Is it important to FRA's analysis of the TCRR's capability to Operate a RR or not if TCRR has mislead the Public on a number of issues as compared to what the FRA has included in the DEIS? Business Ethics, Public Trust, and TCRR Competence Level (Ref. Nothing In the DEIS on This Issue) Question: What basic FRA Business Ethics Principles must be met by TCRR to convince the FRA that this company, TCRR, is Ethical and Capable enough to Operate a RR with the Safety and Security of the PUBLIC in the FRA's and TCRR's hands?</p>	
Glenn Mannina	2/5/2018	Handwritten	<p>Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen Credibility of Land Survey Data (Ref: DEIS_MAIN III; Sect 3.13.3, Pg. 3.13-6). Question: On my property in Leon County, the DEIS Natural Resources Map (Natural Resources 3 of 4, Pg. 53 Of 65, intermittent Stream) shows a Creek on my property that is at a minimum, 150-200 yards too far to the West (It does not touch the Utility Corridor Opening vs. what is shown on the DEIS Map), so Where did this survey Data come from is so INCORRECT? Question: I NEVER GAVE TCRR PERMISSION TO BE ON MY PROPERTY ALTHOUGH IT WAS REQUESTED AND I RECEIVED IMMEDIATELY A VERBAL THREAT OF "LEGAL ACTION" via Future Letter BY Mr. Ken Williams with Contract Land Services (TCRR's Landowner Coordination Representative), August 16, 2016 at 4:00 p.m., WHEN I DENIED THERE REQUEST. What other SURVEY DATA IS INCORRECT IN THE DEIS? Credibility of Land survey Data (Ref. DEIS_MAN TEXT III; Sect. 3.13.3, Pg. 3.13-6). There have been many Landowners who have refused to sign a Survey Permission Form, not allowing TCRR to access their property for a Land Survey. Many surveys were performed ONLY from State or some County ROW. It is obvious that ALL of the maps developed in the DEIS likely used other sources than actual surveys. The FRA should be held accountable for the sources used and should be responsible for assuring that All Land Survey Data was obtained under the authority of a Landowner approved Survey Permission Form. If not yet by the FRA, then there exists the potential or likelihood based on evidence that the FRA Produced the DEIS that incorporated data that was illegally obtained which could be then considered, the is an illegal Document. IS THE FRA GOING TO REQUEST NEWLY SIGNED SURVEY PERMISSION FORMS FROM EVERY LANDOWNER WHOSE DATA IS USED IN THE FRA HSR DEIS. Personal Safety Expectations During Construction (Ret: DEIS Omission; I Could Find No Personnel Safety Specific Expectations To TCRR on a Construction personnel Safety Topic. Question: Does the FRA' s responsibility of ensuring Safety include the Safety of the Public and the Contractors' Employees during the Construction Phase ofthis HSR? Question: Does the FRA clearly understand the Safety Risks associated with not only Construction of the HSR, but also the risks of the public safety and employees during the many road construction modifications being executed alongside the HSR construction? Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concemed Citizen Personal Safety Expectations During Construction (Ref: DEIS Omission; Nothing I could Find In the DEIS on This Construction Personal Safety Topic). Question. The DEIS is absent Of any Personal Safety Expectations being provided to TCRR for a safe execution ofthe very large HSR Project. Is the FRA not concerned about the Public' s during the Construction phase where there will be very close interactions between motorists and Construction of the HSR & Roads? Question: Is the FRA OK with fatalities of the public as a result of this project construction to the extent of not even discussing it or placing expectations on TCR for a required comprehensive Safety System with Management Involvement with Construction Personnel while also ensuring that Motorists' Safety is maintained at a very high priority? Personal Safety Expectations During Construction (Ref. DEIS Omission; There are no Specific Expectations forced on TCRR regarding Personal Construction Safety. The work by TCRR ' s Contractors' will be in close proximity to the public. A lack of a comprehensive Personal Safety Program as well as Management Commitment and Leadership in Safety could lead to more danger on the Public than if this project had never been done. Also, many accidents including fatalities occur during road construction due to surprise lane changes and route changes catching the Public off guard. These must be executed in a safe manner with lots of warnings issued to the Public for route changes. The FRA should provide to TCR a set of Construction Safety System Expectations not only for Personnal Safety, but for the safety of Motorists. Additional Traffic and Congestion Due to Permit Loads (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 3, Pg. 22 of34; Sect. 4, Pg. 23 of34; Sect. 5, Pg 27 of 34). Question: What is the quantity of Permit Loads the public should expect being added to their tramc flow</p>	Refer to NE-8, SC-4, SC-6, SS-19, SS-23 and TR-6.

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			<p>over and above the norm prior to the execution of this Project? No figures on Permit Loads is included in the DEIS? There are Construction Sites all along the route that will be used for staging of materials and for the construction of Pre-Cast concrete structural components Many of those loads going to the Construction Sites as well as constructed structural components are very large likely qualifying as Permit Loads that must transverse existing roads to transport them to the HSR installation site.</p> <p>Adverse Impact of the Added Construction Personnel on the area traffic, schools, and housing Infrastructure (Ref DEIS Omission; Nothing I could Find In the DEIS on This Infrastructure Topic during Construction). Question: What is the Negative Impact due to increased construction personnel over and above those normally in the areas and their traveling needs as it impacts specifically Traffic, Congestion, Housing. Medical facilities, Absorption of a portion of the Food Supply and Demand Chains, and the Negative Impact on Small Rural School ISDs?</p>	
Glenn Mannina	2/5/2018	Handwritten	<p>Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen (Ref Environmental Impact Omission by the FRA DEIS). Katy Prairie Conservancy owns the Warren Ranch, a 6400 acre preserve that provides essential habitat for migratory birds and is designated as a Global Important Bird Area, Warren Ranch is a critical part of the Katy Prairie Preserve, a vast collection of protected properties Owned or managed by the nonprofit land trust Katy Prairie Conservancy (KPC). KPC is diligently working to protect this land for generations to come The prairie is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one mile of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands exist that will be directly or indirectly affected by a HSR corridor. The FRA failed to address these impacts in the draft EIS. (Ref Environmental Issue Omitted in FRA DEIS). Kickapoo Preserve is a high-end development for 500 new homes for DaikenJGoodman employees that is under construction development. The alignment will be just west of homes that are currently occupied and others that are under construction and other that are for sale. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. (Ref Destruction of Economic Development Omitted by FRA DEIS). Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest and Six Pines — all developments for nearly 500 homes, 50 of which have already been built with four or five more in the works are all now cancelled because of the route. The HC-4 route through the developments and destroys the economic viability of them and the value of everyone's property. Also, within these developments are four horse riding trails that the train will cross. This will destroy any viability of the equestrian facility and create dangerous situations for anyone riding in the area, especially children. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination and the FRA has failed to address these impacts in the draft EIS. (Ref Structural Integrity Impact On Water Tower Omitted by FRA DEIS). G & W Water is the supplier of potable water for northern Waller county and southern Grimes County. They recently obtained funding and built a new water tower and the proposed train route falls directly on top of it. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen (Ref. Economic Development and Planning Impact Omitted by FRA DEIS)_ The proposed alignment will impact all future road and thoroughfares through the northern portion of the County. Dozens of roads are planned, but none will be able to be completed if the train cuts through stifling all future economic development in that area. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has to address these impacts in the draft EIS. (Ref: Flooding Issues NOT Addressed in the FRA DEIS ALL Across the Route). As an example, Local Environmental Impact in Waller County includes the Spring Creek Watershed where five creeks will cross the track of the HSR. This watershed will be directly impacted by the train and the track depending on how it's built. Tropical Storm Allison, the Tax Day Floods, the flooding event in May of 2016, and Hurricane Harvey have shown that if any impediments to water flow occur through the watershed, the area will experience major flooding and damage to property if the track is not properly studied and engineered. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has to address these impacts in the draft EIS. (Ref. Environmental and Economic Impact NOT Addressed by the FRA DEIS). Recreational and Sport duck hunting will be directly affected by any noise, vibration and possible 96 trains running through the area. The route cuts through the north end of one of the major wetlands in the region where duck hunting is vital to the economy and where water fowl and their hunting will be diminished, if not destroyed by a high</p>	<p>Refer to CR-2, CR-9, EU-2, FP-1, LU-3, LU-4, NR-1, NR-2, RF-1, RF-4, SS-17, TR-1, TR-8, WW-1, WW-2, WW-8 and WW-9. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</p>

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS				
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			<p>speed train. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has to address these impacts in the draft EIS.</p> <p>(Ref Historical Landmarks Negatively Impacted in Waller County NOT Addressed by FRA DEIS). How is this Example Addressed? When Kickapoo Preserve was established, they were required to perform an archeological survey, which produced the Archeological Survey Report of April, 2010." For this report, the was to obtain an Army Corps of Engineers Section 4 Permit. This report revealed four archeological sites and two pre-historic/historic sites considered for inclusion in the National Register of Historical Places. Mr. Welch has historical maps indicating historical boundaries, roads. stage coach routes, written historic interviews of "old timers," and all the historical sites on the Kickapoo Preserve.</p>	
Glenn Mannina	2/5/2018	Handwritten	<p>Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen</p> <p>(Ref Historical Significance NOT Adequately Addressed by the FRA DEIS). Question: How is this example addressed exactly in the DEIS: At the coordination meeting with TXDOT on or about February 9, 2016, Mr. Rick Welch and Tom Gleason discussed historical significant locations and objects and cultural resources within Waller County and the location where the rail is selected to traverse. Mr. Welch told of Benaiah "Yankee" Jones, III, bom in Massachusetts in 1795 and moved to Texas in the 1830's to early 1840' s. He ended up in the area that is now northeast County where he bought 1,100 acres. On this land, he built a stagecoach Inn that became a famous stagecoach route that is still visible today in the Kickapoo Preserve. Jones and his family are also buried on the family cemetery located in the Kickapoo Preserve. HC-4 runs right over this land and very close, if not directly over this old Inn and Stage Coach site and cemetery.</p> <p>(Ref Safety Issues Nm Addressed by the FRA DEIS) Example: At the coordination meeting between WCSRPC and TXDOT on February 9, 2016, Mr. Tom discussed the Atmos Energy Turbine Powered Natural Gas Compression Station, which pressures up a 30 inch natural gas pipeline to 930 psi between Waxahachie and Katy Texas. Three known accidental releases of natural gas are: May 24, 2007 — 18,000 lbs released, May 30, 2007 — 20,000 lbs released, and June 11, 2007 — unknown quantity. On August 9, 2011, there was a planned Emergency Shutdown Simulation that released thousands of pounds of gas that Mr. Gleason and other neighbors over a mile away. Atmos has to perform emergency simulations twice a year creating potential hazardous situations, especially with an electric train traveling nearby. Question: What would happen during one of these accidental or planned events should a train traveling 200 mph ignite the natural gas and cause a catastrophic accident?</p> <p>(Ref Historical Locations Not Adequately Addressed by the FRA DEIS) Question: HOW was this example adequately addressed by the FRA DEIS? Documents show where the sites were for historical Stage Coach Road that was created between the 1830's and 1840's that came from in the original town of Harrisburg (now Houston) and went north through Mr. Jones' land. These are all historical sites that should not be destroyed by the HSR. All of this information was provided. All of this information was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has to address these impacts in the draft EIS.</p> <p>Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen</p> <p>(Ref. Negative Impact on Hunting Industry Omitted in FRA DEIS)_ Except for the slight discussion on Lake Bardwell, the FRA DEIS has omitted this topic and the negative impact on Texas Hunting Jobs and Revenue. The total impact of the industry to the Texas economy, combining the breeding and hunting components, is \$1.6 billion annually.</p> <p>The economic activity of deer breeding industry supports 16,892 jobs, most of which are in rural areas of the state. If this industry did not exist, those jobs would have to be supported by some other economic activity.</p> <p>These results continue to highlight the fact that the deer breeding industry is a growing and important segment of the Texas economy, contributing to the vitality of rural areas of the state. Question: Will the location of the train bring limitations to private landowners on ranches that earn much of their living via wild game hunting?</p> <p>(Ref HSR vs No Build Not Covered in This Manner in the HSR)_ It is obvious the HSR Speed and the resulting horizontal and vertical deviation restrictions along with the actual Terrain has caused TCRR to not be able to keep to their original promise to the Public that they would "Fly" over existing roads. thereby minimizing impact. Now existing roads are being rerouted, modified, rebuilt OVER the HSR. and new roads being added for Access with more ROW being taken from Landowners. This is the root cause of the increase of Impact Acreage from 3000 acres to 8000 acres with an Avg ROW width now of 275' vs. the original 100'. The FRA must Reject this Disastrous plan, Slow down the HSR reducing restrictions, not disrupt existing roads, or the No Build Alternative Emergency Response Time increases are unacceptable and only Negligence would allow approval. The FRA must not proceed any longer with the HSR EIS.</p>	Refer to CR-2, EU-6, LU-14, SS-2, SS-10 and TR-8.

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			(Ref HSR vs. No Build Alternative Analysis does Not Covered This Area). Risk Management Issues: Because TCRR is no longer doing what they promised the Public and taking the HSR OVER most existing roads now doing the opposite, there is the issue of "Dropped Objects" when the HSR goes under a road. Question: What requirement will the FRA put in place to mitigate this huge risk. Also, there is the issue of the HSR crossing heavily hunted areas Texns. Question-. What Risk Assessments are being required by the FRA for TCRR to perform for rifle shots all around the HSR (since there is no warning to hunters) and for the aforementioned Dropped Objects concern when passing under existing or newly built roads.	
Glenn Mannina	2/5/2018	Handwritten	<p>Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen (Ref The "Reason Foundation" on Ridership). The "Reason Foundation" article states " One reason that HSR loses money is project sponsors overestimate the number of travelers who will switch from car to plane. A 1997 study on the feasibility of HS in the US conducted by the FRA determined that in most cases rail improvements would divert only on intercity automobile trips." The DOT General reached a similar conclusion in a Northeast Corridor. The IG examined two options also in the NE and found that improvements reduced automobile ridership along the NEC by less than Question: Because of the huge Losses & Damages Required by Texas Landowners for the HSR, has the FRA Thoroughly evaluated the Reason Foundation Study on this HSR and Reconciled any different findings or Claims by TCRR? (Ref: Lack of Public Need[Necessity Proof in DEIS & No Build Alternative). FRA does not mention nor prove to the Public a Public Need Exists for the HSR Project AND does not make or use the results of that evaluation a part of the No Build Alternative analysis. The FRA would be Negligent to smooth over and not address the Public Need Proof in order to completely, credibly, adequately, and Fairly address the No Build Alternative. The FRA Must Cease All further work on the HSR EIS process until that very important determination step is completed and reviewed with the Public. (Ref HSR Security Omission in the FRA DEIS). Question: In view of the recent new Texas State Bill on HSR Safety and Security, what Security Requirements are being placed on TCRR by the FRA to meet those additional State and Requirements? Based on lots of advertisements by TCRR, it is obvious their Plan is to minimize any loss time due to security during loading, while under way, and unloading the HSR in stations. Also, please address what is being done to eliminate mitigate any Terrorists attacks of the HSR either while in the stations or while in the middle of nowhere all along the rural remote route? How will EMS vehicles reach very remote if there is an issue, particularly in wet months? Does TCRR have a "Righ Elevation Rescue at Heights" Plan to remove riders off the elevated tracks? (Ref The Reason Foundation Article Reconciliation). The Reason Foundation States "The US lacks many of the factors that make HSR successfull in other countries. For starters, the US has neither the population density nor the land-use regulations to support the development of HSR. It lacks a pre-existing, successfull passenger rail system, and spends far less on human transit than Europe and Japan. The HSR cannot work in a vacuum. In the absence of large urban populations clustered around city center Rail Terminals and Extensive transit systems that allow passengers to easily complete their journeys, HSR will never be an appealing transportation choice to most travelers Considering the Huge Loss and Damage being planned for Texas Landowners, the FRA would be Negligent to not address All differences between the Reason Foundation article and TCRR's Claims. The FRA must do this research and report findings to the Public before going any further with the FRA HSR EIS. Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concemed Citizen (Ref HSR Economics Not in the FRA DEIS). the Reason Foundation, "Crucially, HSR also tends to be very expensive-for both travelers and taxpayers. Practically everywhere it operates, HSR is more expensive (and slower) than plane travel. Those on a very tight budget would be better off traveling by bus. while those seeking flexibility would likely stick with the automobile And yet despite high prices, only two of the world's HSR rail lines have turned a profit. The rest lose substantial amounts of money and required taxpayer subsidy. Since there will be a Huge Loss and Damages for Landowners, it would be Negligent for the FRA to do any further work on this HSR EIS until these comments by the Reason Foundation are reconciled with those claims by TCRR which many believe Overstate Ridership and Understate Costs regardless whether or not there exists any Federal Funding. (Ref FRA HSR Work Contrary to the Surface Transportation Board Ruling). TCRR requested a Jurisdictional review and finding on the HSR The Surface Transportation Board ruled they did not have any jurisdiction over this project as it is NOT a Interstate RR but a planned Intrastate RR. Question: Why is the Federal RR Administration spending Taxpayer funds doing any work at all on this HSR Project, particularly since TCRR has not proven in the Texas courts that they are in fact a RRs certainly not an Operating RR, as well as owning no existing tracks, rolling RR equipment, stations, operating personnel, etc.? Also, the FRA cannot Recommend or Grant TCRR the power of Eminent Domain, so why is the</p>	Refer to BA-6, ED-1, GN-1, GN-2, GN-3, GN-4, NE-1, NE-8, PN-3, SS-3, SS-6, SS-7, SS-9 and SS-18.

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			<p>FRA spending Taxpayer money on an unproven Company currently a RR by themselves in name only, TCRR? (Ref DEIS Inaccuracies & Omissions of Cemetery Locations). The FRA MUST perform an independent review of the Land & Environmental Survey Data supplied by TCRR, Since TCRR was not allowed on much of the 240 mile route Land due to lack of Proof of being an Operating RR or possessing Eminent Domain powers & the resulting lack of Survey permission from Landowners, their work cannot be Accurate OR Credible. Several cemeteries within the destructive force of the HSR have been found by Landowners to not be identified by the DEIS, some possibly Historical Cemeteries. If this is WRONG. what else is also? Without accurate data- the FRA DEIS has ZERO Credibility as a Government Document by the FRA at BEST. The FRA has performed an Unacceptably inadequate verification of what TCRR supplied to the FRA. The FRA must CEASE ALL WORK on the EIS Until ALL Pertinent Data and Subjects are Independently verified by the FRA than accepting TCRR Data as FACT?</p>	
Glenn Mannina	2/5/2018	Handwritten	<p>Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen Business Ethics, public Trust, and TCRR Competence Level (Ref Nothing In the DEIS on This Issue). Question Why is the FRA spending US Taxpayer resources on this project when TCRR is NOT an Operating RR? What RR is TCRR If they are an Operating RR Why was TCRR NOT Allowed to Survey most Of the Route between Dallas and Houston due to lack of Signed Permission Forms and Why in Court did TCRR lose the House Case in Harris County with a Summary Judgement and TCRR was NEVER allowed by Court Order to Survey the House Property. Why did TCRR DROP around 40 Lawsuits (after seeing they were going to lose these also) instead of continuing to pursue the Land Survey Rights if they thought they had the Survey Right? The one case they claimed they won was a Default Judgement due to the Landowner not showing up to court, so NOT a Win of their Case which was NEVER heard entirely by the Court! Business Ethics, Public Trust, and TCRR Competence Level (Ref: Nothing In the DEIS on This Issue). The Public has documented a number of misleading or false answers to questions or statements by TCRR about the HSR for almost three years. The Public is sick of this type of an Unethical Business Model by TCRR. Business Ethics, Public Trust, and TCRR Competence Level (Ref Notting In the DEIS on This Issue). Contrary to TCRR's advertisements, TCRR has done everything possible to mistreat the Public and disregard Private Property Rights and to be an extremely Non-Transparent Company with the Public. Lots of questions have gone unanswered for years. As an example, I personally provide four (4) pages of Questions to Bob Eckels, President of TCRR at that time, in early 2015 at the Madisonville TCRR Open House, and after promising every one of my questions would be answered within 3-4 weeks, and none were ever answered. Another employee, Travis Kelly, a year later after telling him my story, also promised me the answers. After finally telling me his lap top was stolen and he had to recreate the answers, I never received any answers from him. (Ref project Economics and Feasibility Omission in FRA DE-IS). A recent study entitled, "Texas High Speed Rail: Caution Ahead" by Baruch Feigenbaum, the Assistant Director of Transportation policy at the Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 million a year, and that TCR has severely underestimated the costs to build the project and the overestimated the projected ridership. The Report stated: "However, based on our experience and analysis we are concerned that Texas Central's project will fail so spectacularly that privately financed U.S. high-speed rail lines may never be given a second chance." Given the irreversible impacts on our communities, we should NO BUILD a project that does not meet feasibility requirements under NEPA and other laws. In effect, this project will either become a burden on taxpayers in terms of subsidies, or a bridge to nowhere. Dallas-Houston High speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen (Ref FRA DEIS Omission of Major Impact on Hewlett Packard Data Center in Waller, TX).The Hewlett Packard Data Center facility, which houses 1 servers will be within 1 feet of the HC-4 route. When notified of the route, HP's management team and legal department stated: "Hewlett Packard Enterprise is currently not in a position to approve or disapprove the proposed route... However... the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property, If we determine that is the case, then we would have no choice, but to vigorously oppose this route" This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. (Ref FRA DEIS Omission of Impact to Waller County [SD]). The proposed alignment will run through a large portion of Waller ISD's district, which could negatively impact bus routes, which may cause Waller ISD to purchase additional school buses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the HSR project. This issue was brought to the</p>	Refer to AS-1, AQ-7, ED-1, GN-2, GN-3, GN-4, NE-1, NE-5, NE-8, NV-1, NV-5, PI-1, PI-4, SC-5, SC-11, SC-22, TR-6 and TR-8.

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			<p>attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. This issue, however, APPLIES to all Counties particularly during HSR Construction along with a huge amount of Road Construction and Road Closures, Rerouting, Modified, and Closed, Qebuilt OVER the HSR TCRs Plan Must be Rejected by the FRA as the Impact has not been Adequately Identified, Addressed, or Mitigated Satisfactory by the FRA DEIS. (Ref Quality of Life Evaluation Omitted in the FRA DEIS). Quality of Life issues include people living within noise and vibration distance, well as, sight, particularly if the train track is elevated. Depending on location and height of track, there will be loss of disposable income for the increase in travel time because people will not want to live within five to ten miles of the train track causing them to spend more time driving longer distances. Mr. T. J. Johnson, President of the Waller County Advocacy Group, estimates quality of life spent driving behind the wheel of their vehicles will be reduced by 5,000 man-hours per year for residents in Waller County and cost an additional loss of disposable income up to \$3 million. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination mwtings, and the FRA has failed to address these impacts in the draft EIS.</p>	
Glenn Mannina	2/5/2018	Handwritten	<p>Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen Lack of Eminent Domain Power by TCRR, FRA DEIS Comments: The Federal Surface Transportation Board (STB) denied Texas Central Railway (TCR) Eminent Domain (ED) Powers and proclaimed they do not have oversight jurisdiction over TCR's Project. Despite TCR trying to bypass the State of Texas regarding regulatory guidance, the STB ruled that they must go back to Texas for regulation and oversight. TCRR has not proven with the State Legislature (2017 Session) or in Court suits that they possess ED or that they are an Operating RR_ So, TCRR does not possess ED at either the Federal or State Level. TCRR is NOT an operating RR or TCRR would have been allowed to Mr Miles Property. THE FRA MUST CEASE IMMEDIATELY DOING ANY FURTHER WORK WITH TCRR ON A EIS FOR THE HSR, that is until TCRR can prove they are an Operating RR and until they can prove to Landowners that they possess ED just like Power and Pipeline companies can do with Landowners. Lack of Land Survey Rights by TCRR, FRA DEIS Comments: Grimes County Judge Albert McCaig permanently enjoined Texas Central or its agents from conducting surveys that would alter or damage county rights-of-way due to the lack of proof of eminent domain. So, it has been proven in Court Cases that TCRR lacks ED power AND is not an Operating RR and has no Survey Rights. THE FRA MUST CEASE IMMEDIATELY DOING ANY FURTHER WORK WITH TCRR ON A EIS FOR THE HSR, that is until TCRR can prove they are an Operating RR and until they can prove to Landowners that they possess ED just like Power and Pipeline companies can do with Landowners. Lack of Eminent Domain Powers by TCRR, FRA DEIS Comments: The Federal Railroad Administration (FRA) does not have the authority to grant ED, only the STB or the state The FRA clearly states they CANNOT give an entity ED powers. Question: So, if TCRR has NO ED powers and has not proven they are an Operating RR, how can the FRA issue a Record of Decision to such an Entity AND SUPPORT this Entity to execute this Project with ZERO Federal or State Regulatory Oversight, except the FRA's scope of "RR Safety"? THE FRA MUST CEASE DOING ANY FURTHER WORK WITH TCRR ON THE HSR, that is until TCRR can prove they are an Operating RR and until they can prove to Landowners that they possess ED just like Power and Pipeline companies can do with Landowners. Dallas-Houston High Speed Rail DEIS FRA DEIS Public Hearing Comments Impacted Landowner & Concerned Citizen Applicability of FRA Current Regulations, FRA DEIS Comments: The DEIS Abstracts States "FRA regulations do not comprehensively address safety requirements for train operations above 150 mph, such as the Project's proposed operations. Therefore, FRA may issue a Rule of Particular Applicability (regulations that apply to a specific railroad or a specific type of operation (RPA)), impose requirements or conditions by order(s) or waiver(s), or take other regulatory action(s) to ensure the Project is operated safely." Question: Has the FRA developed New Regulations To Date to Regulate TCRR's HSR for speeds exceeding currently regulated 150 mph, and up to speeds of 205 mph? Question: If these Regulations do not exist today, then Certainly TCRR is NOT an Operating RR for their Specified 205 mph today, since these regulations are not yet written, approved, AND Published by the FRA. Correct? Applicability of FRA Current Regulations, FRA DEIS Comments: The DEIS Abstracts States "FRA regulations do not comprehensively address safety requirements for train operations above 150 mph, such as the Project's proposed operations. Therefore, FRA may a Rule of Particular Applicability (regulations that apply to a specific railroad or a specific type of operation (RPA)), impose requirements or conditions by order(s) or waiver(s), or take other regulatory action(s) to ensure the Project is operated safely." Question: Does the FRA intend on issuing to TCRR a Record of Decision (ROD) Prior To developing, approving, and publishing the new</p>	Refer to ED-1, NE-1, NE-2, PI-1, SS-4, SS-18 and SS-23.

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			<p>regulations for speeds of up to 205 mph?.</p> <p>FRA's Abuse of Federal Power Over a State Agency. DEIS Comments: TCRR and the FRA have not worked with local County Emergency Response entities to understand the safety and security needs of TCR which will be paid for by the local Counties. In fact, it was discovered via a Lawsuit against TXDOT by the Waller County Regional manning Committee, a True local County Government Body, the the FRA had TXDOT to no longer meet or work with this local government body for any activities associated with the TCRR HSR. TXDOT/TCRR LOST that Court Case, Appealed. and LOST again. Question: Is this not overstepping the FRAs Power over local Governments? Question: Is this not the reason that the FRNs detail of Ernergency Response Impact was void of mitigation details in order that there was ZERO increase in ER Times? Should not the FRA CEASE ALL further work on this project until a Full Investigation is performed regarding this Abuse of Power by the FRA?</p>	
Glenn Mannina	2/5/2018	Handwritten	<p>(Ref: HSR Economics Not Covered in the FRA DEIS). Per the Reason Foundation, "Crucially, HSR also tends to be very expensive-for both travelers and taxpayers. Practically everywhere it operates, HSR is more expensive (and slower) than plane travel. Those on a very tight budget would be better off traveling by bus, while those seeking flexibility would likely stick with the automobile. And yet despite high prices, only two of the world's HSR rail lines have turned a profit. The rest lose substantial amounts of money and required taxpayer subsidy. Since there will be a Huge Loss and Damages for Landowners, it would be Negligent for the FR.A to do any further work on this HSR EIS until these comments by the Reason Foundation are reconciled with those claims by TCRR which many believe Overstate Ridership and Understate Costs regardless whether or not there exists any Federal Funding.</p> <p>(Ref: FRA HSR Work Contrary to the Surface Transportation Board Ruling). TCRR requested a Jurisdictional review and finding on the HSR. The Surface Transportation Board ruled they did not have any jurisdiction over this project as it is NOT a planned Interstate RR but a planned Intrastate RR. Question: Why is the Federal RR Administration spending Taxpayer funds doing any work at all on this HSR Project, particularly since TCRR has not proven in the Texas courts that they are in fact a RR, certainly not an Operating RR, as well as owning no existing tracks, rolling RR equipment, stations, operating personnel, etc.? Also, the FRA cannot Recommend or Grant TCRR the power of Eminent Domain, so why is the FRA spending Taxpayer money on an unproven Company currently called a RR by themselves in name only, TCRR?</p> <p>(Ref: DEIS Inaccuracies & Omissions of Cemetery Locations). The FRA MUST perform an independent review of the Land & Environmental Survey Data supplied by TCRR, Since TCRR was not allowed on much of the 240 mile route Land due to lack of Proof of being an Operating RR or possessing Eminent Domain powers & the resulting lack of Survey permission from Landowners, their work cannot be Accurate OR Credible. Several cemeteries within the destructive force of the HSR have been found by Landowners to not be identified by the DEIS, some possibly Historical Cemeteries. If this is WRONG, what else is also? Without accurate data, the FRA DEIS has ZERO Credibility as a Government Document by the FRA at BEST. The FRA has performed an Unacceptably inadequate verification of what TCRR supplied to the FRA The FRA must CEASE ALL WORK on the EIS Until ALL Pertinent Data and Subjects are Independently verified by the FRA rather than accepting TCRR Data as FACT?</p> <p>Eminent Domain (ED) Status and County Permit Requirements/DEIS Comments: Grimes, Limestone, Waller, Madison, Freestone, Leon, and Montgomery County have passed a County Law requiring HSRs to obtain a Permit in order to construct a HSR. The Permit also requires that TCRR Prove the company does possess ED powers which they still have been unable to do in court or by passed legislation. Question: Has TCRR proved to the FRA that they possess legally Eminent Domain? Question: If so, the FRA MUST share that rationale with the Public who are going to be hurt the Worst by the HSR. Question: IfTRR has not proven ED to the FR.A. then Why is the FRA working with TCRR on this Project as if they have no ED, and they certainJy are not an Operating RR, and without ED, this project will Never be built?</p> <p>Eminent Domain (ED) Status, FRA DEIS Support: Comment- In the Lawsuit against the House Family in Harris County relating to Survey Access Rights, the courts ruled against TCR and they were never allowed to survey the property. This court judgement also sets a precedent against TCR's claim of possessing ED Powers. They subsequently dropped all cases against landowners and were unable to survey thousands of acres. Question: Why is the FRA working on this Project being executed by a company that Can't or Won't Prove they have ED AND is not an Operating Railroad AND does not have the authority to survey property without Landowner Permission? The FRA Must Cease work on this project IMMEDIATELY and stop wasting any Taxpayer money and time being used to support an Uneconomic Project.</p> <p>Lack of Land Survey Rights by TCRR, FR.A DEIS Comments: The Mr. Miles Lawsuit in Leon County was dropped by TCR in an attempt to avoid losing another battle in court regarding eminent domain. The attorney general of Texas stated the Miles case would provide precedence of whether or not TCR has eminent domain so instead of risking losing this case, l'CR instead said we do not need to get on Mr. Miles property any longer so need for the lawsuit. Now, the FRA preferred Route does in fact still go through Mr. Miles Property, therefore, the FRA is now part of TCRR Deception and False Statement to Mr. Miles and to the Public who are All FUIL aware of the status of this case. TCRR does clearly NOT possess ED Powers, is NOT an Operating RR or TCRR would have been allowed to survey Mr. Miles Property. THE FRA MUST CEASE</p>	Refer to CR-6, ED-1, ED-8, GN-1, GN-2, GN-3, NE-1, NE-2 and PN-3.

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			IMMEDIATELY DOING ANY FURTHER WORK WITH TCRR ON A EIS FOR THE TCRR HSR. and STOP wasting Taxpayer money on this uneconomic project.	
Glenn Mannina	2/5/2018	Handwritten	(Ref: DEIS Appendix F TCRR CONSTRUCTABILITYv4 REPORT; Sect. 7.1, Pgs. 32-33 of34). Comment: There is nothing in FRA's report that addresses the Environmental Impact when Fill Material is removed from Private Property for use by TCRR for the HSR Construction. The FRA has not placed any Environmental Requirements, Expectations, Boundaries, or Established Parameters regarding the removal of Fill Material from Private Property on TCRR. The FRA has not required TCRR to make any area that fill is removed as a Surface Water Source. Questions: Where are adequate materials located; Will the hole be Sealed to hold water; Will it be built in a place that would result in a Surface Water Source; Will TCRR be required to use a Water Conservation Expert to design the Fill removal process; Question: Will the Landowner be left with a huge useless hole on his property that serves NO purpose but to grow weeds and be an eyesore? (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT; Sect. 7.1, Pgs. 32-33 of 34). Comment: Considering in Texas, a relatively dry State, all of the regulatory issues today regarding water conservation and use of well or surface water sources, the FRA omitted quantifying the use of water for Construction and applying restrictions on TCRR on its use if appropriate. Question: Will TCRR be allowed to drill water wells for Construction use or will they be required to use Surface Water and if so, from what sources in the area? The FRA simply Assumes adequate water sources will be available at construction sites. Lots of water will be required continuously not only for concrete batch plants, construction sites, for dust mitigation for Air Quality at Construction Sites, on all temporary dirt roads, but also for watering erosion control plantings along newly constructed embankments and road shoulders. The FRA must quantify the use of this water. (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT; Sect. 4.2, Pg. 23; Also Sect. 5, Pg. 27). The Environmental repair and reclamation of Temporary Construction Sites such as Staging or Pre-Cast Construction Sites has not been discussed by the FRA DEIS. The FRA has included no Environmental expectations or requirements regarding the return of any Temporary Construction sites to their original or better condition/use. Question: Will the sites be returned to their original use for Hay Production, Cattle Grazing, or Farming? Question: For forested areas, will TCRR be required to replant trees? (Ref: DEIS Appendix F TCRR CONSTRUCT ABILITY v4 REPORT; Sect. 8, Pg. 34 of34). Many Landowners will be making Huge Sacrifices as a result of the HSR Project. This Project HURTS THE MOST THOSE WHO WILL BENEFIT THE LEAST, ZERO from this Project. The FRA has a responsibility to ensure the Project economic parameters can be proven to be sound due to all of those sacrifices by Taxpayers and that a "Public Need/Necessity" is Validated by a Third Party. Question: Where is that third party Validation there is clearly a "Public Need/Necessity? The true I-45 predictions do not substantiate that fact. Question: Why has the FRA not mentioned the Reason Foundation Analysis in the DEIS since it shows this Project WILL FAIL economically? The FRA must review this third party analysis and provide an unbiased view of it as opposed to simply TCRR's view. (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT; Sect. 7.1, Pgs. 32-33 of34). Comment: The FRA has a responsibility to its Taxpayers to review the Gross Estimates of both Cost and Schedule by TCRR and provide to the Public in this document "Benchmarks" against other like size Projects either completed or under construction and an Unbiased third party view of the Project's Economics. Due to the Huge Sacrifice by Landowners AND County Governments as a result of this Project, the FRA would be NEGLIGENT IN NOT COMPLETING SUCH AN INDEPENDENT ANALYSIS. The FRA should also review the gross economic viability as a result of TCRR's Ridership and Cost estimates and include it in the next update of this document. (Ref: DEIS Appendix F TCRR CONSTRUCT ABILITY v4 REPORT; Sect. 3, Pg. 22 of 34; Also Sect. 4, Pg. 23 of 34; Also, Sect. 5, Pg. 27 of 34). Comment: The FRA DEIS does not quantify the increase of Permit Loads on local and community roads as well as the resulting changes in Traffic Flow and Congestion vs. prior to HSR Construction. The Construction Staging and Pre-Cast sites will require the influx of Raw Materials, Workers, and the staging or export of completed construction components. The FRA should Quantify the number of Permit Loads on this project vs. that the Public normally sees prior to the HSR construction. Also, the Increase in Traffic around the newly built Construction sites should be Quantified and communicated to the Public as well as local governments so they might plan for the new Traffic flow and Congestion. It would be Negligent for the FRA not to know this information, give it to the public, prior to issuance of a Record of Decision.	Refer to LU-14 and SG-4.
Glenn Mannina	2/5/2018	Handwritten	Ref: DEIS Appendix D Environmental Justice). Comments: There is a large amount of Regional non-specific data in this DEIS vs. specific Studies/Inspections with "Boots on the Ground". Without reconfirming the data from other sources by a comprehensive inspection program, the FRA DEIS data Not Project Specific and is suspect of being Out of Data. Your Route Maps are clearly Out of Date. The DEIS is Fatally Flawed for endangered species, historical property, cemeteries, or other environmental topics. A Spring Fed Creek on my property is incorrectly located some 250 yards on my property. Considering the large areas in the Environmental Maps that show Navasota Ladies Tresses (vs. your only 657 acres of inspection) and the Houston Toad, these areas were not recently inspected as there is no way TCRR had the permission to survey ALL those properties, one of which is mine! So FRA must restore the Credibility of this Data with Boots on the Ground.	Refer to GN-1.
Glenn Mannina	2/5/2018	Handwritten	Ref: DEIS Appendix D Environmental Justice). Comments: There is a large amount of Regional non-specific data in this DEIS vs. specific Studies/Inspections with "Boots on the Ground". Without reconfirming the data from other sources by a comprehensive inspection program, the FRA DEIS data Not Project Specific and is suspect of being Out of Data. Your Route Maps are clearly Out of Date. The DEIS is Fatally Flawed	Refer to GN-1.

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			for endangered species, historical property, cemeteries, or other environmental topics. A Spring Fed Creek on my property is incorrectly located some 250 yards on my property. Considering the large areas in the Environmental Maps that show Navasota Ladies Tresses (vs. your only 657 acres of inspection) and the Houston Toad, these areas were not recently inspected as there is no way TCRR had the permission to survey ALL those properties, one of which is mine! So FRA must restore the Credibility of this Data with Boots on the Ground.	
Glenn Mannina	2/5/2018	Handwritten	<p>Premature Applicability of FRA Process, FRA DEIS Comments: TCRR currently only has in their contractual control approximately 15% of the total required 240 mile distance of land under track, leaving around 200 miles not under contract. Question: Why is the FRA spending Taxpayer money/time working with TCRR who has not proven ED Powers, who has not proven they are an Operating RR as Survey Rights have been denied in Court, AND has only acquired LESS than for sure 200/o of the Distance in Miles of controlled Land to lay track down on? The FRA Must Cease ALL Work on TCRR's HSR EIS until TCRR has proven they can acquire the Land that TCRR MUST Own in order to build this Project. Without that, TCRR and the FRA are wasting time and money. But in the FRA's case, Taxpayer Money!</p> <p>HSR Economic Viability, FRA DEIS Comments: TCRR' s Economic Model includes Ridership numbers that would require them to take 100% of the air travel from SW airlines between Dallas-Houston and 100% of those who travel in cars between the two cities. The FRA does not really test any of TCRR's data on Ridership and Costs AND has not used external resources, such as the "Reason Foundation" (States this Project will Fail!), to determine whether all of this Wasted effort is necessary AT ALL. Question: Does the FRA plan on issuing a Record of Decision to TCRR for this HSR, considering the extremely Harmful results on the Public and their Property should this Project is allowed to be Executed, WITHOUT VERIFYING THE VIABILITY OF THIS PROJECT? From a Private Landowner and Taxpayer viewpoint, an action by the FRA such as that would be Reckless and Negligent to say the least, and extremely unfair to the Public who the FRA is supposed to Protect.</p> <p>(REF: DEIS Appendix F TCRR CONSTRUCT ABILITY v4 REPORT; Sect. 2.4, Pg. 4 of 34). Question: What is the Market and Supply Chain Impact on the local Areas taking into account other local Construction Projects just now starting (249 Extension, Plantersville Interchange, Magnolia Interchange) due to the Huge HSR project PLUS ALL of the Road Construction work being caused by the Unacceptable way TCRR is executing the HSR causing many roads to be rebuilt over the HSR? The needs of this huge project could significantly and negatively impact, City, County, State and Federal Construction Projects to the extent of them being significantly being delayed or cancelled due to lack of available materials. (Ref: DEIS Appendix F TCRR CONSTRUCTABILITYv4 REPORT; Sect. 2.4, Pg. 4 of34). Comment: FRA's report is too General and does not appropriately assess the full impact to the supply chain for aggregate required by the HSR Project and particularly how it impacts other Concurrent Construction Projects all along the route in multiple counties. The FRA glossed over this issue and needs to investigate it much more.</p> <p>(Ref: DEIS Appendix F TCRR CONSTRUCTABILITYv4 REPORT; MAIN TEXT III; Sect. 2.5, Pgs. 5-6 of34; Also Sect. 4.22, Pg. 24 of 34;Also Sect. 5.1.1, Pg. 27 of 34). COMMENT: The Negative Impact of Increased Public Travel traffic flow disruptions and congestion, generally more equipment and construction employees on the roads, More Permit Loads of huge Construction Components, and Negative Impact to the General Flow of Business has not been Quantified by the FRA. The FRA has the ability to take Lessons Learned from another project, such as that in California, from the standpoint of negative impacts to the Public's Travel Needs. More Detailed Expectations and Boundary type performance parameters must be provided to TCRR.</p> <p>(Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT; Sect. 2.13, Pgs. 20-21 of34; Also Sect. 2.3, Pgs.3-4 of34; Also Sect. 6.2, Pg. 29 of34). Comment: Based on the size of Raw Materials and Structural components being moved on existing roads, there will be significant Damage to Existing Private, City, County, State and Federal Road/Highway Infrastructures. The Government entities and the Public deserve to understand How much damage to roads and infrastructure and where it can be expected. Question: Who wi)) pay for this damage repairs?Question: Will the Public have to wait 5 years to see the damage repaired? Question: Who will pay for damages to the public vehicles as a result of having to use unsatisfactory roads for 5 years?</p> <p>(Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT Sect. 6.5, Pgs. 29-30 of34). Construction Access roads alongside the HSR with require the construction of new roads requiring the taking of Much more Private Property for roads. Question: Who owns these newly constructed roads: Question: Who will be responsible for maintenance in the future; Question: Will the "New Roads ROW" be taken under the normal Eminent Domain process? If so the Project would then require the use of More Private Property simply due to TCRR's method of executing this project. The Public deserves this level of detail. Question: How much of the increase o fImpacted Acreage from 3000 acres to 8000 acres is DUE to the Rerouting, Modification, Closing, or Rebuilding of Roads OVER the HSR?</p>	Refer to ED-1, ED-2, GN-2, GN-3, LU-14, NE-1, NE-8, SG-4, TR-6, TR-7 and TR-8.
Glenn Mannina	2/5/2018	Handwritten	<p>(Ref; DEIS)Appendix E Combined Tech Memos Set 1 of 2; Pgs. 4-8). Comment: The FR.A only shows noise levels (87 dBA) for one train passing one single point in space. They failed to show the Noise Level of Two Trains passing each other in opposite directions (this will happen frequently since both tracks are used 16-18 hours a day by 8 train sets). The FRA also did not mention at all the additional Scientifically proven "Slapping Sound" or popping noise as a result of the two air flows that lead each train colliding into each other and then bouncing between</p>	Refer to NV-1, NV-10, SS-3, SS-10, SS-12, SS-18, SS-19, SS-23, VA-1 and WW-2. The FRA noise assessment is conducted on a cumulative basis, which looks at the total noise over a 24-hour period. The assessment is

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			<p>and along the two sides of the trains. Finally, Noise Mitigation will be extremely important to those who are making the largest sacrifice for this project, their land. TCRR should have much more stringent and clear specifications from the FRA and under what parameters Noise Mitigation Must be Installed and included in the detail design. The entire NOISE section requires more study and analysis. (Ref: DEIS Appendix F TCRR FDCE v7 REPORT; Sect. 13.5, Pg. 148 of 199). Comment: Texas is a relatively dry state much of the time. For sure in Leon County, there exists many surface springs and spring fed creeks (Surface Springs Not Listed in the FRA DEIS) that provide valuable water to wildlife and domestic animals throughout a normally hot and dry Texas Summer. The FR.A failed to Identify the Existence of and failed to evaluate the Damage to many extremely valuable water sources particularly in Leon County (but may extend to other nearby counties). These Surface Springs and Unidentified Spring Fed Creeks potentially would be destroyed by any soils disturbance AND the movement of Fill material on top of them or the excavation for fill material. This Omission must be Corrected.</p> <p>(Ref: DEIS Appendix F TCRR FDCE v7 REPORT; Sect. 3.12, Pg. 49 of 199; Sect 4.1, Pg. 62 of 199; Sect. 4.2, Pg. 63 of 199; Sect. 4.4, Pg. 64 of 199; Sect. 16.2.5, Pgs. 185-186). Comment: The FRA was not specific enough on Security Monitoring along the most rural parts of the route as well as ensuring the Identification of wild animals on the track. The safety of a train passing in rural Texas where Hunting is at the highest level was never mentioned. Question: What steps have been taken to ensure rifle bullets do not enter a train? Much of the rural route is infested with Feral Hogs. The FR.A was not specific on what type of monitoring system would be used. This was covered lightly by the DEIS (16.2.5, pgs. 185-186). Normal chain link type Fencing is of no use. A train hitting a 300# Feral low center of gravity Hog would be devastating. More specifics specifications should be provided to TCRR for both fencing and monitoring systems.</p> <p>(Ref: DEIS Appendix F TCRR FDCE v7 REPORT; Sect. 3.12, Pg. 49 of 199; Sect 4.1, Pg. 62 of 199; Sect. 4.2, Pg. 63 of 199; Sect. 4.4, Pg. 64 of 199; Sect. 16.2.5, Pgs. 185-186). Comment: There is the issue of High Elevation Rescues from the top of the raised tracks in case of an Emergency or Breakdown that is Omitted by the FRA DEIS Question: Who will develop the specifications for Emergency Response on top of a Viaduct or tall Berm including requirements for High Elevation Evacuation of the Train set customers? This was totally missing in the DEIS. Question: Will special Emergency Response Vehicles be purchased by TCRR along with trained personnel and kept along the route for fast emergency use including ladder trucks? Question: Where is this covered in the DEIS?</p> <p>(Ref: DEIS Appendix F TCRR FDCE v7 REPORT; Sect. 3.12, Pg. 49 of 199; Sect 4.1, Pg. 62 of 199; Sect. 4.2, Pg. 63 of 199; Sect. 4.4, Pg. 64 of 199; Sect. 16.2.5, Pgs. 185-186). Comment: There is the issue of High Elevation Rescues from the top of the raised tracks in case of an Emergency or Breakdown that is Omitted by the FRA DEIS. There must be a Risk Assessment performed on the ability for Emergency Vehicles to reach any remote area along the 240 mile route. There is no mention of this in the DEIS. In any wet or winter months, it will be next to impossible to reach the track in the middle of a very remote pasture along the route. This work must be done by the FRA for the Safety of those riding the train.</p> <p>(Ref: DEIS_MAIN TEXT ID: Sect. 3.16.3.2.3, Pg. 3-16-6, Pg. 3-16-31; Also Sect. 3.16.5.2.2, Pg. 3 .16-24; Also Tables 3 .16-14 & 1 S). The Dallas to Houston FRA DEIS after showing High, Medium, and Low Risk levels of increased Emergency Response times (Quantified) only takes seriously the red highlighted HIGH items and then summarizes by saying the "impacts to ER times are not expected to be Significant". The FRA then states that Modeling would be performed prior to Construction in order to develop Mitigation Steps/ Actions that would then make the impact "Not Significant". This project is NOT WORTH A SINGLE additional Loss of LIFE as a result of slowed Emergency Response times! The FRA MUST not allow TCRR's HSR Project to move forward with ANY INCREASES IN ER TIMES??</p> <p>(Ref: DEIS_MAIN TEXT III; Sect. 3.14.3.2.3, Pg. 5; Also Sect. 3.14.3.2.5, Pgs. 6-7). Comment: No Discussion in the DEIS on the true Significant Negative Impacts of Tax Revenues due to lower Private Property Values except around the stations. The DEIS includes evaluations about the Property Values around the HSR stations, but totally omits the Negative side of the evaluation, that is the LOSS of Tax Revenue all across the state as a result of the presence of the HSR The FRA does NOT prove that simply The HSR footprint will offset the tax revenue losses of huge amounts of lower property values. Property Values out several miles from the route must be evaluated to credibly and fully understand the Loss of Tax Revenue. Only then can a credible Cost/Benefit analysis be done regarding Tax analyses. FRA Must Correct this Miscalculation.</p>	<p>based on the reference noise level of a train passby at a known speed, the total number of trains per day and night, the length of each train, and the actual speed of the trains at a given location.</p>
Glenn Mannina	2/5/2018	Handwritten	<p>Dallas to Houston FRA DEIS Public Comments; Abstract). As of this date, January 16, 2018, a number of the public that I know have been unable to get a DEIS comment to the FR.A Web successfully through the Comment Section as they continue to receive "Undelivered" Emails from the FRA. They have copies of those Emails. The FRA has done everything possible to minimize involvement by the Public on this HSR from starting the 60 day Comments Period before Christmas through the holidays to scheduling two County meetings every night there is a FR.A Public Hearing to now providing an electronic Comments Section for Public Comments that DOES NOT WORK. Because of this problem, the FR.A, MUST modify the Comments Period and Extend it due the inability of people to use it successfully for almost the first month of the 60 day Comment Period .. (Ref: DEIS Comments AND Meeting Schedules). As of this date, January 17, 2018, a number of the public that I know have been unable to get a DEIS comment to the FR.A Web successfully through the Comment Section as they continue to receive "Undelivered" Emails from the FRA. They have copies of those Emails. The FRA has done everything possible to minimize involvement by the</p>	<p>Refer to BA-5, BA-7, BA-8, BA-9, BA-10, EJ-1, EU-2, NE-1, NE-8, NE-9, NV-9, NV-10, PI-1, PI-3 and PI-11. For approximately 48 hours during the public comment period, the FRA website generated a non-delivery message in response to emails with yahoo.com or aol.com addresses. As soon as this problem was brought to FRA's attention, the problem was remedied. However, this brief issue did not affect other comment tools available to interested parties. These tools included sending an email directly to FRA staff or the project email (DallasHoustonHSR@urs.com) or</p>

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			<p>Public on this HSR from starting the 60 day Comments Period before Christmas through the holidays to scheduling two County meetings every night there is a FRA Public Hearing to now providing an electronic Comments Section for Public Comments that DOES NOT WORK. And Third, the FRA has now changed the location of the Madison County Meeting and correct addresses AFFER. the Public has advertised the location of these meetings. The FRA, MUST modify the Comments Period and Extend it since people can't use it t successfully for almost the first month of the 60 day Comment Period.</p> <p>(Ref: DEIS TEXT ill; Chapter 3; Table 3.9-1 Summary ofUtilities Crossings). This table is Inaccurate under Leon County and maybe other counties. My property is on the Utility Corridor just North of the HSR MAJOR Utility Corridor crossing from NW to SE just South of my property. That Utility Corridor has 2 Enterprise Pipelines and the OncorfTXU utility line.I watched the 30" Enterprise pipeline installed next to a smaller Enterprise pipeline in 2014 and know it was installed past the point within the Utility Corridor that I can see from my south fence line where the HSR crosses the Corridor. This Table Shows NO Enterprise Pipeline Crossings in Leon County, the closest being further south in Grimes County? This report Inaccurate DEIS MUST be RETRACTED AND REDONE with a huge increase in Credibility.</p> <p>(Ref DEIS Chapter 3; Executive Justice; Sect. 3.18.5.4.3).Noise pollution concerns mean that increasing speed is becoming more difficult. In Japan, the population density is high and there have been severe protests against the Shinkansen's noise pollution, meaning that its noise is now limited to less than 70 dB in residential areas. [27] Hence, improvement and reduction of pantograph, weight saving of cars, and construction of noise baniers and other measures have been implemented. Current research is primarily aimed at reducing operational noise, particularly the tunnel boom phenomenon caused when trains transit tunnels at high speed AND also when two trains pass each other in opposite directions. The FRA DEIS Failed to address this issue and the Entire Noise Study by the FRA is Unacceptable and Must be Totally restudied in several additional noise areas including more detail on Noise Abatement ..</p> <p>The Federal Rail Administration (FRA) has improperly selected one build alternative (Utility Corridor) and one alignment (HC-4) without conducting the necessary comparative analysis of alternatives pursuant to NEPA. The FRA Must Cease Further work on the EIS and conduct a programmatic EIS for the four build corridors (BNSF, UPRR, I-45, Utility) that met the "Purpose and Need" of the project identified in the Corridor Alternatives Analysis Technical Report (August 2015). Doing so is the only way that the FRA can fulfill its responsibility to advance an alternative that resolves the conflicts the project creates in many counties. (40 C.F.R § 1501.2(c)). This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.</p>	<p>sending a letter to FRA. Japanese noise limits are much more stringent than those in the US. Because of this, Japanese trains are much quieter than other similar trains. Since there are no tunnels proposed on the project, tunnel boom is not an issue.</p>
Glenn Mannina	2/5/2018	Handwritten	<p>(Ref DEIS_ MAIN TEXT ill;Sect. 3.13.3, Pg. 3.13-6; Natural Resources Map 3 of 4 Appendix F TCRR FDCE v7 REPORT; Comment: Natural Resources Map (Natural Resources 3 of 4, Pg. 53 of 65, Intermittent Stream) shows a Creek on my property that is at a minimum, 150-200 yards too far to the WEST (It does not touch the Utility Corridor Opening vs. what is shown on the DEIS Map), so Where did this Survey Data come from that is INCORRECT? What other DEIS data is "INCORRECT". If Your Survey Data is 200 yards off on an Historical Cemetery, the FRA may not even know about such and historical locations that might Actually Be in the Direct Path of the HSR Route. The FRA Land and Environmental Survey Data is Fatally Flawed with Omissions, Inaccuracies and possibly Illegally Obtained Data. The FRA Must Cease all work on this HSR project until the data has been updated, completed, and purged of any Illegally Obtained.</p> <p>(Ref DEIS MAIN TEXT I; DEIS Abstract). Comment: As described in the DEIS Abstract, the FRA has jurisdiction over all areas of "RR Safety". However, the FRA is not accountable for the entire execution of this project nor how TCRR interacts with the Public in addressing issues and negative impacts on the public during the Construction Phase. The FRA Must suspend any further work on this HSR Project until the Texas Legislators can determine what State Regulatory Body would be responsible and accountable to provide Oversight on all aspects of this project, except what is being overseen by the FRA, "RR Safety". This would also require that a State Regulatory Body is ensuing the new State requirements on HSR Safety & Security are being appropriately planned, designed, and applied.</p> <p>(FRA DEIS). Comment: The FRA has published a very Sloppy, Inaccurate, and Incomplete One Sided DEIS that JEOPARDIZES PUBLIC SAFETY BY NOT PLACING TRUE LIMITATIONS, PARAMETERS, AND CLEAR CONCRETE EXPECTATIONS WITH TEETH on TCRR and its Execution Plan. Since the FRA is not responsible for execution of anything OUTSIDE of "RR Safety" this DEIS is full of simply Guidelines" to TCRR without the ability for the FRA to hold TCRR Accountable. So who will protect the Public? The last time I checked, the FRA was financed by Taxpayer Dollars and is responsible for the Safety of the Public, NOT THE PROMOTION OF A PRIVATE COMP ANY THAT WILL BE PRIMARILY JAPANESE FUNDED? The FRA leaves MOST to be dealt with between Local Governments and TCR (PER FRA's Actual Words in the DEIS), and is NOT Accountable for POOR actual Execution Methods of TCR's huge Construction Plan that could harm the Public's Quality of Life Tremendously, including and Mostly their Safety?</p> <p>(FRA DEIS). Comment: I see nothing that clearly proves or even analyzes whether the TCRR HSR Project constitutes a True Public Need or Necessity. There is also Court Proof that TCRR is NOT an Operating RR in the State of Texas, does NOT have the right to survey Property, and</p>	<p>Refer to ED-1, EU-2, FP-1, GN-4, NE-1, NE-2, NE-8, PN-3, SS-4, SS-9, SS-19, SS-23, TR-6 and TR-8.</p> <p>Data collection and analysis was completed using the most accurate data available at the time of analysis and in compliance with industry standards and best practices. Multiple documentary resources including the Texas Historical Commission's Sites Atlas, United States Geological Survey topographic maps, and historical aerial imagery were consulted during the Cultural Resources background research phase of the Final EIS to preliminary identify cultural resource locations. In accordance with Section 106 of the National Historic Preservation Act and pursuant to 36 C.F.R. Part 800.4(b)(2) and 5(a)(3), FRA, TCRR, Texas Historical Commission, and other Signatories are developing and will execute a Programmatic Agreement (PA) that allows for the continued phased identification, evaluation and assessment of effects to historic and archeological resources, including cemeteries, as access to private land holdings becomes available and after publication of the Final EIS. Cultural resources surveys have been conducted for portions of the Project area, though many areas remain to be surveyed and will be subject to the methodology outlined in the PA.</p>

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			<p>certainly TCRR does not possess today the Eminent Domain Powers to acquire the required land for track since so many Landowners would not even allow TCRR to Survey their property, still true today. Question: Why is the FRA wasting Taxpayer money working at an on this Private Project that has not passed so many tests of required maturity at this point in time to support any Government support? (Ref: Danas to Houston FRA DEIS Public Safety). Due Diligence by the FRA MUST include a Comprehensive Risk Management System applied to a Number of components of this huge project. For example, Risk Assessments must be performed on the topics of HSR Project, the Routes including Crossings of Transmission Lines and Pipelines, the Traffic and Congestion during Construction including impacts of unfamiliar closed, rerouted or modified roads and Lane Changes. Without applying such a system, the FRA has not done its "Due Diligence" to protect Public Lives. (Ref: Houston to Dallas FRA DEIS; Public Safety) There exists a "Lack of Due Diligence" by the FRA and TCRR to apply a Comprehensive Risk Management System to the HSR in the Name of Public Safety. Must Apply to ALL Crossings of Transmission lines & Pipelines & anything that impacts PUBLIC SAFETY. Also applies to elements during Construction, particularly ALL of the TRAFFIC and TRAVEL road changes & travel among all the heavy equipment and permit loads. Elements are 1) Identification of Disaster Scenarios 2) Comprehensive Risk Assessments on those Scenarios using Qualified Risk Assessment Engineers 3) Quantification and Qualification of Risks 4) Mitigation Analysis of ALL Risks Identified 5) Elimination of Acceptable Risks vs. Further Study of Unacceptable Risks 6) Modify the Project's approach to Remove ALL Unacceptable Risk Levels. THE FRA MUST CEASE ALL FURTHER WORK ON THE HSR EIS UNTIL nns RISK MANAGEMENT SYSTEM IS APPLIED IN A COMPREHENSIVE MANNER (Ref: HSR Safety & Security; DEIS Appendix F TCRR FDCE v7 Report; Sect. 3.12, Pg. 49 of 199). Omission by the FRA: Texas Senate Bill 975 passed in the 2017 Texas State Legislature provides for increased Security and Safety standards more closely resembling TSA Airport standards. The DEIS fails to apply these Requirements. These rules were also not taken into account when formulating TCRR's trip time of 3.5 hours. TCRR attributed these security guidelines when calculating airport trip times but not their own thereby FALSIFYING support for a PUBLIC NEED/NECESSITY". THE NO-BUILD ALTERNATIVE MUST BE RECONSIDERED BY THE FRA AND NO FURTHER WORK MUST BE DONE ON THE EIS UNTIL THAT STEP IS COMPLETED. There should be no further taxpayer funding for a company that has not even proven they are a railroad.</p>	
Glenn Mannina	2/5/2018	Handwritten	<p>(Ref: DEIS Appendix D Environmental Justice). Comment: The FRA must communicate the results of the significantly Westward movement of the Cross Texas Transmission line a year or so ago away from the Leon County Utility Corridor due to Environmental Reasons and why that information did not influence the FRA on the selected Utility Corridor Route. The Utility Corridor was one of 64 shortlisted routes. Question: So FRA, why was this not included and how would this impact your route selection? (Ref: DEIS Appendix D Environmental Justice). Comments: There is a large amount of Regional non-specific data in this DEIS vs. specific Studies/Inspections with "Boots on the Ground". Without reconfirming the data from other sources by a comprehensive inspection program, the FRA DEIS data Not Project Specific and is suspect of being Out of Data. Your Route Maps are clearly Out of Date. The DEIS is Fatally Flawed for endangered species, historical property, cemeteries, or other environmental topics. A Spring Fed Creek on my property is incorrectly located some 250 yards on my property. Considering the large areas in the Environmental Maps that show Navasota Ladies Tresses (vs. your only 657 acres of inspection) and the Houston Toad, these areas were not recently inspected as there is no way TCRR had the permission to survey ALL those properties, one of which is mine! So FRA must restore the Credibility of this Data with Boots on the Ground. (Ref: DEIS Appendix F TCRR FDCE v7 REPORT; Sect. 3.12, Pg. 49 of 199; Sect 4.1, Pg. 62 of 199; Sect. 4.2, Pg. 63 of 199; Sect. 4.4, Pg. 64 of 199). Comment: The FRA is responsible for RR Safety & Security. But yet, the FRA was silent on any Comprehensive Risk Management System applied to Assess the Risk of Crossing Large Live Pipelines (2) and a Transmission Line in the Utility Corridor within Leon County. A Comprehensive Risk Management System must be applied including Specific Risk Assessments that identify disaster scenarios, the likelihood of occurrences, as well as Mitigation Steps to be taken to reduce, eliminate or manage the risk. This must be done for the Utility Corridor and any other potentially dangerous systems for a credible understanding of the Public Safety risks associated with the HSR. The FRA will be held accountable if this risk work is not performed. (Ref: DEIS MAIN TEXT I; Sect. 2.6, Pgs. 41-48; Sect. 2.7, Pgs. 54-56). Comment: Cost is not a parameter to dismiss a Route Alt. for a Private Project. The 145 Route would likely be less harmful to the Environment & Landowners and Must be Reconsidered. There is NO REGULATORY BODY TO HAVE ESTABLISHED A Credible PUBLIC NEED/NECESSITY as those who are hurt the worst will benefit ZERO The FRA MUST Stop ALL further work on this Project and wait until TCRR has proven its false claim of having Eminent Domain and Condemnation rights. TCRR AS BEEN UNWILLING OR UNABLE TO PROVE TO A SINGLE LANDOWNER Or in COURT TIIBY HOLD EMINENT DOMAIN POWERS. TCRR has run away from lawsuits that would have resolved this issue. Also, TCRR is required to obtain a County Permit from many Rural Counties & those permits require Proof from TCRR of Eminent Domain Powers. Therefore, No further work Must be done until the Public Need issues and County Permits related to Eminent Domain are resolved. (Ref: DEIS Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14; File 3, TEXT ID, Tables 3 .11). Comment: TCRR has continuously</p>	<p>Refer to BA-5, BA-8, BA-7, BA-11, ED-1, EU-2, GN-1, LU-14, NE-8, NR-4, PN-3, SS-18, SS-19, TR-1, TR-6, TR-7, TR-8 and TR-10. In Leon County, Segment 3C is proposed along the 1-45 corridor and would not affect transmission lines any more than the existing infrastructure. Where Segment 4 crosses transmission lines south of Concord, TX, engineering refinements will be conducted in consultation with the utility provider to address any hazard controls identified through TCRR's Hazard Analysis (See Section 3.16.6, Cultural Resources, Avoidance, Minimization and Mitigation, SS-CM#4).</p>

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			<p>communicated to the Public that very few to no roads would be closed as the HSR would be elevated and crossing over existing roads. However, the truth is: 66 Private Rds. Closed out of 161 crossings. 43 Private Rds. Re-routed. 1 Public Rd. Closed out of 463 crossings (DEIS Verbiage states No public roads are closed which is Incorrect). 139 Public Rds. Re-routed.</p> <p>And some of the Private Road closures might be left up to the Landowner to remedy themselves. This plan is unacceptable and needs to have significant restrictions put on TCRR and a complete re-do of the plans for existing roads and traffic. The re-routing of roads will just add to the 4.5-5 years of traffic congestion like many have never seen and having the Public change their travel routes forever. (Ref: DEIS Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14; File 3, TEXT ill, Tables 3 .11). Comment: TCRR has NOT applied for a required County Permit from several rural Counties being negatively impacted. Those Permits also require TCRR PROOF OF EMINENT DOMAIN BEFORE A PERMIT CAN BE ISSUED. No work on any County Roads can be done without that Permit. The FRA is Silent on this issue and it must be recognized by FRA because it is the LAW. The current TCRR Plan is clearly a larger sacrifice by the Public. TCRR has told the Public previously in meetings & Advertised on FB that almost no roads would be modified as a result of their use of Viaducts so they could fly over existing roads. The DEIS paints yet a different picture with major FM and CR being modified to go OVER the HSR THUS PLAN IS UNACCEPTABLE & MUST BE SCRAPPED AND RE-DONE BY THE FRA. Releasing such a document would be Negligent to say the least. (Ref: DEIS_ MAIN TEXT ill AND Natural Resources Map 3 of 4; Sect. 3.13.3, Pg. 3.13-6; Natural Resources Map 3 of 4, Pg. 53 of 65). Comment: There is a potential that Land and/or Environmental survey data used in the DEIS by the FRA was obtained without approval of the Landowner per the process being followed by TCRR (Proof of examples provided to Washington). Surely a Federal Government Agency, the FRA, would not want to issue a report that contains Illegally Obtained data in the DEIS? In order to restore the Credibility of FRA' s DEIS, the FRA Must cease any further work on the EIS and immediately request from the Landowners of any data used in the DEIS, for Land or Environmental Surveys, a newly Signed Affidavit stating that all of the Landowner's data being used in the DEIS was in fact obtained under the permission of a signed and executed Survey Permission Form by the Landowner. Your Survey Data is "FATALLY FLAWED" and Lacks Credibility.</p>	
Glenn Mannina	2/5/2018	Oral	<p>Okay. My name is Glenn Mannina, and I have opposed the uneconomic land grab High-Speed Rail Project for three years. After review of much of the DEIS--and there's a number of us that are looking at that; we've been doing it for six weeks--we know a lot more about what's in the DEIS than you-all, do and we're going to try to help you understand what's in there tonight. After review of it, I'm more convinced than ever the FRA is not acting in an independent capacity with TCR. In fact, they're supporting this project, and is disregarding the safety of the public in doing so. When I hear a person from FRA, who works for FRA, misleading the public with the statement, TCR is a private company doing the project without use of federal funds, just like what I heard a few minutes ago, well, my antenna goes up. After my challenge, that person corrected the statement--not here tonight but the other night's statement--saying, No federal funds at this point. This person tonight, Kevin, didn't say that. It's at this point. We know it's going to happen, because TCR has already documented it. We've got videos, we got things written down, we got all kinds of stuff that we know what they said. They will go after the RRIF railroad loans. That is your tax money, people. It didn't just come up there from somewhere else. It's your tax money. The FRA has artificially orchestrated a purpose and need definition that is not balanced, but it's biased by only supporting TCR's functional criteria, not the public's interest or safety and is clearly designed to eliminate the no build alternative. They also say that no build will not meet the traffic and congestion relief needs. As we've already heard tonight, we've got information--obviously they don't; I don't know--but we've got information there is no traffic between Dallas and Houston. And TCR has already said, unless you've got an accident -- I'll qualify that. Unless you've got an accident. But TCR has already gone on record saying they are not helping one single bit the congestion and traffic anywhere near the cities of Houston. We've got them on record saying that. Now, you talk about this purpose and need. Okay? Let me give you an analogy. A boss comes into his employee. He owns an equipment company, and he needs the bid out a bunch of skid-steers because there's a big construction job about ready to happen. So he tells his employee, I need you to bid out, and I need ten skid-steers bid out to equipment. It's going to be a while. I've got a lot to say, though. Thank you. Okay. So you got this guy and you got an employee. But all the sudden the employee figures out, Okay. I've got to get 10 skid-steers, but I got five competitors that want to bid on it. And you know what? I really one. It's really neat. It's got all kinds of fancy accessories to it. It goes 205 miles an hour, can make it from Houston to Dallas in 90 minutes. Okay? So what am I going to do? Well, what I'm going to do is I'm going to write down the specifications to that specific skid-steer that I know only that skid-steer company can meet. So he writes those specifications. Who wins the bid? That skid-steer. You've got the same analogy what's happening right now and what the FRA produced. TCR's spokesman criteria, the technological part says you use the Shinkansen system; operationally 90-minute travel time between Dallas and Houston with speeds over 200; and environmentally making sure it meets all environmental requirements. Well, one criteria they eliminated,</p>	Refer to BA-6, GN-4, PN-3, PN-4, NE-1, SS-1 and TR-5.

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			folks, from the stage one screening they took out economic viability. Now, you're going to go out here and destroy these people's property without knowing whether this project can be economical? Give me a break. They remove economic viability. Wow! I wonder why.	
Glenn Mannina	2/5/2018	Oral	<p>I'm going to pick up where I left off before. Per the DEIS, the FRA's mission is to support the development of safe and reliable inner-city passenger rail. To support the development of safe and reliable inner-city passenger rail. So tell me where the independence is, folks. The FRA is just going through the motions. I've been through this DEIS. I've read enough of it. I understand what's going on. There's so much wrong with it, there's no way a credible company would put out a piece of trash that they put out. There is so much wrong with it, it's unbelievable. And we know what's wrong with it, and we're going to try to tell everybody what's wrong with it. The federal agency -- let me tell you something else. This is what really gets me. They're supposed to look out for our safety and the safety of our kids and our grandkids. Who would put a high-speed rail two blocks from Leon High School on one major corridor, 79, that is the only major corridor that goes in and out east and west from Marquez to Jewett with a 150-acre construction site right next to it?</p> <p>Now, let me tell you, I'm a civil engineer. I looked at the details of the amount of materials in this project, and I finally understood this project is bigger than anybody has ever seen in their entire lives or will ever see. It's a monster. And the way they're implementing, their screwing up all the roads and the county's going to be left paying the bill. They're changing a lot of roads, modifying, re-routing, detouring building roads over the high-speed rail they told us they weren't going to do. They're closing private roads, a bunch of them, a whole bunch of them. Let me tell you about private roads. What they say in there is that, if we're buying your property, we'll get you way out; but if we're not buying your property, well, it depends on whether it's proposed for us to get you out. Who's going to determine whether it's proposed or not? They are. Emergency response. Okay? Very important. Talk about the no build versus the build options. Okay? You would have thought that if they had come up in the DEIS and said that there are going to be increases in emergency response times, but we'll go through a mitigation step, and because we're going to go through a mitigation step, well, it will probably be okay. In fact, the exact comment is, "Impacts to emergency response times would not be anticipated to be significant." Give me a break. They also say, if it's not over ten percent increase in emergency response times, that they don't worry about a mitigation step on it. Look, this project is not worth one single loss of life due to any increase in emergency response times, any increase. And if they do this, if they approve the Record of Decision with emergency response times that are over what they are today, then they're just as negligent as TCR. Am I done?</p>	Refer to GN-1, NE-1, NE-8, NE-9, SC-2, SS-23, TR-7, TR-8 and TR-10.
Glenn Mannina	2/5/2018	Oral	<p>Only 30. Thank you. Okay. Back on the roads issue. A lot of re-routing, a lot of modifications, a lot of rebuilds over the high-speed rail, which TCR told us they weren't going to do. Why is that? Because they can't get high enough on this thing. The elevation doesn't allow them to do that. The terrain is not flat, Mr. Eckels. It's not even relatively flat, Mr. Eckels. So at 205 miles an hour and a deviation and -- vertical and horizontal deviation limits that they got, they'd wind up going into the dirt, they'd wind up running into roads, they'd wind up not being able to go over roads, so we got a huge road construction project on top of a high-speed rail project. Those of you that have the high-speed rail through your property, out of 240 miles there's 126 miles of what they call access road. You know why that is? Because all the roads are being changed, people are going to have to go north and south to get anywhere in this county. To get across the high-speed rail, you're going to have to go north and south. They gonna make you go around 15 to 20 miles versus the two miles you might have gone before. That's what's going to happen. So now this access road, guess what. The access road is being turned back to the counties. Don't you-all really --you-all really love the counties paying for more access -- for making some more access roads. Right? Yeah. You can't take care of the roads you got right now. So 126 miles along the route, that access road is going to become public road. For those of you who were told that, We're putting viaducts across this thing so your farmers and ranchers can run the cattle back and forth, equipment back and forth, that was a lie. That's gone now. You know why? It's a public road. What are you going to do? You gonna let your cattle run on a public road? You're gonna have to fence it. Now you got to go through fences back and forth. Who's going to handle the fencing. Okay? Who's going to pay for that? If you got a high fence, you better negotiate it with TCR. All right. I still got a lot more, folks.</p>	Refer to LU-11, TC-7, TR-7 and TR-8.
Glenn Mannina	2/5/2018	Website	<p>(Ref: DEIS_MAIN TEXT III AND Natural Resources Map 3 of 4; Sect. 3.13.3, Pg. 3.13-6; Natural Resources Map 3 of 4, Pg. 53 of 65). Comment: There is a potential that Land and/or Environmental survey data used in the DEIS by the FRA was obtained without approval of the Landowner per the process being followed by TCRR (Proof of examples provided to Washington). Surely a Federal Government Agency, the FRA, would not want to issue a report that contains Illegally Obtained data in the DEIS? In order to restore the Credibility of FRA's DEIS, the FRA Must cease any further work on the EIS and immediately request from the Landowners of any data used in the DEIS, for Land or Environmental Surveys, a newly Signed Affidavit stating that all of the Landowner's data being used in the DEIS was in fact obtained under the permission of a signed and executed Survey Permission Form by the Landowner. Your Survey Data is "FATALLY FLAWED" and Lacks Credibility.</p>	Refer to GN-1 and NE-8.
Glenn Mannina	2/5/2018	Website	<p>(Ref: DEIS Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14; File 3, TEXT III, Tables 3.11). Comment: TCRR has NOT applied for a required County Permit from several rural Counties being negatively impacted. Those Permits also require TCRR PROOF OF EMINENT DOMAIN BEFORE A PERMIT CAN BE ISSUED. No work on any County Roads can be done without that Permit. The FRA is Silent on this issue and it must be recognized by FRA because it is the LAW. The current TCRR Plan is clearly a larger sacrifice by the Public. TCRR has told the Public</p>	Refer to ED-1, ED-3 and TR-8.

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			previously in meetings & Advertised on FB that almost no roads would be modified as a result of their use of Viaducts so they could fly over existing roads. The DEIS paints yet a different picture with major FM and CR being modified to go OVER the HSR. THIS PLAN IS UNACCEPTABLE & MUST BE SCRAPPED AND RE-DONE BY THE FRA. Releasing such a document would be Negligent to say the least.	
Glenn Mannina	2/5/2018	Website	(Ref: DEIS_MAIN TEXT III; Sect. 3.14.3.2.3, Pg. 5; Also Sect. 3.14.3.2.5, Pgs. 6-7). Comment: No Discussion in the DEIS on the true Significant Negative Impacts of Tax Revenues due to lower Private Property Values except around the stations. The DEIS includes evaluations about the Property Values around the HSR stations, but totally omits the Negative side of the evaluation, that is the LOSS of Tax Revenue all across the state as a result of the presence of the HSR. The FRA does NOT prove that simply The HSR footprint will offset the tax revenue losses of huge amounts of lower property values. Property Values out several miles from the route must be evaluated to credibly and fully understand the Loss of Tax Revenue. Only then can a credible Cost/Benefit analysis be done regarding Tax analyses. FRA Must Correct this Miscalculation.	Refer to VA-1.
Glenn Mannina	2/5/2018	Website	(Ref: DEIS Appendix F TCRR FDCE v7 REPORT; Sect. 3.12, Pg. 49 of 199; Sect 4.1, Pg. 62 of 199; Sect. 4.2, Pg. 63 of 199; Sect. 4.4, Pg. 64 of 199; Sect. 16.2.5, Pgs. 185-186). Comment:The FRA was not specific enough on Security Monitoring along the most rural parts of the route as well as ensuring the Identification of wild animals on the track. The safety of a train passing in rural Texas where Hunting is at the highest level was never mentioned. Question: What steps have been taken to ensure rifle bullets do not enter a train? Much of the rural route is infested with Feral Hogs. The FRA was not specific on what type of monitoring system would be used. This was covered lightly by the DEIS (16.2.5, pgs. 185-186). Normal chain link type Fencing is of no use. A train hitting a 300# Feral low center of gravity Hog would be devastating. More specifics specifications should be provided to TCRR for both fencing and monitoring systems	Refer to SS-2, SS-10 and SS-12.
Glenn Mannina	2/5/2018	Website	(Ref; DEIS)Appendix E Combined Tech Memos Set 1 of 2; Pgs. 4-8). Comment: The FRA only shows noise levels (87 dBA) for one train passing one single point in space. They failed to show the Noise Level of Two Trains passing each other in opposite directions (this will happen frequently since both tracks are used 16-18 hours a day by 8 train sets). The FRA also did not mention at all the additional Scientifically proven "Slapping Sound" or popping noise as a result of the two air flows that lead each train colliding into each other and then bouncing between and along the two sides of the trains. Finally, Noise Mitigation will be extremely important to those who are making the largest sacrifice for this project, their land. TCRR should have much more stringent and clear specifications from the FRA and under what parameters Noise Mitigation Must be Installed and included in the detail design. The entire NOISE section requires more study and analysis.	Refer to NV-1 and NV-10.
Glenn Mannina	2/5/2018	Website	(Ref: DEIS Appendix E Combined Tech Memos Set 1 of 2; Pgs. 4-8). Comment: The FRA Omission of Important Noise Scenarios as well as the Scientifically proven additional "Slapping Noise" effect must be corrected. Also, there are no specific boundaries or conditions for Noise Mitigation placed on TCRR except to say it will be looked at after more detailed design is completed. The Sound level of Trains passing each other in opposite directions (this will happen frequently since both tracks are used 16-18 hours a day by 8 train sets) was Omitted. TCRR has been asked this question for years and has not responded, only providing the Sound of One Train. Question: What is the sound level of two trains passing each other in opposite directions if one is 87 dBA?	Refer to NV-1 and NV-10. The FRA noise assessment is conducted on a cumulative basis, which looks at the total noise over a 24-hour period. The assessment is based on the reference noise level of a train passby at a known speed, the total number of trains per day and night, the length of each train, and the actual speed of the trains at a given location.
Glenn Mannina	2/5/2018	Website	Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT; Nothing In the DEIS on Construction Safety). The DEIS discusses Safety but says nothing about Expectations of TCR and their Contractors regarding Personal and Operational Safety Systems and how it applies to the Safety of the Public during Construction. Question: Is the Public Safety throughout Construction Not a Concern of the FRA in a DEIS? A set of Minimum Expectations to protect the Public and to manage Construction Safety while using a Comprehensive Personal and Operational Safety System should be provided by the FRA and required to be Implemented by TCRR and its Contractors. Lane Closures and new detours are dangerous. If the FRA is not responsible for this, who is to be held accountable for accidents and injuries or even deaths that would not have occurred had the FRA not issued a DEIS and potentially a ROD for this Project?	Refer to SS-19, SS-21, SS-23 and TR-6.
Glenn Mannina	2/5/2018	Website	Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT; Sect. 2.13, Pgs. 20-21 of 34; Also Sect. 2.3, Pgs.3-4 of 34; Also Sect. 6.2, Pg. 29 of 34). Comment: Based on the size of Raw Materials and Structural components being moved on existing roads, there will be significant Damage to Existing Private, City, County, State and Federal Road/Highway Infrastructures. The Government entities and the Public deserve to understand How much damage to roads and infrastructure and where it can be expected. Question: Who will pay for this damage repairs? Question: Will the Public have to wait 5 years to see the damage repaired? Question: Who will pay for damages to the public vehicles as a result of having to use unsatisfactory roads for 5 years?	Refer to TR-7.
Glenn Mannina	2/5/2018	Website	Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT; MAIN TEXT III; Sect. 2.5, Pgs. 5-6 of 34; Also Sect. 4.22, Pg. 24 of 34;Also Sect. 5.1.1, Pg. 27 of 34). COMMENT: The Negative Impact of Increased Public Travel traffic flow disruptions and congestion, generally more equipment and construction employees on the roads, More Permit Loads of huge Construction Components, and Negative Impact to the General Flow of Business has not been Quantified by the FRA. The FRA has the ability to take Lessons Learned from another project, such as that in California, from the standpoint of negative impacts to the Public's Travel Needs. More Detailed Expectations and Boundary type performance parameters must be provided to TCRR.	Refer to TR-6.

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Glenn Mannina	2/5/2018	Website	(REF: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT; Sect. 2.4, Pg. 4 of 34). Question: What is the Market and Supply Chain Impact on the local Areas taking into account other local Construction Projects just now starting (249 Extension, Plantersville Interchange, Magnolia Interchange) due to the Huge HSR project PLUS ALL of the Road Construction work being caused by the Unacceptable way TCRR is executing the HSR causing many roads to be rebuilt over the HSR? The needs of this huge project could significantly and negatively impact, City, County, State and Federal Construction Projects to the extent of them being significantly being delayed or cancelled due to lack of available materials.	Refer to SC-4 and TR-8.
Glenn Mannina	2/5/2018	Website	(REF: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT; Sect. 2.4, Pg. 4 of 34). Question: What is the Market and Supply Chain Impact on the local Areas taking into account other local Construction Projects just now starting (249 Extension, Plantersville Interchange, Magnolia Interchange) due to the Huge HSR project PLUS ALL of the Road Construction work being caused by the Unacceptable way TCRR is executing the HSR causing many roads to be rebuilt over the HSR? The needs of this huge project could significantly and negatively impact, City, County, State and Federal Construction Projects to the extent of them being significantly being delayed or cancelled due to lack of available materials.	Refer to SG-4.
Glenn Mannina	2/5/2018	Website	Premature Applicability of FRA Process, FRA DEIS Comments:TCRR currently only has in their contractual control approximately 15% of the total required 240 mile distance of land under track, leaving around 200 miles not under contract. Question: Why is the FRA spending Taxpayer money/time working with TCRR who has not proven ED Powers, who has not proven they are an Operating RR as Survey Rights have been denied in Court, AND has only acquired LESS than for sure 20% of the Distance in Miles of controlled Land to lay track down on? The FRA Must Cease ALL Work on TCRR's HSR EIS until TCRR has proven they can acquire the Land that TCRR MUST Own in order to build this Project. Without that, TCRR and the FRA are wasting time and money. But in the FRA's case, Taxpayer Money!	Refer to ED-1, ED-2, NE-1 and NE-8.
Glenn Mannina	2/5/2018	Website	FRA's Abuse of Federal Power Over a State Agency. DEIS Comments. TCRR and the FRA have not worked with local County Emergency Response entities to understand the safety and security needs of TCR which will be paid for by the local Counties. In fact, it was discovered via a Lawsuit against TXDOT by the Waller County Regional Planning Committee, a True local County Government Body, the the FRA had instructed TXDOT to no longer meet or work with this local government body for any activities associated with the TCRR HSR. TXDOT/TCRR LOST that Court Case, Appealed, and LOST again. Question: Is this not overstepping the FRA's Power over local Governments? Question: Is this not the reason that the FRA's detail of Emergency Response Impact was void of mitigation details in order that there was ZERO increase in ER Times?	Refer to PI-1 and SS-23.
Glenn Mannina	2/5/2018	Website	Applicability of FRA Current Regulations, FRA DEIS Comments:Current The DEIS Abstracts States "FRA regulations do not comprehensively address safety requirements for train operations above 150 mph, such as the Project's proposed operations. Therefore, FRA may issue a Rule of Particular Applicability (regulations that apply to a specific railroad or a specific type of operation (RPA)), impose requirements or conditions by order(s) or waiver(s), or take other regulatory action(s) to ensure the Project is operated safely." Question: There exist NO Texas State Regulatory Body to OVERSEE EXECUTION OF THE TCRR HSR PROJECT. FRA's responsibility is limited to Design/Operating "RR Safety", NOT Execution, leaving the Public without a body to refer too if commitments are not met by TCRR.. Question: Does the FRA intend on issuing to TCRR a Record of Decision (ROD) Prior To the State putting in place a State Regulatory Body over HSRs operating at speeds of 205 mph?	Refer to SS-4 and SS-5.
Glenn Mannina	2/5/2018	Website	Applicability of FRA Current Regulations, FRA DEIS Comments:Current The DEIS Abstracts States "FRA regulations do not comprehensively address safety requirements for train operations above 150 mph, such as the Project's proposed operations. Therefore, FRA may issue a Rule of Particular Applicability (regulations that apply to a specific railroad or a specific type of operation (RPA)), impose requirements or conditions by order(s) or waiver(s), or take other regulatory action(s) to ensure the Project is operated safely." Question: Does the FRA intend on issuing to TCRR a Record of Decision (ROD) Prior To developing, approving, and publishing the new regulations for speeds of up to 205 mph?	Refer to NE-2.
Glenn Mannina	2/5/2018	Website	Lack of Eminent Domain Powers by TCRR, FRA DEIS Comments: The Federal Railroad Administration (FRA) does not have the authority to grant ED, only the STB or the state. The FRA clearly states they CANNOT give an entity ED powers. Question: So, if TCRR has NO ED powers and has not proven they are an Operating RR, how can the FRA issue a Record of Decision to such an Entity AND SUPPORT this Entity to execute this Project with ZERO Federal or State Regulatory Oversight, except the FRA's narrow scope of "RR Safety"? THE FRA MUST CEASE IMMEDIATELY DOING ANY FURTHER WORK WITH TCRR ON A EIS FOR THE HSR, that is until TCRR can prove they are an Operating RR and until they can prove to Landowners that they possess ED just like Power and Pipeline companies can do with Landowners.	Refer to ED-1 and NE-1.
Glenn Mannina	2/5/2018	Website	Lack of Land Survey Rights by TCRR, FRA DEIS Comments: Grimes County Judge Albert McCaig permanently enjoined Texas Central or its agents from conducting surveys that would alter or damage county rights-of-way due to the lack of proof of eminent domain. So, it has been proven in Court Cases that TCRR lacks ED power AND is not an Operating RR and has no Survey Rights. THE FRA MUST CEASE IMMEDIATELY DOING ANY FURTHER WORK WITH TCRR ON A EIS FOR THE HSR, that is until TCRR can prove they are an Operating RR and until they can prove to Landowners that they possess ED just like Power and Pipeline companies can do with Landowners.	Refer to ED-1, ED-3, GN-4, NE-1 and NE-8.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

Submitted By	Date Submitted	Submission Type	Comment	Response
Glenn Mannina	2/5/2018	Website	Lack of Eminent Domain Power by TCRR, FRA DEIS Comments: The Federal Surface Transportation Board (STB) denied Texas Central Railway (TCR) Eminent Domain (ED) Powers and proclaimed they do not have oversight jurisdiction over TCR's Project. Despite TCR trying to bypass the State of Texas regarding regulatory guidance, the STB ruled that they must go back to Texas for regulation and oversight. TCRR has not proven with the State Legislature (2017 Session) or in Court suits that they possess ED or that they are an Operating RR. So, TCRR does not possess ED at either the Federal or State Level. TCRR is NOT an Operating RR or TCRR would have been allowed to survey Mr. Miles Property. THE FRA MUST CEASE IMMEDIATELY DOING ANY FURTHER WORK WITH TCRR ON A EIS FOR THE HSR, that is until TCRR can prove they are an Operating RR and until they can prove to Landowners that they possess ED just like Power and Pipeline companies can do with Landowners.	Refer to ED-1, NE-1 and NE-8.
Glenn Mannina	2/5/2018	Website	"No Build Alternative". (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8).The No Build analysis totally skipped the huge increase in Impacted Acreage from 3000 acres as communicated in writing by TCRR to 8000 acres has not been addressed by the FRA at all nor was it a part of the No Build Alternative Analysis. TCRR's current plan has caused the Closure, Rerouting, Modification, and Rebuilding over the HSR of many Private and Public Roads and increased the Road ROW land required without any ACCOUNTABILITY FOR TCRR's Earlier Claims. The FRA simply glosses over those huge changes. Why is that? What about the many Public Safety considerations that the FRA has Glossed Over (Increased ER Times, Safety of Traffic Congestion around Construction Sites, Lane closures, rerouting roads, road closures and more Public Road Travel required just to get around from point A to point B due to the HSR)? The FRA does NOT provide adequate documentation for elimination of the No Build Alternative	Refer to BA-3, BA-6, LU-9, LU-14, TR-6 and TR-8.
Glenn Mannina	2/5/2018	Website	Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public Safety (Ref: DEIS Appendix F TCRR FDCE v7 REPORT: Sect. 3.12, Pg. 49 of 199; Sect 4.1, Pg. 62 of 199; Sect. 4.2, Pg. 63 of 199; Sect. 4.4, Pg. 64 of 199). Comment: The HSR remote route with its crossings being routed very close to O&G and Utility Facilities is "Screaming" for application of a Comprehensive and Competent Risk Management System, including identification of Risk Disaster Scenarios along with Qualitative and/or Quantitative Risk Assessments being performed by qualified Risk Engineers on those Scenarios followed by Mitigation Actions/Planning	Refer to EU-2, SS-18 and SS-19.
Glenn Mannina	2/5/2018	Website	Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public Safety (Ref: DEIS Appendix F TCRR FDCE v7 REPORT: Sect. 3.12, Pg. 49 of 199; Sect 4.1, Pg. 62 of 199; Sect. 4.2, Pg. 63 of 199; Sect. 4.4, Pg. 64 of 199). Question: Has a Risk Management System been applied to the Security of the HSR during Construction and Operation? Question: Since the FRA is responsible for RR Safety, including that of the Public, and would be the Federal Agency to allow TCRR to Operate a RR in the Future with the FRA's Oversight, why is there no mention in the DEIS of Risk Management systems being applied to Public Safety or Security	Refer to SS-19 and TR-6.
Glenn Mannina	2/5/2018	Website	Topic: Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public Safety (Ref: DEIS Appendix F TCRR FDCE v7 REPORT: Sect. 3.12, Pg. 49 of 199; Sect 4.1, Pg. 62 of 199; Sect. 4.2, Pg. 63 of 199; Sect. 4.4, Pg. 64 of 199). Question: Have Risk Event Scenarios been developed on any activity of the HSR Construction and Operation along with performing risk assessments by qualified Risk Engineers for those Events/Scenarios? Question: Has the FRA applied any Risk Management System to the highly congested traffic flows along with road and lane closures, modifications and rerouting of roads, as well as any Risk Management situations associated with construction of the HSR?	Refer to SS-19 and TR-6.
Glenn Mannina	2/5/2018	Website	Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public Safety (Ref: DEIS Appendix F TCRR FDCE v7 REPORT: Sect. 3.12, Pg. 49 of 199; Sect 4.1, Pg. 62 of 199; Sect. 4.2, Pg. 63 of 199; Sect. 4.4, Pg. 64 of 199). Question: Why does the DEIS NOT mention any Risk Management System to be applied to the crossing or close proximity of the HSR with other hazardous facilities such as O&G Facilities, Pipelines, or Transmission Lines? Question: Does the FRA NOT consider Pipelines being crossed by the HSR a Risk Management Issue considering Pipeline Explosions have occurred in Texas? Does the FRA Employ Risk Management Engineers for the purpose of implementing a Risk Management System or ARE the FRA's Safety processes VOID OF A RISK MANAGEMENT SYSTEM?	Refer to EU-2, SS-18 and SS-19.
Glenn Mannina	2/5/2018	Website	Business Ethics, Public Trust, and TCRR Competence Level (Ref: Nothing In the DEIS on This Issue). The Public has documented a number of misleading or false answers to questions or statements by TCRR about the HSR for almost three years. I suggest the FRA look seriously at all of the DEIS topics that the FRA has glossed over, leaving many of us the impression of minimizing any negative evaluation results of TCRR's Plan. Beware FRA, TCRR based on its track record for 3 years, will likely not fulfill many of the commitments included in the DEIS and when they don't, the FRA will be held accountable. There are also questions about TCRR's Unethical Actions during the collection of Field Data and it looks like the FRA has NO Problem Implicating themselves in potentially illegal activity against the very people they are being paid to Protect	Refer to NE-1, NE-2 and NE-8.
Glenn Mannina	2/5/2018	Website	Business Ethics, Public Trust, and TCRR Competence Level (Ref: Nothing In the DEIS on This Issue). Contrary to TCRR's advertisements, TCRR has done everything possible to mistreat the Public and disregard Private Property Rights and to be an extremely Non-Transparent Company with the Public. Lots of questions have gone unanswered for years. As an example, I personally provide four (4) pages of Questions to Bob Eckels, President of TCRR at that time, in early 2015 at the Madisonville TCRR Open House, and after promising every one of my questions would be answered within 3-4 weeks, and none were ever answered. Another employee, Travis Kelly, a year later after telling him my story,	Comment noted.

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			also promised me the answers. After finally telling me his lap top was stolen and he had to recreate the answers, I never received any answers from him.	
Glenn Mannina	2/5/2018	Website	Business Ethics, Public Trust, and TCRR Competence Level (Ref: Nothing In the DEIS on This Issue). TXDOT was unwilling to work with a Local County Government body regarding planning for the HSR, the Waller County Regional Planning Committee. This was not an Advocacy group, but a true County Government body. The County sued TXDOT and it was found during the court case that the FRA had told TXDOT NOT to work with this local Government body, and not attend the meetings. Waller County won the case, TXDOT then appealed, and lost the appeal. Question: Did the FRA Break Federal Law by telling a Texas State Government Body not to work with a County Government Body and not to attend the meetings? Question: Why would the FRA not want input from a County Government Body? Question: Since the Public is full aware of this case, does this not destroy the Public Trust in what the FRA has done regarding the HSR DEIS?	Refer to PI-1.
Glenn Mannina	2/5/2018	Website	Water Supply for Use at All Construction Sites and During Construction All Along the HSR Route (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 7.1, Pgs. 32-33 of 34). Question: Will water be used almost constantly during dry times (Almost all the time in Texas) to water all of the temporary dirt roads along the HSR construction route and at road modifications? Question: What is the volume of water usage for this project, including during Construction and how does it fit into Texas' focus on water conservation programs	Refer to WW-1 and WW-2.
Glenn Mannina	2/5/2018	Website	Significant changes to the magnitude, congestion, and make-up of Traffic Flows in small rural areas as a result of newly built Construction Sites on major Road arteries, Road Closures, Road Modifications, and Rerouting Existing Roads (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 4.2, Pg. 23;Sect. 5, Pg. 27). Comment: Rural communities and all roads in the vicinity of the HSR will see a significant increase and change in type of traffic flow and volumes. Existing roads will be damaged as a result of that increased traffic, particularly with lots of heavier loads than normal. The Public has no idea of the potential negative impacts to their local communities and roads as a result of this Project. The DEIS is not complete without the FRA advising the Public what they should expect as well as the changes that might have to be considered in the local infrastructure to mitigate some of the many negative impacts of the HSR Project Construction Phase.	Refer to TR-6, TR-7 and TR-8.
Glenn Mannina	2/5/2018	Website	Texas State Regulatory Agency/Body (Ref: DEIS_MAIN TEXT I; DEIS Abstract). Question: Does RR Security fall under the responsibility of the FRA? Question: Where in the DEIS does the FRA address the new State Expectations for Security of HSRs? A number of years ago when an HSR was being considered, the State of Texas established a Regulatory Board for HSR Oversight. However, the Project never happened and the State Board was eliminated. Currently, whenever there is a Project that ultimately is used by the Public, there exists State Regulatory Agencies such as the Public Utility Commission of Texas or the Railroad Commission that provide Oversight Responsibility to protect the interest of the Public / Taxpayers. Who will protect the Public's Interest outside of any FRA RR Safety Responsibilities during Execution of this Project?	Refer to NE-1, NE-2 and SS-5.
Glenn Mannina	2/5/2018	Website	Adverse Impact of the Added Construction Personnel on the area traffic, schools, and housing Infrastructure (Ref: DEIS Omission; Nothing I could Find In the DEIS on This Infrastructure Topic during Construction. Comment: Past Projects such as Road, Transmission Line, and Pipeline projects normally employ a very significant contingent of workers from Outside Texas and certainly from Outside the Local Areas. This will result in additional pressure on County services and infrastructure. The Counties must have Time and Funding to be able to adequately respond to these large challenges	Refer to SC-4 and TR-6.
Glenn Mannina	2/5/2018	Website	Adverse Impact of the Added Construction Personnel on the area traffic, schools, and housing Infrastructure (Ref: DEIS Omission; Nothing I could Find In the DEIS on This Infrastructure Topic during Construction). Question: There exists nothing in the DEIS to address this issue. Has the FRA been working with Counties to provide them with the extraordinary needs that will be thrust upon them as a result of the huge influx of construction personnel and to understand the County's view of the increased resources and infrastructure that will be required of them including Education, particular in very small ISDs?	Refer to SC-4 and TR-6.
Glenn Mannina	2/5/2018	Website	Personal Safety Expectations During Construction (Ref: DEIS Omission; Nothing I could Find In the DEIS on This Construction Personal Safety Topic). Question: The DEIS is absent of any Personal Safety Expectations being provided to TCRR for a safe execution of the very large HSR Project. Is the FRA not concerned about the Public's Safety during the Construction phase where there will be very close interactions between motorists and Construction of the HSR & Roads? Question: Is the FRA OK with fatalities of the public as a result of this project construction to the extent of not even discussing it or placing expectations on TCR for a required comprehensive Safety System with Management Involvement with Construction Personnel while also ensuring that Motorists' Safety is maintained at a very high priority	Refer to SS-19, SS-23 and TR-6.
Glenn Mannina	2/5/2018	Website	Credibility of Land Survey Data (Ref: DEIS_MAIN TEXT III); Sect. 3.13.3, Pg. 3.13-6). Question: On my property in Leon County, the DEIS Natural Resources Map (Natural Resources 3 of 4, Pg. 53 Of 65, Intermittent Stream) shows a Creek on my property that is at a minimum, 150-200 yards too far to the West (It does not touch the Utility Corridor Opening vs. what is shown on the DEIS Map), so Where did this Survey Data come from that is so INCORRECT? Question: I NEVER GAVE TCRR PERMISSION TO BE ON MY PROPERTY ALTHOUGH IT WAS REQUESTED AND I RECEIVED IMMEDIATELY A VERBAL THREAT OF "LEGAL ACTION" via Future Letter BY Mr. Ken Williams with Contract Land Services (TCRR's Landowner Coordination Representative), August 16, 2016 at 4:00 p.m., WHEN I DENIED THERE REQUEST. What other SURVEY DATA IS INCORRECT IN THE DEIS	Refer to GN-1 and NE-8.

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Glenn Mannina	2/5/2018	Website	Credibility of Land Survey Data (Ref: DEIS_MAIN TEXT III); Sect. 3.13.3, Pg. 3.13-6). Question: What percentage of Land Survey Data of the total used in the DEIS actually was obtained by "Boots on the Ground" working specifically for this project vs. obtaining data from other sources or other projects in the area? Question: What percentage of Land Survey data Used in the report is backed up by a Landowner Approved Land Survey Permission Form?	Refer to GN-1, LU-1 and NE-8.
Glenn Mannina	2/5/2018	Website	The use in the DEIS by the FRA of Regional Environmental Survey Data or data from other project sources vs. obtaining recent data by using "Boots on the Ground" Inspections (Ref: DEIS Appendix D Environmental Justice).Question: On my property, I see only the evidence of the Houston Toad ONLY on the Maps, however in 2013, a Master Naturalists found two locations in November that Navasota Ladies Tresses existed on my property. However, No orange hatching is shown on my property? The Credibility AND Accuracy, and Legality of the FRA DEIS at a minimum is in question. as well as has Property been inspected or surveyed without the Landowner's written permission for access? THE FRA MUST SHOW THE PUBLIC PROOF OF SIGNED LANDOWNER PERMISSION FORMS FOR EVERY PIECE OF SURVEY DATA USED	Refer to NR-4. NEPA does not require 100% of the Project to have field surveys conducted. The amount surveyed can be found in Section 3.6, Natural Ecological Systems and Protected Species of the Final EIS.
Glenn Mannina	2/5/2018	Website	The use in the DEIS by the FRA of Regional Environmental Survey Data or data from other project sources vs. obtaining recent data by using "Boots on the Ground" Inspections (Ref: DEIS Appendix D Environmental Justice).Question:If the FRA cannot verify that each and every piece of data used was legally obtained, then there exists the potential or likelihood based on evidence above that the DEIS incorporated data that was Illegally Obtained. Does not that make the FRA DEIS an Illegal Document if it contains Illegally Obtained Data? The ONLY way for FRA to restore the credibility on this issue is to ask for ALL Landowners whose data was included in the DEIS to sign an Affidavit stating the data in the DEIS was obtained under their permission of a Signed Survey Permission Form.THE FRA MUST ENSURE THE FRA DEIS IS PURGED OF ANY ILLEGALLY OBTAINED SURVEY DATA	Refer to NE-8 and NR-4.
Glenn Mannina	2/5/2018	Website	The use in the DEIS by the FRA of Regional Environmental Survey Data or data from other project sources vs. obtaining recent data by using "Boots on the Ground" Inspections (Ref: DEIS Appendix D Environmental Justice). Question:How is so much Endangered Species Data shown on these Environmental Maps knowing that very few Private Landowners actually signed over Permission to TCRR to access their property	Refer to NR-4. NEPA does not require 100% of the Project to have field surveys conducted. The amount surveyed can be found in Section 3.6, Natural Ecological Systems and Protected Species of the Final EIS.
Glenn Mannina	2/5/2018	Website	The use in the DEIS by the FRA of Regional Environmental Survey Data or data from other project sources vs. obtaining recent data by using "Boots on the Ground" Inspections (Ref: DEIS Appendix D Environmental Justice).Question: How much (approximate %) of the total Endangered Species Environmental Survey Data that is shown on the DEIS Environmental Maps (namely Houston Toad and Navasota Ladies Tresses (NLT) Cross Hatching, Orange for NLT and Green for HHT) was actually obtained by using "Boots on the Ground" inspections by Environmental Experts? Question: Is any Data shown on the Maps where Landowners did not provide Environmental Surveyors the Permission to inspect their property? As an Example, my own property in Leon County shows the potential or existence of the Houston Toad, however, I never gave permission to TCRR for any surveyors, Land or Environmental, to have access to my property?	Refer to NR-4. NEPA does not require 100% of the Project to have field surveys conducted. The amount surveyed can be found in Section 3.6, Natural Ecological Systems and Protected Species of the Final EIS.
Glenn Mannina	2/5/2018	Website	Applicable Noise Measurements and Science Omitted by the DEIS (Ref: DEIS Appendix E Combined Tech Memos Set 1 of 2; Pgs. 4-8).The maximum noise level for any point along the HSR will NOT be just one train passing by, but actually two trains passing each other in opposite directions. Not only does the noise level of two trains exist, but also the addition of a Scientific Proven "Slapping Sound" as a result of two trains traveling at a high rate of speed in two opposite directions on adjacent tracks. In the DEIS where Property Tax and Property Value is discussed, the FRA says Noise is not anticipated to negatively impact Property Values because the HSR is "Electrified". But yet the FRA in another section discusses the potential need for Noise Abatement in some areas. This is a clear Contradiction within the same FRA DEIS Document.	Refer to NV-1 and NV-10.
Glenn Mannina	2/5/2018	Website	Applicable Noise Measurements and Science Omitted by the DEIS (Ref: DEIS Appendix E Combined Tech Memos Set 1 of 2; Pgs. 4-8). Question:Since the FRA states that Noise Abatement should be studied after Detail Design for potential use in certain communities, BUT then in another section, the FRA states that Noise is not anticipated to negatively impact Property Values because the HSR is ""Electrified", Did the FRA not compare its own comments or perspectives between different sections but on a similar topic in order to prepare a much higher quality and coherent DEIS report.	Refer to NV-1 and VA-1.
Glenn Mannina	2/5/2018	Website	Applicable Noise Measurements and Science Omitted by the DEIS (Ref: DEIS Appendix E Combined Tech Memos Set 1 of 2; Pgs. 4-8). TCRR has been asked this question regarding the maximum level of noise a number of times at Open Houses, Public Informational Forums, and in writing without a single response. Question: What is the maximum Noise Level in dBA of TWO trains, NOT ONE, passing each other at any point along the HSR Route while traveling in opposite directions on adjacent tracks? The DEIS only covers the Noise impact of One Train in One Direction (87 dBA at 50').	Refer to NV-1.
Glenn Mannina	2/5/2018	Website	Road Closures and Modifications (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 6.5, Pgs. 29-30 of 34; Also Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3.11). TCRR has stated in a Public Forum that the only road going over the HSR is Beltway 8. Well, the DEIS shows 66 Private Road Closures, 43 Private Roads Rerouted, 161 Private Road Crossings, 1 Public Road Closure, 139 Public Roads Rerouted, 463 Public Road Crossings, and many roads, FM and CR, going OVER the HSR vs. the Viaduct going over	Refer to ED-2, TR-8 and TR-10.

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			the roads to minimize destruction of our road system. DIES states existing private property access will be provided as a part of purchase of property as a part of the ROW construction or New access if it is PROPOSED as part of the ROW construction? Question: What if it is NOT Proposed, meaning TCR actually gets to decide.	
Glenn Mannina	2/5/2018	Website	Road Closures and Modifications (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 6.5, Pgs. 29-30 of 34; Also Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3.11). A number of FM and CR roads all across the counties being closed and reconstructed with an overpass Over the HSR? Question: Per the description of TCR's plan in the Tables of 3.11, will the FM or CR Roads actually BE CLOSED during reconstruction of the overpass or will bypass roads at that site be provided for continued flow on that FM or CR? Question: Will all Road Construction be completed before, at the same time, or after the HSR Construction is completed? Question: What priority will be placed on repairing and replacing roads vs. construction of the HSR?	Refer to TR-6, TR-7 and TR-8. The traffic control plan would require safe and efficient travel during construction, which would require that roads be repaired so that travel can be completed safely. Coordination would occur between TCRR and local agencies as permits are released. See TR-MM#1: Traffic Control Plan in Section 3.11.6.2, Transportation, Mitigation Measures for more information.
Glenn Mannina	2/5/2018	Website	Road Closures and Modifications (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 6.5, Pgs. 29-30 of 34; Also Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3.11) TCRR has told the public on a number of occasions at multiple meetings that hardly any roads would go over the HSR requiring modifications and has advertised using a Color Drawing of the HSR Viaduct over a major highway with no modifications necessary on the public road to give the impression that existing roads would be virtually untouched. Question: Why does the FRA DEIS show a completely different plan than previously advertised by TCRR with a number of FM and CR roads all across the counties being closed and reconstructed with an overpass Over the HSR	Refer to BA-3 and TR-8.
Glenn Mannina	2/5/2018	Website	Road Closures and Modifications (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 6.5, Pgs. 29-30 of 34; Also Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3.11) TCRR has told the public on a number of occasions at multiple meetings that hardly any roads would go over the HSR requiring modifications and has advertised using a Color Drawing of the HSR Viaduct over a major highway with no modifications necessary on the public road to give the impression that existing roads would be virtually untouched. Question: Why does the FRA DEIS show a completely different plan than previously advertised by TCRR with a number of FM and CR roads all across the counties being closed and reconstructed with an overpass Over the HSR?	Refer to BA-3 and TR-8.
Glenn Mannina	2/5/2018	Website	Road Closures and Modifications (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 6.5, Pgs. 29-30 of 34; Also Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3.11) An Access road will be built all up and down the HSR to help move traffic from closed roads or roads being rerouted or reconstructed. As any Road built along the HSR would become a Public Road that must be fenced off due to Liabilities as well as keeping animals in the Landowner's property, this will negatively impact the free movement of equipment and animals even with the use of a Viaduct. Contrary to TCRR's Claims and as a result of TCRR's plan, Landowner's property IS BEING CUT IN HALF WITH NO FREE MOVEMENT! This Plan MUST BE REJECTED BY THE FRA IMMEDIATELY DUE TO THIS HARM TO LANDOWNERS.	Refer to BA-3, LU-9, LU-14 and TR-8.
Glenn Mannina	2/5/2018	Website	Road Closures and Modifications (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 6.5, Pgs. 29-30 of 34; Also Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3.11) Question: Also, the FRA should require TCRR to perform a Mitigation study to reduce the number of roads modified and/or being rebuilt over the HSR AND/OR SLOW down the train so the vertical and horizontal deviations might be relaxed resulting in much less Road work and destruction of less land and fewer homes. The Public is suffering Undue hardships as a result of TCRR's current Plan. THE FRA MUST HALT ANY FURTHER WORK ON THE EIS until TCRR has developed a NEW Plan to mitigate the wasteful use of Private Property due to placement of roads OVER the HSR, the additional loss of ROW Property due to rerouting or modifying roads, and destruction of Additional Private Homes	Refer to BA-3, LU-9, NE-1 and TR-8.
Glenn Mannina	2/5/2018	Website	Road Closures and Modifications (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 6.5, Pgs. 29-30 of 34; Also Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3.11) Question: Documentation exists TCRR told the public that they only needed around 100" ROW Width for the HSR. In many places that has increased to 400' at a minimum. Question: Is it not the case, after looking at all of the HSR Route Maps ROW, the significant increase of ROW might be also a significant part of that increase in Impacted Acreage.	Refer to BA-3 and LU-14.
Glenn Mannina	2/5/2018	Website	Regarding Emergency Response times during Construction of the Dallas to Houston HSR, the FRA DEIS Summary Statement in File TEXT III, 3.16-24, is "Impacts to Emergency Response (ER) Times are NOT Anticipated to be Significant". Question: Since the FRA study does indicate an increase in ER times, is even ONE Single Public Fatality due to Increased ER Times Acceptable by this FRA DEIS? Question: Since this FRA DEIS is not based on traffic modeling yet of the traffic increase, particularly during Construction with many Roads under construction ALSO, then how can the FRA with any credibility or accuracy make a claim that "Impact on ER Times is not anticipated to be Significant."	Refer to SS-23.
Glenn Mannina	2/5/2018	Website	The Dallas to Houston FRA DEIS after showing High, Medium, and Low Risk levels of increased Emergency Response times (Quantified) only takes seriously the red highlighted HIGH items and then summarizes by saying the "impacts to ER times are not expected to be Significant". The FRA then states that Modeling would be performed prior to Construction in order to develop Mitigation Steps/Actions that would then	Refer to SS-23.

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Submitted By	Date Submitted	Submission Type	Comment	Response
			make the impact "Not Significant". This project is NOT WORTH A SINGLE additional Loss of LIFE as a result of slowed Emergency Response times.	
Glenn Mannina	2/6/2018	Handwritten	Good Evening, My name is Glenn Mannina and I have Opposed this Uneconomic Land Grab HSR Project for 3 years. Don't be fooled, the more I look at this Project AND the FRA's DEIS, the more I am convinced this is nothing more than a Land Grab Project AND a US Taxpayer Money Grab Scam. Many of us have said this, but the hard push by the FRA releasing this very poorly prepared document for a Private company that can't even prove they are a RR IN COURT is Unethical and Fraudulent. I am convinced TCRR knows this project will Go Bankrupt, as they are just a shell company working as a Conduit for the Japanese to get their Proprietary Technology a foothold in the US. Touching also on the issue of FRA's non-independence, tell me FRA, why did you remove from the "Purpose and Need" Criteria list stated in the Stage 1 Screening, the requirement of this project to prove "Economic Viability"? Do you think it is fair to force on the Public the huge emotional, Unsafe, and Life Changing impacts of this Project that will forever Scar the Texas Landscape without requiring TCRR to prove "Economic Viability"? If TCRR was so sure about the solvency of this project, then why are they not willing to share all of their Economic Viability numbers, particularly Ridership? The Public is sacrificing a huge amount, so let the Public take their numbers apart. What do they have to hide? TCRR also knows they will be stealing US Taxpayer Money (RR Loan) without reimbursement after Bankruptcy since the Japanese would be the largest controlling creditor and they will get the assets first. The same kind of model was used for SH 130 near Austin as the Taxpayers were left with 30%+ of the ownership but they will not receive it for 1 Os of years as the other larger creditors were first in line. Those US Government RR Loans can be from 1/3 of the Total Investment to up to 49% with Approved Exceptions, The Private Investors totaling only 1 % of the Investment will make out like bandits as a result of the station properties they sold to TCRR and the development around them. I will close this way: Here is the Definition of FRAUD folks: "FRAUD" per Webster is "An Intentional perversion of truth to induce another to part with some valuable thing belonging to them or to surrender a legal right". Now Tell Me, Does That Sound Familiar? IF THIS TCRR Land and Money Grab DOES NOT FIT THE DEFINITION OF "FRAUD" I DON'T KNOW WHAT DOES. Folks, this is what the FRA is supporting by allowing this non-RR to utilize the FRA system as the clear road map to the destruction of Texas Land, Landowner Families, and Private Property Rights! Folks, FOR ALL OF YOU OPPOSERS OUT THERE, FAILURE IS NOT AN OPTION! FRA and TCRR, we will not stop fighting and will not give up our Land nor Taxpayer money to a bunch of Fraudulent Thieves! "COME AND TAKE IT" TCRR AND FRA!! FRA, Please Respond in Writing.	Refer to NE-1 and PN-4.
Glenn Mannina	2/6/2018	Handwritten	I have Opposed this Uneconomic Land Grab HSR Project for 3 years. My Topic is HSR Noise & Abatement Mitigation and I ask the FRA to finally fix your INCORRECT Maximum Noise Level you used in all of your Noise analysis. The FRA DEIS Incorrectly bases ALL of its NOISE Analysis Work using Only noise levels (87 dBA) for one train passing by. That is NOT the Maximum. The DEIS FAILS to use the Larger Noise Level of Two Trains passing each other in opposite directions WHICH IS REALITY. The Normal HSR Operating Plan is the constant use of both tracks for 16-18 hours a day by 4 sets on each track so this is a reality. I had included this blatant Omission in a Letter to the FRA, Dated August 8, 2016, to the Attention of Jerry Smiley, Nancy Gates AND Copied Michael Johnsen. What part of this simple design criteria does FRA Not Understand. When one designs a wide two lane structural Bridge, do you assume the load of only one 18 wheeler passing? Of course not because two 18 wheelers can pass going in opposite directions on that bridge at the same time. The same is true about the Noise from these two sets of trains running in opposite directions passing each other. Additionally, the FRA DEIS FAILS to disclose the Scientifically proven Fact of a "Slapping Sound" or popping noise as a result of the two air flows that are pushed by each train colliding and then bouncing between the sides of the trains. This was found after studying HSR's going through tunnels creating the loud popping sound. The DEIS does not specify criteria for Noise Mitigation or Abatement for TCRR except provide some general guidelines and state it will be looked at After more detailed design is completed. The FRA knows TODAY where the HSR passes closely by homes, businesses, schools, through, in front of, and alongside of Subdivisions. So Why has the FRA DEIS NOT set out specific Abatement use requirements vs. leaving it up to TCRR After Design is done? This MUST be at a minimum In the Detailed Design. Preliminary Design with a Known Route, Known Residents & Schools, and Known Maximum Noise Level is all that is needed to determine the need for noise abatement and where. Proven by a Cornell University Study, In Children, persistent noise (such as that from a HSR train) causes impaired reading comprehension, and long term memory problems. Noises from Elevated trains lead to reading difficulties and negative academic performance. Direct damage to hearing occurs in children from upwards of 80dba (note - the proposed HSR minimum is 85 dba). The more often kids are exposed, the greater the effect. Long term results mean that HSR near children = hearing loss, speech impediments, learning difficulties, attention disorders and emotional problems. Even the Japanese recognize the impact of HSR noise, and it is HEAVILY regulated near residential areas, and is not permitted above 70 dba. Multiple studies have been conducted on children learning or living within 500' of a High Speed Train, and every study's results prove that the effects are disastrous to the health of not only children, but also the elderly.Children under 13 years of age and those with pre-existing challenges, including ADD, ADHD, or Dyslexia, will be affected. Where is the FRA's study of the HSR noise effects on Children's hearing? It is Unacceptable to not address this in the DEIS. So the entire FRA DEIS Noise evaluation is Fatally Flawed as they used the Incorrect Maximum Noise Criteria for Two HSR Trains Passing each other and missed the Slapping Noise all together.	Refer to NV-1, NV-6 and NV-10.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS				
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Glenn Mannina	2/6/2018	Handwritten	<p>I have been Opposed this Uneconomic HSR Project for almost 3 years since the Opposition Meeting in Montgomery, TX of February, 2015, when 800 people showed up at the Montgomery Lone Star Community Center.</p> <p>* It is Obvious "Those who will be Hurt the Worse by this Project will be Those Who Will Benefit NONE at all" AND there is no "True Broad Public Need/Necessity" for the HSR Project.</p> <p>* My Topic is My Personal Story and TCRR's lack of transparency and Lack of a Credible Relationship with Landowners.</p> <p>* In April, 2015 at the TCRR Madisonville Open House, I presented Four (4) pages of questions to TCR's Mr. Robert Eckels, at that time TCR's President, and asked if TCR would respond in writing with answers to my questions. In front of at least Ten (10) other attendees, Mr. Eckels promised TCR would respond within a couple to three weeks and he also gave me his Email and Cell phone number, but never to respond. This is what Holly Reed Calls *Working Closely With Landowners'.</p> <p>* At another TCRR Open House in late 2015, TCRR'S Mr. Travis Kelly also promised me a response to my Written Questions. After saying he was close to sending me a response in writing by Email, he finally told me his computer was stolen with the file he was about to send me and would have to recreate the file. That was the last communication to me from Mr. Kelly. NO returned phone calls or Emails.</p> <p>* On August 9, 2016, I attended a Grimes County Press Release event regarding the new County Rule requiring a Permit and Proof of Eminent Domain prior to approval of a HSR to cross County property. On that Day, I did an interview with KTBX TV regarding what I receive from other companies who can prove Eminent Domain.</p> <p>* Then on August 16, 2016, I received a phone call from Mr. Ken Williams with Contract Land Services (CLS) representing TCRR asking for permission to get on my property to survey, even though I was not on the route but three other properties converged at my same property corner and at least two were in fact on the route, I suspect they had Denied TCRRs request for a Survey. After a bit of conversation, I DENIED the request. Immediately, Eighteen (18) months with no personal contact with me regarding specifically my property from TCRR, Mr Williams told me I might receive a Legal Letter from TCR followed by a Legal Injunction Filed Against me personally. I considered this a "Threat" and told Mr. Williams so.</p> <p>* TCP also stated "Early Notification: TCP pledges that it will provide the landowners that might be impacted by the high speed rail project with an introductory letter explaining the project." I have received no such notification at any time including prior to any Open House or the August, 2016 *Threatening" phone call from Contract Land Services.</p> <p>* What gives TCR the Authority or the Right to force or require me under the threat of legal action, a private property Landowner, to accept, anything less regarding ED Authority Documentation/Proof from TCR than I am willing to accept, deserve or expect based on experience of receiving such documentation/proof on several occasions (in all applicable cases) from other truly qualified companies (Companies for whom TCR claims they have similar ED authority) who have been sponsored correctly by a third party Government/Regulatory Agency or Entity?</p> <p>* Important Note: TCR's previous response to this question by me on several occasions has been "That is a Legal Question".</p> <p>* Regarding TCR'S Claim of Being an "Operating Railroad", What makes TCR an authorized State of Texas "Operating Railroad"? Has TCR produced proof that they have passed ALL Texas State Law Requirements to be legitimately registered in Texas as an "Operating Railroad"? Where are TCR's Tracks, Operating Rolling Equipment, Land, Stations, Operating Personnel, etc.?</p> <p>* Holly Reed also said, "We are working each and every single day on a personalized basis and making sure we answer questions and address concerns, and like I said, it is going well in those conversations". Mrs. Reed, your company has proved the opposite.</p>	Refer to ED-1, ED-2, NE-1, NE-8, PI-4 and SC-19.
Glenn Mannina	2/6/2018	Handwritten	<p>I am a Landowner in Leon and Montgomery Counties. Texas Central Railway's (TCR) Managing Director of External Affairs, Holly Reed, made the statement on August 15, 2016 to Shannon Register of Real Estate Radio when asked about the TCR's strained relationship with Landowners, "We are working each and every single day on a personalized basis and making sure we answer questions and address concerns, and like I said, it is going well in those conversations". I beg to differ with this "False Narrative" as well as challenge TCR's Guiding Principles. As a Landowner on the "Utility Corridor Route", my relationship directly with TCR began in April, 2015 at the Madisonville, TX TCR Open House. At that meeting, I was seeking lots of information to help me make an informed decision regarding the feasibility, the reasonableness, and the necessity of TCR's High Speed Rail (HSR). Being prepared, I presented Four (4) pages of questions to TC R's Mr. Robert Eckels, at that time TCR's President, and asked if TCR would respond in writing with answers to my questions. In front of at least Ten (10) other attendees, Mr. Eckels promised TCR would respond within a couple to three weeks and he also gave me his Email and Cell phone number. After four (4) weeks, I began attempting to contact Mr. Eckels by Email and phone with never a single response. Additionally, after attending another Open House in late 2015, TCR's Mr. Travis Kelly also promised me a response. After saying he was close to sending me a response in writing by Email, he finally told me his computer was stolen with the file he was about to send me and would have to recreate the file. That was the last communication to me from Mr. Kelly after me attempting to contact him a number of times for a number of weeks.</p> <p>My property is less than 500' from the HSR preferred route and have never received a written invitation to a single Open House, but I have attended Five (five) of them and never received any direct communication from TCR until August, 2016. On August 9, 2016, I attended a</p>	Refer to ED-1, ED-2, NE-1, NE-8, PN-3, SS-1, SS-6, SS-7 and SS-10.

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			<p>Grimes County Press Release event regarding the new County Rule requiring a Permit and Proof of Eminent Domain prior to approval of a HSR to cross County property. On that Day, I did an interview with KTBX TV. Then on August 16, 2016, I received a phone call from Mr. Ken Williams with Contract Land Services (CLS) representing TCR asking for permission to get on my property to survey, even though I was not on the route but three other properties converged at my same property corner and they were in fact on the route. I suspect they had Denied TC R's request for a Survey. After a bit of conversation, I DENIED the request. Immediately, Eighteen (18) months with no personal contact with me regarding specifically my property from TCR, Mr. Williams told me I might receive a Legal Letter from TCR followed by a Legal Injunction Filed Against me personally. I considered this a "Threat" and told Mr. Williams so and stated I am prepared to defend against TCR's request to access my property. Finally, I was removed from commenting on TCR's Facebook because I asked the same questions too many times, all except one of course, without a single TCR response/answer. This kind of initial contact treatment in 18 months along with the 40 plus lawsuits of Landowners by TCR proves the aforementioned false narrative communicated by TCR's Holly Reed as well as TCP's Guiding Principle's Statement "TCP is committed to treating landowners from whom it seeks to acquire the needed property with respect". TCP also stated "Early Notification: TCP pledges that it will provide the landowners that might be impacted by the high speed rail project with an introductory letter explaining the project." I have received no such notification at any time including prior to any Open House or the August, 2016 "Threatening" phone call from Contract Land Services.</p> <p>Comments/Questions for All Texas Legislators:</p> <p>1. Question Regarding Eminent Domain (ED): I have three (3) Transmission Lines and (5) Pipelines across my two properties and am very well experienced with Eminent Domain including along the targeted TCR route of the "Utility Corridor". What gives TCR the Authority or the Right to force or require me under the threat of legal action, a private property Landowner, to accept, anything less regarding ED Authority Documentation/Proof from TCR than I am willing to accept, deserve or expect based on experience of receiving such documentation/proof on several occasions (in all applicable cases) from other truly qualified companies (Companies for whom TCR claims they have similar ED authority) who have been sponsored correctly by a third party Government/Regulatory Agency or Entity?</p> <p>Important Note: TCR's previous response to this question by me on several occasions has been "That is a Legal Question". Be aware, that in NO cases, have any of the other ED companies I have dealt with responded in that manner when faced with the responsibility of providing Private Property Landowners with the proper ED documentation/proof, particularly since it involves taking land for supposedly the common good of the "Public" from a Landowner who has worked hard to obtain and enjoy the land they own. TCR advertises their intent is not to use ED powers over Landowners. TCR has shown no proof of this through any written agreements with Landowners that they will not bring ED powers to any negotiating table nor will it be used in any way to form a purchase agreement with the Landowner.</p> <p>2. Question Regarding TCR's Claim of Being an "Operating Railroad": What makes TCR an authorized State of Texas "Operating Railroad"? Has TCR produced proof that they have passed ALL Texas State Law Requirements to be legitimately registered in Texas as an "Operating Railroad"? Where are TCR's Tracks, Operating Rolling Equipment, Land, Stations, Operating Personnel, etc.? Can I personally form an LLC within Texas, call my company a Railroad, and proceed to take private property owners' land under the authority of ED as well as access people's property for surveying rights simply because I call my company a "Railroad"?</p> <p>3. Question Regarding Safety and Security: What safety and security measures will Legislators require TCR to use since much of this TCR HSR route is in rural Texas with a great deal of wild game hunting taking place and lots of areas that may be accessed by those wanting to do harm but without being noticed? Do Legislators understand TCR's HSR will actually cross over the Utility Corridor that includes not only transmission lines but also at least two (2) Operating O&G Pipelines?</p> <p>4. Question Regarding "Public Necessity", HSR Project Economics, and TCR's Unwillingness to Release Pertinent Information to the Public: Have State Legislators received proof from TCR of "Public Necessity" since TCR claims they have ED Powers? TCR has gone on the record to say this Project will not fix any Traffic Congestion problems between Dallas and Houston. Also, recently, the "Reason Foundation" published a study proving the extreme Caution that is required for authorization of TCR's HSR as well as showing a possible much higher cost estimate for the Project. The Author had asked TCR for information but TCR required a Non-Disclosure Agreement. Since the "Reason Foundation" wanted to report its findings to the Public, they did not sign the agreement and received no information from TCR. Have State Legislators received details of TCR's economics including Ridership and Cost figures proving that TCR will be able to pay back the Construction cost/Loans as well as meet O&M & Depreciation cost requirements while making a profit (Particularly needs to be proven since only 2 HSRs in the entire World can make a profit without a Subsidy)? TCR is not a totally Privately Funded Project. Do State Legislators</p>	

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			understand that TCR has stated in writing that they Will Require Federal Government Backed Loans to fund the construction as well as understand the scenarios that could create the need for Federal Taxpayers to pick up the tab in case TCR cannot pay back the loan(s)?	
Glenn Mannina	2/6/2018	Handwritten	"No Build Alternative". (Ref DEIS Main Text I, Sect. ES.8, pg. 8).The No Build analysis totally skipped the huge increase in Impacted Acreage from 3000 acres as communicated in writing by TCRR to 8000 acres has not been addressed by the FRA at all nor was it a part NO Build Alternative Analysis. TCRR's current plan has caused the Closure, Rerouting Modification, and Rebuilding over the HSR of many Private and Public Roads and increased the Road ROW land required without any ACCOUNTABILITY FOR TCRR's Earlier Claims. FRA simply glosses over those huge changes. Why is that? What about the many Public Safety considerations that the FRA has Glossed Over (Increased ER Times, Safety of Congestion around Construction Sites, Lane closures, rerouting roads, road closures and more Public Road Travel required just to get around from point A to pint B due to the HSR)? The FRA does NOT provide adequate documentation for elimination of the No Build Alternative. 'No Build Alternative". (Ref DEIS Main Text L Sect. ES .8, Pg. 8).The FRA does NOT provide adequate documentation for elimination of the No Build Alternative. No Build is actually the Correct Answer. First, the FRA DEIS Understates the Damage to the Public and Property but Overstates/Assumes the HSR Need. Second, TCRR Underestimates the Project and overestimates the Ridership. The FRA never considered the Reason Foundation's Analysis (which clearly proved this project WILL F AIL) nor has it been mentioned in FRA DEIS at all. That is NOT AN OBJECTIVE UNBIASED FRA DEIS ANALYSIS. "NO Build Alternative". (Ref DEIS Main Text I, Sect. ES.8, Pg. 8). Here are reasons the 'No Build Alternative" MUST be reconsidered by the FRA. First, the Claims by the FRA on 1-45 Transportation Predictions, Traffic Congestion, Safety on 1-45, and Transportation Alternatives are Not Adequately supported with Detailed Facts. In fact the opposite cases have been made with much more Facts. Second, The "Public Need" has never been established in the DEIS by the FRA. Third, "Public Need" must clearly be established due to the huge negative Impact Of Landowner's Property, Homes, Cemeteries, Livelihood, Existing Public Roads, and County Maintenance revenues that has not been adequately covered by the FRA DEIS nor has it been Quantified by the FRA the other things that support the HSR have been Quantified for comparison purposes. The FRA's DEIS is simply a "Thumb on the Scale for TCRR's Benefit" without the Facts to back it up. "No Build Alternative" _ (Ref DEIS Main Text I, Sect. ES.8, Pg. 8). The public is NOT going to accept from the FRA general statements that support the HSR without the FACTS to it up. The appropriate level of Detail to support the FRA's claims about the No Build Alternative simply do exist in the DEIS. Rationale is included in another Comments page on this due to space limitations. The FRA mentions there would be no improvement of Safety on 1-45 with the No Build Alternative. The FRA must Quantify that claim BEFORE it can be used to support the FRA's conclusion that the No Build Alternative is Not an Option. Therefore, the FRA does NOT provide adequate documentation for elimination of the NO Build Alternative. "No Build Alternative". (Ref DEIS Main Text L ES.8, Pg. 8). The FRA does NOT provide adequate being a Traffic solution or Congestion Relief has been Contradicted by TCRR many times and we have that documented. TCRR has stated this Project will NOT solve any perceived Traffic issues, particularly near the big cities. Second, the FRA must show more data regarding future estimates of traffic volume. Researching past predictions, today the traffic volumes of 1-45 have in no way even come close those predictions, in fact, it has only reached roughly one half of those predictions. Third, the FRA simply makes the statement that NO Build would provide No Alternative Transportation Needs. Where is the FRA Proof statistically that the "NEED" exists as no data is shown by the FRA?	Refer to AQ-2, BA-6, BA-9, CR-6, GN-2, GN-3, LU-14, NE-1, NE-9, PN-3, SS-23, TR-6, TR-7, TR-8.
Glenn Mannina	2/6/2018	Oral	Okay. My name's Glenn Mannina. I'm a landowner in Montgomery County. Also in Leon county. The train comes within 300 feet of my fence line. I can see where it's going to enter into the utility corridor just south of my property. I live in Montgomery County, just barely in Montgomery County, though. The first thing I'd like to say is, I really hope I don't hear the Federal Railroad Administration again repeat what Texas Central keeps saying, which is nothing but a lie, and that is TCR's a private company doing the project without use of federal funds. We know how they're going to do this. Folks, I hate to say this, but TCR knows they're going to go bankrupt. That's part of the plan. Okay? The whole idea is to get the Japanese proprietary safety management system into the United States because nobody can connect to that. Okay? So, therefore, if you get it going from Dallas to Houston and you want to go from Houston to San Antonio all of the sudden, the Japanese are going to say, Yeah, that's a great idea, but we're going to have to do it because you can't connect to us unless you use our system. Okay? That's what it's all about. In addition to the land scam, and we've called it a land grab--okay? But it's also a money scam. It's a U.S. tax loan that's going to go bankrupt. It's the same thing that happened on State Highway 130. Okay? The lowest creditors was the public, the taxpayers. So in the bankruptcy court that basically -- for the loan that was made from the taxpayers, the court said, You're out of luck; you're not the high creditor. Okay? And you'll get your money, you'll get your 30 percent, but you probably won't start getting that until 50 years down the road. State Highway 130 is a toll road. Okay? This is the exact same model. They don't care about defaulting on that loan because we're the ones going to hold it. So when the Japanese get it, because they're going to be the biggest creditor, they're going to get the assets, and when they get the assets, all they have to do is operate out of positive to be able to make some money, or not even make any money; just pay for O&M. That's all it is. So it truly is, people, a land grab and it's also a money scam. I'm part of a group that has been drilling through the DEIS for six weeks now, going through every bit of detail, and this is nothing but a piece of trash. That's exactly what it is. I'm a civil engineer, got 36 years construction experience, and we've gone through this thing. The errors, the omissions, the inaccuracies, the false statements that	Refer to GN-1, GN-4, NE-1, NE-5, NE-8, NV-1, NV-10, PI-1, PI-7 and PN-3.

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			<p>are in there, a lot -- some of which came from TCR, but also came from the engineers. Oh, by the way, all third-party engineers are being paid for by Texas Central Railway. I hope you-al know that. So the FRA doesn't put a lot in here except to manage it, manage the process. It's a piece of trash. And I'm calling on the FRA not to just take this document and take our comments and maybe look at them. Okay? What I'm calling you to do is to stop this process right now dead in its tracks, because this is a piece of trash, the amount of stuff we found that's wrong with it, there's no way, no way. It would take you forever to fix the thing, because you won't fix it, you want listen to our comments. I know that because I sent some comments in on August 8th, 2016, and none of those comments were even looked at as far as noise. They got the wrong noise data in here, people. You know, they assume one train traveling on the tracks. They don't even look at the what's called the slapping sound--okay?--of two trains hitting each other going in opposite directions. Those frontal lobes of air collide with each other, and then they bounce along in between the trains. They make a huge amount of popping noise. They found this with HSRs going through tunnels. I asked three people out there, does the -- is the noise level -- I don't care if it's two decibels more or three or whatever it is. Does the noise level that you did all this analysis on, is it based on two trains passing or one, and the answer I got was one. Now, these trains are passing by every 15 minutes going in opposite directions. Okay? So that can't be the case. MS. HILLARY ROSS: Mr. Mannina, I'm going to have to cut you off there. We're not even halfway through and we've got about an hour and a half left. You can speak after everybody has gone. UNIDENTIFIED MALE: I'll donate my three minutes to this.</p>	
Glenn Mannina	2/6/2018	Oral	<p>Okay. rm going to first talk about — the very beginning of the DEIS talks about purpose and need: and also the criteria. Basically the purpose and need that the FRA put in there is the same purpose and need as TCR_ There's nothing in there about the needs of us. Okay? I want to make sure you understand that Then they measure all of the different alternatives against that purpose and need. So if I want to if I'm going to bid out some skid-steers and I want a certain person to win that bid: rm just going to take the specifications of that skid-steer and put it in the bid package. And guess who' s going to win the bid. That's exactly what's happening here: folks; exactly what the FRA is doing. Now: there's three components of the — and: by the way: for the no build: they state that the no build does not meet traffic and congestion and relief needs. Okay? So basically it goes away. Its off the table. It does never meet the needs of the traffic relief. FRA: you-all can use your studies: but go read your studies, because if you look at those studies that were done a long time ago—we looked at them--and then you look at todays at 2017, and then go look at the traffic that the prescription was made. It's not — it's way off If you make a prediction: I can guarantee you one thing -it's going to be wrong. So today's traffic is much less than the study that they're using today. Okay? They're way off And we've got this other data: and we're going to send it to you: by Amtrak that says there's no problem between Dallas and Houston. If you want a problem: go to San Antonio; where: by the way: the land is flatter. Eckels was wrong in 2014 that north-south from Dallas to Houston is relatively flat. That's baloney. I've got on 4700 feet across my property: we got a 130-foot change in elevation: and that is more than one percent the train can handle. Okay? So ifs not relatively flat. Back on this economic liability In the stage one screening study that says at the beginning of this by the FRA: there was a fourth item. Other than technological: operational: and environmental: there was a fourth item. Guess what it was. Economic viability. It was taken out. The DEIS was not studied with economic viability in it Now, you're going to come out here and destroy these people's property, their lives for five years of construction — and I'll talk about that in a second. You folks don't understand construction. It's huge. Ifs bigger than anything you've seen. So you're going to do that without asking or telling TCR: You got to prove your economic viability before you go forward. Tell these people no build is the option. Now: on roads: this affects you-all right here. The first thing I did: I looked at the constructability study. It has all the quantities of materials that are going to go into this construction. There are construction sites up and down the entire route coming from 1-45 all the way over and past the high-speed rail route. Okay? There are construction sites on each one of those mayor corridors. There's a 300-acre site at 99 and 290. And guess what. 105 there's a 200-acre site. And you-all probably know where it's going to go. Now: let me tell you: the amount of people that are going to be working in that 200-acre construction site that is going to be precasting concrete sections: all the raw materials have to come from 1-45 They're not going to come from Navasota. They're going to come from 1-45 all the way through Montgomery and Plantersville: and it' s such a huge amount of raw materials you can't believe it. Now: those have to come into those construction sites: then the precast concrete gets built: then they have to use permit loads to get it up and down to the route. I need to finish this: please. This is extremely important for these people to hear. Folks, I'm telling you: these roads are going to be dangerous: they're going to be tore up: you're going to pay the bill Montgomery County is just a pass-through county: unfortunately. I live in Montgomery County _ They're going to come to me for the money because TCR is not paying Montgomery County any taxes. Grimes County is getting at least the taxes out of them. But the roads are going to be destroyed. You take 1097: 105: 2854: all of those roads are going to have to be used to get from 45 to over here. And then just think what 105 is going to be like with 249 going on at the same time, with the renaissance festival in October and November. You will not be able to travel on that road: there's going to be problems with people just getting on that road and going down the road. One more thing. Emergency response times. You-all need to know what's in DEIS because -</p>	<p>Refer to BA-6, BA-8, BA-10, NE-1, PN-3, PN-4, TR-6, TR-7 and TR-8. Future State Highway 249 would be crossed by the Project approximately 2.5 miles south of State Highway 105. For information about traffic impacts around the proposed Brazos Valley Intermediate Station in Grimes County, see Table 3.11-48: Brazos Valley Trip Direction and Mode and Table 3.11-49: Brazos Valley Terminal Impacts 2040 LOS (Delay in Seconds per Vehicle). It is expected that the Build and modified Build conditions would result in increased traffic delays by about 5 seconds. Transit service could be provided by the Brazos Transit District or other entities to serve the Brazos Valley Intermediate Station. At this time, the Brazos Transit District does not have consistent service to this proposed station, but the agency is currently developing a service plan SH 105 would be crossed by the Project on viaduct, as shown in Table 3.11-26: Roadways in Grimes County Study Area. The Project would be built over the road which would not require SH 105 to be rerouted, closed, or reconstructed.</p>

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

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Glenn Mannina	2/6/2018	Oral	<p>Okay. There's a lot of qualification in this study. It's just a lot of boiler plate. Okay? We've read a lot of it. A lot of boiler plate. A number of things that they haven't looked at all is quantifying what are the other impacts with all these people moving into this area and driving on the highways. Okay? Now, I've got property that I've had pipelines and power lines cross. Every one of those people that have gotten on my property, I've asked them where they are from, every one of them, on purpose. I haven't found one from the state of Texas. Arkansas, Alabama, Mississippi, Kansas, all over the place. Now, those people are going to come here, they're going to live temporarily. What about our medical facilities? What about our housing? What has been looked at? Where's the quantification on that? There is none. Now, let me tell you about emergency response time. They compare the no build--okay?--in the area of emergency response time, and they say today the -- How'd it get that far? Today the emergency response timing is stable. Okay? And it says in there that if population goes up in a slight manner over time, they can keep up with it with resources and equipment. Okay? Then that's measured against the other build alternatives. You know what they come up with? They come up with a bunch of tables that have high, medium, and low increases in emergency response times. Okay? Increases in emergency response times. Then they say, Well, if it's not over 10 percent increase, that's okay. We won't look at that detail. We won't look at the mitigation of that increase in times. We'll only look at those that are above the 10 percent. And then they say, Well, there's going to be a mitigation step, and we're going to turn it over to the jurisdictions to figure out how to fix those mitigation steps. Okay? So they're going to turn it back over to us to fix the problems of the emergency response times that they caused. People, this project is not worth a loss of a single life for any increase in emergency response times as a result of this stupid project. Not one. Not one. And I'm telling you, I'm really worried about the kids on our roads. I'm really worried. Someone talked -- Mr. Miles talked about Jewett. One thing he didn't mention is that in Jewett, not only is the high-speed rail two blocks from them, there is a 150-acre construction site right at the high-speed rail on 79. Can you tell me how all those people and trucks of raw materials and then permitted roads leaving out of that site is going to get around and out, how school kids, high school kids, young kids learning how to drive, how are they going to get in and out of that school up and down the roads safely? I'm telling you, this is a danger not only for us; it's a danger for our kids and our grandkids.</p>	<p>Refer to EU-2, SC-8, SS-18, SS-19, SS-23 and TR-6.</p>
Glenn Mannina	2/6/2018	Oral	<p>Okay. What I'm going to do is cover real quick: and I kind of call this rapid fire on trash DEIS document_Basica11y I'm first of all: I want to make sure you understand: my recommendation is that you-all withdraw this document Okay? Make sure that's documented. Not just continue working on it. Now: it was mentioned before. I'm going to say it a little bit more directly. If this document has illegally obtained data: survey data in it, in my view and rm not a lawyer, but in my personal view it's an illegal document Okay? And by the way, folks, the FRA was notified a week before it was released with supporting documentation that there was illegal data: survey data in this document: and these people one week later released it without going back and re-verifying from every landowner whose sun-eyed data was put in there that they: in fact: gave permission for people to survey. I want to make sure you remember that. Now: real quick I talked about noise before. Noise abatement; another item. These people basically put in the DEIS that, We're going to look at that in the end of detail design whether we need any noise abatement They know where all the subdivisions are: they know every subdivision they run through. Let me tell you: I can tell you where they need noise abatement All right? I don't need to study it too hard. But let me tell you something else. This is a design build project. If you don't understand that, what that means is they will start construction with about 50 to 60 percent of the design done. Okay? Design I will not be complete until 30 percent until the construction is around 30 percent At that point the design will be completed That means anything they tell you that's going to be done at the end of the detail design means it won't be done until after the construction has already started. Now: tell me that they're going to go back and retrofit noise abatement on top of the superstructure that's already been put up there right next to the train where are they are they going to do that after the project starts? NO: They're not going to do that. They're not going to retrofit it. The mitigation and the noise abatement study needs to be done. It needs to be done with the right data. Talk about emergency response time. Inability to access most of the land. You know: they've got a lot and people talked about all the information: and that's right. You know: they tell us: Oh, they got it from other studies. We've got maps in there that are three to four years old. Three to four years old are the maps. There are maps where houses are right now there that are not there One other thing I forgot to tell you. On all those road modifications and building over the high-speed rail and so forth: everything that's going to change. Guess what. You know how it got from 3,000 to 8,000 acres? Because they're taking more of the land with the modifications of the roads because they're taking more right of way: private property right of way for those modifications on the roads. It's just a domino effect You see what this is turning into? It's a monstrosity. So there's going to be a lot there are houses that were missed. I've got - I've looked at the drawings. There are houses just about every county that were missed by the high-speed rail that are now taken by the extra right of way from the road work. Can you that? Okay. No abandonment requirements mentioned at all in DEIS_ I'm from the oil industry. Let me tell you: every time we installed a facility: we have to have a how you are going to abandon it You don't install something if you don't know how you are going to abandon it. Have these guys even looked at how ifs going to be abandoned by TCR? No: not at all. Rescue advise. I got a point I can look out at the southwest part of my property. There is no road access. There will not be any road access. I've looked at the drawings. And I can tell you: if there's an incident and that train is right there and those people have to get off the train: how are they going to get off? And how are the ambulances going to get to</p>	<p>Refer to GN-1, LU-14, NE-2, NE-8, NV-1, RF-2, SS-18, SS-19, SS-23, PI-1, WW-2 and WW-6. Through coordination with local emergency responders (as required by several safety and security and transportation compliance measures), locations with limited off-road or over-creek access would be determined as well as plans for continued access during Project construction and operations.</p>

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			<p>them in the middle of winter in the middle of a pasture somewhere that's got spring-fed creeks got a spring-fed creek on my property that's 30 feet deep. They can't cross that with an emergency How are they going to get those people off? Have they even looked at that? Not at all. They haven't looked a lot about the safety part of this thing. Water. Oh my gosh: water. You know what they assume with water? How many people have trouble drilling extra wells and so forth because of the surface water versus ground water issue? Okay. We go through all the ramifications of that. You know what they say about water? And guess what In the middle of the summer well, from April all the way through November they're going to have to water a lot of roads-- okay? Because there's going to be dust and there's going to be air quality issues. How are they going to water all those roads? about all the water they're going to need for the concrete at the construction sites? You know what their assumption is? The water will be available to us at the Construction site. Isn't that interesting. How are you going to get that water? Hunting regulations. They say they don't expect hunting regulations to change. You-all know what the ballistic test is on the high-speed rail? No: truly. They've got a ballistic test on it. It can handle a .22 bullet. Let me tell you: I don't shoot a 300-pound hog with a 22 bullet And I've shot through a hog and the angles changed 45 degrees: so when that bullet comes out of that hog you have no idea what direction It hit the bottom of my game camera and tore it up. I wasn't shooting that direction. We've got up in Leon county there are a lot of spring-fed creeks. Folks: there's a lot of animals get water from those spring-fed creeks. They haven't even looked at these. We got a spring-fed creek that's 250 feet — this goes back to the bad mouth. Ifs 250 yards: 250 yards in a different location on my property. They don't even know where it is. Homes are not shown on the map; talked about that</p>	
Glenn Mannina	2/6/2018	Oral	<p>Okay. Back with the issue of the bullet. Okay? Look. It's -- they -- basically DEIS says that they are just -- you know, there's no problems with hunting regulations. Okay? Let me tell you, unless I see it in writing from the Texas Parks and Wildlife, I am not going to believe that one bit whatsoever, not at all. Okay. State regulatory agency. Are you listening? Okay. Tell me who am I going to go to when I've got a problem with TCR? I have had pipelines and power lines cross my property. I have used the Public Utilities Commission of Texas, and let me tell you, telling a utility company that the next phone call is to the PUCT or the Railroad Commission, you get action. Now, who am I going to say that to? Nobody. There is no state regulatory agency, folks. TCR wants to build this thing without any regulatory requirements. Are we going to let them do that? And who are we going to go to when we have a problem? The FRA's responsibility is, quote, railroad safety. Now, if you've got a safety issue or a problem with TCR because they didn't fulfill the requirements that you had negotiated with them or whatever, who are you going to go to? Nobody. There's no state body. That's a big issue. Okay. Omission. In the DEIS there's no mention of FERC, no mention of the Hazardous Material Safety Administration. There's a lot of pipelines around. Let me tell you, there's 121 hazardous materials, hazardous waste sites along 290. Did you hear that? This thing's going through all kinds of hazardous waste sites. That's not covered. They just have qualitative stuff. They're not looking at it specific. No specifics at all. There are pipelines missing off the maps. Okay? Let me tell you something else. Over on 290, and I know it doesn't bother you-all too much here, but over on -- this just goes to show the trash that TCR and these people have put out. There are pipelines right along 290. You know how tight it is. Right? And going against all those subdivisions there are pipelines right there where the high-speed rail is going to be built. They're going to dry -- I looked at it yesterday, and I read it five times because I couldn't believe it. They're going to dry piling on either side of the pipelines that are operating, and they're going to put a 40-by-40-foot concrete base to support the superstructure on top of it. Now, if I were those pipeline companies because, you know, some of those are FERC, which are international pipelines. If I was them, I would not allow a 40-foot base to put on it, because when they run smart pigs--that's a pig that goes through the line that determines what the wall thickness is, how much it's changed, and they have to run that pretty regularly. Okay? If I have an anomaly there, as a pipeline owner I'm supposed to go dig it up and look at it and do ultrasonic or X-ray on it. Okay? How are they going to get to it with a 40-foot block of concrete on top of it and a superstructure of the rail that's already built? Give me a break. It won't happen. One more thing. Just to show you how trashy this document is, we found tables in there that segment five data is listed under segment one. Segment one data is listed under segment five. They didn't think we'd find that, though.</p>	<p>Refer to EU-1, EU-2, GN-1, RF-2 and SS-5. Section 3.5 Hazardous Material and Solid Waste of the Final EIS details hazardous waste sites within the limits of disturbance of the Project.</p>
Glenn Mannina	2/6/2018	Oral	<p>I just have one more thing to say, and I got to say it. Sorry. It may not sound good and the FRA folks might not like it, but when I talked earlier about what the plan is as far as going bankrupt and stealing federal funds, taxpayer funds, let me read something to you. What does this sound like? "An intentional perversion of truth to induce another to part with some valuable thing belonging to them or to surrender a legal right." THE AUDIENCE: Fraud. Fraud. Exactly right. That's all I want to say. Thanks everybody who donated their time.</p>	<p>Comment noted.</p>
Glenn Mannina	2/6/2018	Oral	<p>I got to say one more thing. Judge Duhon in Waller County would like for me to probably say this. Waller County, there's a Waller County Regional Planning Committee. It's a legal, local government entity. You-all need to know this. This organization had to sue TxDOT. You in Grimes County may not know that. They had to sue TxDOT because TxDOT would not cooperate with them to let them know anything about this high-speed rail so that they could put it in their plan. They were getting information from the FRA and were not sharing it with the county. So they sued TxDOT. TxDOT lost. TxDOT appealed. TxDOT lost again. They've been to one meeting from what I understand. The FRA told TxDOT not to talk to the regional planning commission because they were an agency that was trying to promote opposition to the high-speed rail. Okay? They didn't see them as a legal government entity, but they were, and they proved it in court, and TxDOT lost. But FRA was trying</p>	<p>Refer to PI-1.</p>

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			to keep TxDOT from talking with the counties. And we have this problem all across the entire -- every meeting I've been to, some county official has got up, including the superintendent at Leon High School, who has never been contacted or talked to. So how can a county plan for something they don't know what's coming their way?	
Glenn Mannina	2/10/2018	Website	For the Record, I OPPOSE the Dallas to Houston TCRR HSR. Many Counties across the proposed 240 mile route have now established a Legal County Permit Requirement for high speed rails wanting to cross or use in any manner County Property ROW. How is it that the FRA has developed this Inaccurate DEIS that Realigns Many County Roads WITHOUT proper approval from the Counties? Since this is the Basis for TCRR's Design/Construction Plan, the DEIS is Fatally Flawed. The County Permit Process Must be respected by and obeyed by the FRA. The DEIS has many Fatal Flaws and MUST be WITHDRAWN IMMEDIATELY and the Public Comments portion of the FRA DEIS Process CEASE also Immediately.	Refer to NE-1, NE-6, TR-1 and TR-8.
Glenn Mannina	2/11/2018	Website	I oppose the Dallas to Houston Texas Central HSR. The FRA must first Resend the DEIS, then must reinstate the "NO BUILD" Alternative and seriously consider No Build using accurate Data. The FRA Unethically Adopted totally TCR's Functional Criteria and added a requirement for Alternatives to meet fixing traffic that does NOT Exist between Dallas and Houston. The FRA also did not compare today's prediction of Traffic in their Traffic Study compared to today's ACTUAL Traffic. This theory by the FRA is Fatally Flawed and is a False Narrative. See the attached AMTRAK Study an see there is NO Traffic between Dallas to Houston. It is between Houston and San Antonio and from San Antonio to Dallas. Texas Central is also on the record stating this train will NOT Solve any Traffic or Congestion issues near the Cities. The FRA Must Start over AND ALSO Cease all further work as The Courts have proven TCR is NOT a Railroad as they could not survey Private Property.	Refer to BA-2, BA-6, GN-1, GN-3, NE-1, PN-2 and PN-3.
Glenn Mannina	2/11/2018	Website	Why does not the FRA discuss in detail the 121 Hazardous Waste Sites along Hwy. 290 in direct alignment with the HSR?	Refer to HZ-1.
Glenn Mannina	2/11/2018	Website	The FRA during the Scoping meetings said they would work with all Federal, State, and Local Governments in the determination of Route Alternatives. Yet the FRA told TXDOT not to work with the Waller County Regional Planning Commission. The Courts ultimately ruled TXDOT they must work with Local Government Entities. There are many many local Law Enforcement Groups that have not even been contacted by Texas Central or the FRA. Case in point were the Testimonies by Sheriff Don Sowell at the Grimes County Public Hearing in Navasota Tx. on February 6, 2018. Also following the Leon County Public Hearing in Jewett Tx. on January 30, 2018, the Leon County Sheriff also gave an interview that basically said the same thing as Sheriff Don Sowell. Is the FRA and Texas Central practicing "Conflict of Interest" and has the FRA made False Statements and Commitments during the Scoping Study? The FRA MUST CEASE ANY FURTHER WORK ON THIS UNETHICAL FRA DEIS PROCESS.	Refer to NE-1, PI-1 and PI-4.
Glenn Mannina	2/11/2018	Website	Why does the FRA NOT mention at all in the DEIS the Federal Energy Regulatory Commission (FERC) when the HSR route along Hwy. 290 is right on top of at least Six (6) O&G Pipelines, some of which are Interstate Pipelines under the Jurisdiction of FERC as well as the Pipeline and Hazardous Material Safety Administration (PHMSA)? The FRA must CEASE all further Work on the sloppy DEIS and first prove that Texas Central is in fact a RR. The Courts have already provided the Proof to the Public that Texas Central is NOT a Railroad.	Refer to EU-1 and NE-1.
Glenn Mannina	2/11/2018	Website	Why is the FRA working at all on a proposed HSR with Texas Central Railway First, has proven through the Courts that Texas Central is NOT a true Railroad and Second, the FRA has not even written yet the Regulations that cover Speeds of High Speed Rails from 150 mph to over 200 mph?	Refer to NE-1.
Glenn Mannina	2/11/2018	Website	Texas Central Railway's NOISE DESIGN CRITERIA IS 1005 WRONG, INCORRECT, AND FALSE. I have verified while talking with Texas Central Engineers have used the the incorrect Assumption of the Noise of ONE (!) Train Passing. There are TWO TRACKS Adjacent to each other with sets of trains running on each track simultaneously, Therefore, the Noise Level of Two (2) Trains passing each other in opposite directions and any point along the track as it is a reality. Also, the "Slapping Sound" was NOT INCLUDED AND ADDED TO THE TWO TRAINS PASSING. This is a loud popping or Slapping Sound that was first discovered by HSRs going through Tunnels. The analysis was then performed using the scenario of Two Trains on Adjacent Tracks traveling at high speeds in opposite directions, the EXACT SAME CASE AS THE TEXAS CENTRAL HSR. The FRA must CEASE all further work on the DEIS as the ENTIRE NOISE Analysis is Wrong, Inaccurate, and FALSE. No matter how much difference in noise level would result from correcting this work, IT MUST BE DONE ACCURATELY AND CORRECTLY or the HSR Engineering is Fatally Flawed. Then the FRA must place specific and stringent requirements and criteria on Texas Central to immediately include NOISE ABATEMENT equipment in the Detailed Design ALL ALONG THE 240 MILES OF THE ROUTE. To NOT Do so would be NEGLIGENT ON THE PART OF THE FRA AND Design Negligence on the part of Texas Central and its Design Contractors.	Refer to NV-1 and NV-10.
Glenn Mannina	2/11/2018	Website	The FRA DEIS Contains Illegally Obtained Landowner Survey Data. US Representative, Kevin Brady advised the Department of Transportation one week before release of FRA DEIS that his constituents had hard data showing Survey Information being used in the DEIS by Texas Central and the FRA that was in FACT OBTAINED WITHOUT LANDOWNER PERMISSION. From the first day Texas Central began surveying properties, they submitted to the General Public who had land along the route a Survey Permission Form. So it was clear they knew they needed Signed Permission to go on Private Property. The Evidence surfaced and was submitted at the Federal level, but the FRA took NO ACTION to cleanse	Refer to BA-6, GN-1, NE-1, NE-8, PN-3, SS-1, SS-12 and SS-13.

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			the DEIS of any Illegally Obtained Survey Data and Released the DEIS in just 7 days following the notice. The ONLY way to make the DEIS a Legal Ethical Document is for the Independent FRA to go back to each and every Landowner whose data was used and ask them to submit an Affidavit Stating they in Fact had given Permission to survey OR NOT. If any Landowners communicate they had given NO Permission to Survey, then Texas Central and its Contractors should be criminally held liable and I am sure those Landowners will take further action as necessary in the Courts. Because of this and so much Unethical, Incorrect, False or Omitted information type Issues in the DEIS, the FRA Must Cease ALL Further work on the Texas Central HSR DEIS until ALL of its issues, including Texas Central's rights with the FRA as a NON-Railroad. The NO BUILD Must also be Reinstated and Studied Seriously and accurately against Criteria by the Public including the HSR Safety issues and those that clearly do not support a General Public Necessity of this Project, nor is it supported by a Traffic or Congestion problem.	
Glenn Mannina	2/12/2018	Website	THE FRA must seriously consider moving the route of the high speed rail away from the Leon High School in Jewett, TX along with the 150 acre Construction Site that exists along Hwy. 79, the only E-W travel corridor from miles for young kids and school buses to access the school. Not only will it be a fatal danger to our very young high school drivers during Construction, but the sound will have a lasting negative impact to our children from the constant jet engine noise from the HSR. Obviously the FRA does not even know that the Japanese recognize the impact of HSR noise as it is heavily regulated near residential areas such as the largest school in the area for miles. A Cornell University Study clearly states Noises from Elevated Trains lead to reading difficulties and negative academic performance. The FRA is supposed to be looking out for the Safety of the Public, and that includes our Children. This HSR Route is all WRONG. The FRA needs to START OVER WITH THE DEIS ANALYSIS AND LOOK AT OTHER ROUTE ALTERNATIVES RATHER THAN JUST WHAT TEXAS CENTRAL TOLD THE FRA TO LOOK AT! If not, this is in NO WAY and Independent Analysis.	Refer to NV-1, SS-23 and TR-6.
Glenn Mannina	2/13/2018	Website	I oppose the TCRR HSR Project. Due to the Following Evidence, I am calling for the FRA to Immediately Rescind the HSR DEIS and for the Immediate Cease of any Further work by the FRA towards completion of an EIS or ROD for this Project. The "Dallas to Houston High-Speed Rail Draft Environmental Impact Statement" dated December 2017 uses Texas Central's proprietary documents as a basis for ridership. Texas Central refuses to release these proprietary documents. These documents are described in the DEIS as the "proprietary market demand study undertaken by TCRR" and the "TCRR ridership and revenue report", NOT OPEN Government. The FRA could have chosen several different public documents, such as the Reason Foundation's February 2017 report "Texas High Speed Rail: Caution Ahead", or TxDOT's December 2013 "Statewide Ridership Analysis Report: Statewide Analysis Model—Version 2.5" for ridership numbers. Why did they choose a proprietary report instead? Because the FRA DEIS is NOT an Independent FRA review but one full of Bias and Made Up numbers. The proprietary report is an extreme outlier, with 7.2 million riders per year, compared to Reason's 1.4 million and TxDOT's 700,000 to 2.7 million. The ridership numbers are not unimportant as they inform such things as reduction of vehicle miles traveled (VMT) which informs emissions calculations. Using Texas Central's proprietary documents, the DEIS says 14,630 cars per day will be taken off the road. Using Reason's numbers only 816 cars per day would be taken off the road. The proprietary report's ridership numbers give 18 times the number of cars per day taken off the road as using publicly available numbers. The emissions removed and reduction in traffic could inform many people's opinion of the HSR, both members of the public and public officials. Another instance the DEIS uses ridership from the proprietary report is calculating sales tax revenue. The DEIS states \$20 million a year for Houston and Dallas combined. Based on the DEIS table 3.14-22, this number could be overstated by 2.5 to 10 times, compared to publicly available sources. This could easily influence both the public and public officials. Additionally, Texas Central is saying the \$199 average fare is a "rumor" (implying it will be lower but not saying what the average train fare will be) used to calculate the sales tax revenue while simultaneously promoting the sales tax revenue of \$10 million for Dallas. This is unethical to say the least and the FRA has Implicated itself in a Scam. Another private project, All Aboard Florida, does include a ridership and revenue study in its DEIS - Appendix 3.3 F Ridership and Revenue Study Summary. FRA cannot use a secret, proprietary report as its basis for ridership in the DEIS. This is not open government. If Texas Central wants to keep its ridership and revenue report secret, that's fine, but the DEIS must use another source for ridership and revenue. As a result, the DEIS is fatally flawed and must be rescinded Immediately. FRA should immediately issue a decision of "NO BUILD" based on FALSE Unsupported Ridership Figures coupled with Inaccurate Traffic/Congestion Criteria (See the true story in the recent AMTRAK study showing NO traffic from Dallas to Houston once outside the cities). The FRA DEIS is Fatally Flawed and "NO BUILD" IS THE ONLY ETHICAL ANSWER.	Refer to AQ-3, AQ-7, BA-6, GN-2, GN-3 and NE-1.
Glenn Mannina	2/13/2018	Website	I oppose the TCRR HSR Project and I am not buying the Unethical DEIS that uses TCRR's Criteria to measure against for No Build vs. Build Alternatives. There is ZERO in the DEIS about building a case for Public Necessity or Public Safety? In addition to adopting word for word TCR's Functional Criteria, the FRA attempts to Eliminate the "NO BUILD" ALTERNATIVE up front in the DEIS stating it does not fix the Traffic or Congestion issues without Proving what are Those Traffic Issues. Folks, without an accident on I-45, there are NO Traffic Issues in Huntsville, Madisonville, Centerville, Buffalo, etc. except if this Train is allowed to move forward. The FRA did not look into the details of the Traffic Study they used to come up with this FALSE Traffic/Congestion Narrative. If you look at the Actual Traffic Today vs. this study it is way off with today's traffic being much lighter than the traffic study stated. I can guaranteed you ANY PROJECTION, WILL BE WRONG! Also, look at the	Refer to BA-2, BA-6, BA-8, GN-1, GN-3, NE-1, PN-3 and SS-1.

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Glenn Mannina	2/13/2018	Website	The Ridership information in the FRA DEIS is Fatally Flawed and NOT Independently Verified so therefore is of Zero USE in the DEIS. TCRR supplied the data (at least ridership info) to the FRA and Tx Dot. FRA did not use any other figures except for the numbers TCRR gave them which are not supported by factual data without a FRA Independent Analysis or evaluation and use of validated Third Party Ridership data. I ask the FRA to Rescind this DEIS Immediately, STOP any further work towards an EIS or ROD and reconsider the FRA's work with TCRR, a company who is a railroad IN NAME ONLY. In fact, results of Court Decision has proven TCRR is NOT a Railroad and does not even have the right to survey Private Property. In fact, the proof provided to US Representative Kevin Brady and who subsequently advised the Department of Transportation one week before the DEIS was released of Illegally Obtained Private Property Survey Data is further proof that TCRR also knows they are NOT a Railroad as they had to resort to unethical and illegal actions in order to get some survey data since they were Unable to prove to Landowners they in fact had that Authority. The FRA is part of this Unethical Business Arrange if they continue to work with TCRR in his matter.	Refer to ED-1, GN-2, NE-1 and NE-8.
Glenn Mannina	2/14/2018	Website	The FRA's Attempt to use a FALSE Narrative to eliminate the "NO BUILD" Alternative by saying it does not fix Traffic/Congestion problems is totally destroyed by data presented by the Federal Highway Administration, the very data TCRR was supposed to have used and submitted to the FRA. The FRA obviously did not even look at the data as it proves the exact Opposite and that there is NO TRAFFIC between Dallas and Houston to support this Uneconomic and Unethical Attempt to steal Texas Land and to steal US Taxpayer Money through US Government Loans that TCRR seeks to obtain. Look up under Federal Highway Administration the Traffic map, 2012 HPMS AADT and SEE the traffic is between Houston and San Antonio as well as San Antonio and Dallas, NOT Houston to Dallas. The FRA is attempting to pull the wool over the eyes of the Public while helping TCRR steel Land and US Taxpayer money by continuing this Falsely Applied DEIS Process. The FRA MUST CEASE ALL WORK ON THE TCRR DEIS IMMEDIATELY as it is based on Fraudulent Assumptions and Methodology.	Refer to BA-6.
Glenn Mannina	2/14/2018	Website	The FRA's Attempt to use a FALSE Narrative to eliminate the "NO BUILD" Alternative by saying it does not fix Traffic/Congestion problems is totally destroyed by data presented by the Federal Highway Administration, the very data TCRR was supposed to have used and submitted to the FRA. The FRA obviously did not even look at the data as it proves the exact Opposite and that there is NO TRAFFIC between Dallas and Houston to support this Uneconomic and Unethical Attempt to steal Texas Land and to steal US Taxpayer Money through US Government Loans that TCRR seeks to obtain. Look up under Federal Highway Administration the Traffic map, 2012 HPMS AADT and SEE the traffic is between Houston and San Antonio as well as San Antonio and Dallas, NOT Houston to Dallas. The FRA is attempting to pull the wool over the eyes of the Public while helping TCRR steel Land and US Taxpayer money by continuing this Falsely Applied DEIS Process. The FRA MUST CEASE ALL WORK ON THE TCRR DEIS IMMEDIATELY as it is based on Fraudulent Assumptions and Methodology.	Refer to BA-6.
Glenn Mannina	2/14/2018	Website	TCRR has a Traffic Video on their Facebook page advertising a Projected Traffic Increase of over 200% b 2035. This video has had, as of now, 29,000 views. This information comes from the DEIS, page 1-10: "According to the Texas Transportation Institute's 2010 report, even taking into account forecasted improvements, vehicular traffic on IH-45 between Dallas and Houston will increase more than 200 percent by 2035, resulting in average speeds decreasing from 59 to 39 mph." However, when I look at the source data in the footnote, https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5930-2.pdf , Table 3. Corridor Traffic Data & Projections 2002 and 2035, FHWA Freight Analysis Framework 2.2, shows a 126% increase in traffic, which is not greater than 200% (it is less than 200%). This is a simple math issue. If the people creating the DEIS can't do math, then every number in the DEIS is called into question. This is not a minor error. If it were insignificant, it would not be in Texas Central's video. Members of the public and public officials both could very well be influenced by a greater than 200% increase in traffic FALSE STATEMENT. The DEIS and the DEIS comment period are fatally flawed. FRA should immediately issue a decision of NO BUILD or CEASE ALL further work on this very Flawed Inaccurate full of discrepancies and false assumptions and statements, FRA DEIS Process.	Refer to NE-1.
Glenn Mannina	2/15/2018	Website	The FRA DEIS entire plans for road modifications as it pertains to County Roads is Inaccurate and False without the input by the Texas Counties which there is no evidence whatsoever presented in the DEIS that the Counties had any input. The County ROW is theirs and any changes or modifications MUST be done using requirements, design parameters or criteria furnished by the Counties and the DEIS is presumptuous to even think that their detailed County road modifications are Acceptable with the Counties, particularly considering the HSR	Refer to ED-3, PI-1, TR-6, TR-7 and TR-8.

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Submitted By	Date Submitted	Submission Type	Comment	Response
			County permitting requirements. The FRA shows no proof of any planned modifications being vetted or in consultation with the Counties, yet again, another DEIS Fatal Flaw. The FRA must remove ALL Plans from the DEIS that involve modifications to ANY County ROW at least until TCRR works with the Counties and has obtained the proper County Approvals for ANY Crossing of County ROW, not to mention the specific requirements, design, and criteria for crossing County ROW as well as the County Permit to do so.	
Glenn Mannina	2/17/2018	Website	The EIS has not incorporated the analysis of independent economic studies that reveal the negative economic affects on the counties between Dallas and Harris. Studies show that these communities will experience at or above a -20% t their respective economic base. Existing businesses will be dramatically impacted and the respective county tax review will be reduced. This impacts all services and operations of the EACH county. The disruptive impacts throughout the counties have not been incorporated into the financial risk assessment. Higher property tax revenues have NOT been offset by the negative impacts to other county tax revenue generators. This lack of analysis and disclosure by the FRA is a clear indication of the FRA's bias in making a "Rush To Approval" for the TCR's benefit. This EIS can not be approved if the FRA has not independently verified the validity and accuracy of the TCR data.	Refer to GN-3, NE-1 and SC-19.
Glenn Mannina	2/17/2018	Website	The EIS is relying upon the information provided to the FRA by TCR. The FRA does NOT explain how it has validated or confirmed the information provided by TCR as being accurate. TCR information has proven to be incomplete and inaccurate. These deficiencies will have a significant negative affect on the economic impact analysis and comparisons of proposed routes, including the "No Build" option. This EIS can not be approved if the FRA has not independently verified the validity and accuracy of the TCR data.	Refer to GN-1, GN-2, NE-1 and NE-8.
Glenn Mannina	2/17/2018	Website	The EIS has not incorporated the analysis of independent economic studies that reveal the negative economic affects on the counties between Dallas and Harris. The impacts on School Districts, Police, Fire, Medical first responders, utilities and energy operations will require counties to raise property taxes on all property owners within the counties. This cost is not distributed among the benefiting counties (Dallas & Harris). The impacted residents will be left to pay without any compensation from the true benefactor, the TCR and the Japanese investors. The costs have not been calculated into the true cost of the project. This means the financial projections are not accurate. The disruptive impacts throughout the counties have not been incorporated into the financial risk assessment presented by the FRA. This lack of analysis and disclosure by the FRA is a clear indication of the FRA's bias in making a "Rush To Approval" for the TCR's benefit. This EIS can not be approved if the FRA has not independently verified the validity and accuracy of the TCR data.	Refer to ED-2, GN-2, NE-1, SC-6, SC-19, SS-23 and VA-1.
Glenn Mannina	2/17/2018	Website	The EIS does not present a projection of the operational sales tax revenue that the TCR will be required to pay to the impacted counties. The lack of transparency precludes counties from being able to determine the financial reimbursement to be projected for this project's operations. How can counties be expected to support a private project that purports to be for the public benefit but will not present what the tax base impacts will be for the respective counties. Simple questions about the "Tax Dollar Per Mile Per Trip" has not be presented to county leaders. Consequently, the full negative impacts on county financial impacts have not been completed. This lack of analysis and disclosure by the FRA is a clear indication of the FRA's bias in making a "Rush To Approval" for the TCR's benefit. This EIS can not be approved if the FRA has not independently verified the validity and accuracy of the TCR data.	Refer to GN-2, PI-1, SC-3 and SC-19.
Glenn Mannina	2/17/2018	Website	The TCR has revealed their financial projections for this project to the FRA. While the claim this is a "Public" project, they refuse to reveal their financial data that supports their projections to the public. This breeds suspicion into the motives of TCR. As a public project, all profits derived from the public must be disclosed. TCR claims the "lack of transparency" is do to competition. At last look, there is NO COMPETITION. The public would welcome competition in this projects design, construction and operation. The lack of scrutiny of the TCR financial projects is extremely risky and further demonstrates the FRA's bias in making a "Rush To Approval" for the TCR's benefit. The Public is asked to sacrifice a huge amount including their Land, their Lives, their families, their property values, the Environment they enjoy today, and 5 years of a huge construction project with destruction of Public and Private roads, so TCR MUST be required toprove its Economic Viability. This EIS can not be approved if the FRA has not independently verified the validity and accuracy of the TCR data.	Refer to GN-2, GN-4 and NE-1.
Glenn Mannina	2/17/2018	Website	This FRA statements in ES.9.12 and ES.9.17 are incorrect and misleading. It implies a harmonious relationship with the "no build" baseline. This is not accurate. "Roadway reconfigurations" should be properly stated as "CLOSURES". The EIS lacks any detail assessment of the cost the taxpayers will have to endure as part of rebuilding resources to maintain legally mandated response times for 1st responders and school districts. Also, the term "aviation infrastructure mitigation" requires a better explanation of the its meaning. These statements are just another example of the FRA's biased position which has compromised their objectivity	Refer to SC-6, SC-7, SS-23, TR-8 and TR-11.
Glenn Mannina	2/17/2018	Website	This train is projected to travel at 205 MPH. Based upon the FRA regulations, it can NOT perform an adequate SAFETY assessment of this project. This project can ONLY be assessed against a "Rule of Particular Applicability" after it is prepared and released. This EIS can not be approved as "Safety Acceptable" under the FRA's own regulations.	Refer to SS-4.
Glenn Mannina	2/17/2018	Website	The FRA preferred route "A" traverses an area of Texas which is very prone to tornadoes (Up to Level 5), hurricanes, ice and snow. The FRA assessment says there is "Little Risk" of Level 3 tornados. Many tornados have been witnessed in these rural areas that are not captured in your desktop data that was used for the assessment. This incomplete data puts all TCR travelers at risk. The FRA EIS must be rejected because	Refer to SS-15, SS-16 and SS-17.

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			of the incomplete safety assessment. Will FRA be updating the evaluation with more current data and the results of Hurricane Harvey? Has the FRA modeled the Flooding potential due to the large amount of Berms being placed along the route as they will channel much water in directions never looked at before as flooding potentials?	
Glenn Mannina	2/17/2018	Website	The FRA preferred route "A" traverses an area of Texas which is very prone wild hogs up to 700 lbs each, or more. This is not a problem encountered in Japan. Chain link fences have proven inadequate in keeping out these wild animals. The EIS fails to assess the overall risk of these animals finding their way to the rai service or the potential impact analysis of a train traveling at speeds up to 205 MPH and one or more 700lbs wild hogs. Three(3) people were killed in Uvalde, Texas in December 2017 due to hogs on the road. Loop 130 around Austin has been plagued with some many hog issues that drivers are selecting alternate routes. The FRA EIS must be rejected because of the incomplete safety assessment. A "desktop" assessment is not adequate for determining the real Texas threat to public safety.	Refer to SS-2 and SS-12.
Glenn Mannina	2/17/2018	Website	The FRA has shown that a three year study about the endangered species will not complete until June 2019. This is 60 days prior to the projected release of the final FRA decision report. This implies bias in the anticipated conclusions of the study without a proper review to ensure authenticity, accuracy and relevance. Based upon this, the final FRA decision must be delayed until a proper review period can be completed. Why has the FRA ignored the existence of "Bald Eagles Habitat" within the preferred FRA route failed to identify the existence of these endangered species? On the ground photos and evidence is available, but it appears that FRA investigators are ONLY relying on the web browsers. This requires "boots on the ground". This project should be stopped due to current laws that protect endangered species.	Refer to NR-3 and NR-4. The information gathered from the endangered species studies performed for three years will be further assessed when FRA enters into formal Section 7 consultation with USFWS. The studies conducted to date have been in coordination with USFWS and will continue to include the service in planning and reporting findings. The Final EIS outlines the steps being taken to evaluate the species in anticipation of formal consultation with USFWS. All properties where field studies are required will be surveyed for threatened and endangered species prior to construction. NEPA does not require 100% of the Project to have field surveys conducted.
Glenn Mannina	2/17/2018	Website	The FRA DEIS states "The No Build Alternative would not meet the specified Purpose and Need for this Project, but is retained in the EIS as a basis for comparison. The No Build Alternative would not provide congestion relief, improve safety on IH-45, meet current and future transportation needs between Dallas and Houston and would not offer an alternative transportation mode that would connect to existing modes." The FRA used only TCR's Purpose and Need, not anything regarding the Pubic including their Safety. Also, the FRA Traffic data that was used to eliminate the No Build Alternative is NOT Credible as other documents have surfaced showing there is no traffic issue between Dallas and Houston. Additionally, the FRA's own Traffic study was not looked at in detail. Comparing the prediction for Today vs. the Actual, the Predicted Study was WAY OFF as the traffic today is not anywhere near that value. So while using Fatally Flawed data, the FRA has displayed the bias to the TCR project. Based upon the above statement, the FRA has already ruled out any "No Build" conclusion. This statement demonstrates a lack of the FRA's responsibility to the public that they are supposed to support. The FRA's elimination of the No Build Alternative is Unethical, Irresponsible, and Fraudulent to say the least. The FRA must Rescind the HSR DEIS in its entirety and MUST investigate all of the other Fatally Flawed issues within the DEIS and with TCR before considering for one second the continuation of this Unethical Process the FRA is involved in with TCR.	Refer to BA-6, GN-1, NE-1 and PN-3.
Glenn Mannina	2/17/2018	Website	The DEIS states, The FRA reviewed alternative transportation modes to high-speed rail service that included higher-speed and conventional speed rail services, direct bus service and expansion of IH-45 and determined that these modes would not meet the purpose and need of the Project. What were the specific Higher-Speed and Conventional Speed rail services? Where are the details of that Analysis? The Purpose and Need are only TCR's Purpose and Need which Disqualifies this analysis as Fair and Independent! Lets see the details and results of the other modes of transportation while using correct Traffic predictions such as the recent AMTRAK study. The FRA has been sent this study. The FRA's statement confirms the FRA bias by removing the "No Build" Alternative from their consideration or valid comparison for the public. This option is not provided the proper consideration or comparison disclosure throughout the DEIS. Specifically, how did the FRA perform this analysis and what are the sources of the data used to perform this analysis? There appears to be no assessment of the size of traveling parties. Most travelers between these cities are in family sized groups. HSR pricing will not remove them from traveling. The advantages of destinations in the cities has NOT been assessed against the single downtown terminal locations. These single terminal locations is a deterrent to attracting HSR travelers.	Refer to BA-4, GN-1, GN-3, NE-1 and PN-3.
Glenn Mannina	2/17/2018	Website	ES.4 states "TCRR identified the Dallas to Houston corridor as an ideal location and distance to implement high- speed intercity passenger rail that is financially sustainable, constructible and connects two of the largest urban centers in the country." AND " In order to meet the needs of growing travel demand spurred by population growth and a decrease in the level of service of existing transportation systems, both cities are addressing much needed infrastructure improvements. Intercity and intracity transportation infrastructure will require significant expansion and maintenance in the future; a reliable multimodal option to alleviate the strain on this existing infrastructure is needed to accommodate growing demand. " Where is the FRA's Third Party Analysis of the Financially Sustainability as well as the basic up front	Refer to GN-2, GN-4, NE-1 and SC-19.

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			Economic Viability of this Project? IT DOES NOT EXIST AS THE FRA has taken the TCR statements as being fact, without scrutiny. Growth projections, congestion, traffic capacities are all presented from a biased perspective of "Selling". This project is NOT "Financially Sustainable" without significant taxpayer underwriting. Unfortunately, the FRA has failed to provide the proper level of judiciary oversight for the American public. All "data" provided by TCR must be verified by outside, independent sources. If the FRA is going to help TCR progress this project, the FRA MUST PUT OUT THE ENTIRE ECONOMIC ANALYSIS FOR ALL TO TAKE APART AND ANALYZE FOR ACCURACY AND PUBLIC SCRUTINY SINCE ALMOST 200 MILES OF THIS ROUTE OF THE PUBLIC ARE THOSE MAKING THE BIGGEST SACRIFICE AND WHO WILL BE HURT THE WORSE WITHOUT ANY BENEFIT OF THIS PROJECT	
Glenn Mannina	2/17/2018	Website	DEIS ES.2 states, To minimize risk and enhance passenger safety, the Project is proposed to be operated in a fully sealed corridor. The lack of crossings and other non-HSR traffic would enable trains to safely achieve speeds exceeding 200 mph and attain an approximate 90-minute travel time between Dallas and Houston.""Approximately 60 percent of the HSR line would be constructed on viaduct. "Economic and Social environments are negatively impacted by these conflicting statements. TCR has attempted to sell the FRA on the environmental acceptability by saying that 60% o the rail surface will be "viaducts". The benefits of viaducts is the ability to traverse under the viaduct; HOWEVER, TCR makes the statement that the system will be "FULLY SEALED CORRIDOR". Which is it? Functional viaducts or fully sealed? Can't have it both ways. The fully sealed corridor negates the "selling" image of the viaducts and exponentially impacting the case studies with negative economic and social impacts. This basic premise has a catastrophic affect on the financial viability of the project. Why has the FRA not scrutinized these inconsistencies? The FRA has demonstrated its lack of "objectivity" in this process.	Refer to NE-1, TC-7 and TR-8.
Glenn Mannina	2/17/2018	Website	The DEIS Opening Statement is : "This document evaluates a No Build Alternative and six Build Alternatives. Potential environmental impacts of the Build Alternatives include displacement of commercial, residential and agricultural properties; community and neighborhood disruption; increase in noise; increase in traffic at each of the stations; impacts on historic and archaeological sites; impacts on park and recreational resources; visual impacts; impacts on sensitive biological resources and wetlands; and use of energy. " However, I find simply Qualitative analysis in my places the truly do not evaluate properly the No Build Alternative. Seriously, HOW CAN IN THE AREA OF NOISE THE NO BUILD ALTERNATIVE NOT BEAT OUT ANY OTHER BUILD ALTERNATIVES AS THESE FOR SURE ARE ADDING NOISE THAT DOES NOT EXIST TODAY???? A review of the Draft EIS fails to reveal a comprehensive comparison of the "No Build" to the FRA preferred "A" route. Comparisons are shown of various proposed routes against each other; however, the EIS fails to show a side-by-side comparison of "A" to "No Build". Under a No Build Alternative growth over time is not projected.	Refer to BA-5, BA-7 and NE-9.
Glenn Mannina	2/17/2018	Website	A review of the Draft EIS fails to reveal a comprehensive assessment of the affects on school districts has NOT be performed. Due to road closures and relocations, additional resources (Buses, Drivers, Schools and Teachers) may be required by all counties to meet the needs of the communities. This is driven by the transportation time changes and realignment of school district responsibilities. The lack of a proper assessment is just another example of a faulty financial impact statement on all of the rural communities. Additionally, the FRA is obviously not interested in the Safety of our school kids, particularly those very young new drivers, when the FRA supports placing the HSR AND a 150 acre Construction Site not 2 Blocks from the Leon High School in Leon County, TX. The EIS should be rejected due to a lack of a complete financial assessment and project risk on the citizens of Texas, in particular our school kids when placing them in harms way with all of the Construction Site workers on the roads and heavy haul equipment and materials just two blocks from a High School.	Refer to SC-6, SC-7 and SC-8.
Glenn Mannina	2/17/2018	Website	EIS 9.17 states Road closures, detours and localized automobile congestion caused by construction could increase the response time for law enforcement, fire and emergency services personnel and school buses. However, closures and reroutes would be closely coordinated with local jurisdictions and both a construction transportation and traffic control plan would mitigate impacts." Considering TCR has NEVER spoken to Law Enforcement throughout the Route (Eight County Sheriffs have formed a group already to address their being totally disregarded by TCR), a review of the Draft EIS fails to reveal a comprehensive assessment of the affects on police, fire and medical operations have NOT be performed. Due to road closures and relocations, additional resources (substations, vehicles, officers, firemen, ambulances, paramedics, etc.) may be required by all counties to meet the needs of the communities. This is driven by the transportation time changes and realignment of first responder operations. The lack of a proper assessment is just another example of a faulty financial impact statement on all of the rural communities. The EIS should be rejected due to a lack of a complete financial assessment and project risk on the citizens of Texas.	Refer to PI-1, SS-18, SS-23, SS-26, TR-6 and TR-8.
Glenn Mannina	2/17/2018	Website	EIS 3.16.3.2.2 Opening Statements: "... The potential security risk from terrorist activities was analyzed. This analysis describes terrorist activity at the state level based on the University of Maryland's Global Terrorism Database which logs terrorist activity occurring between 1970 and 2014. An activity was categorized as terrorism if it met criteria established by the National Consortium for the Study of Terrorism and Responses to Terrorism: " This borders on "Gross Negligence" and "Collusion" by TCR and the FRA. Why is the FRA using outdated security threat data as the basis of their evaluation? Many new threats (ISIS, Lone Wolves, etc.) have appeared on homeland soil since the 2014 security reports (that are the FRA's baseline) were written. This "Old" data puts TCR riders and the community at additional risk. Why hasn't	Refer to SS-8.

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			FRA performed a cyber-threat analysis? This is the biggest threat, but FRA has remained silent and nothing has been included in the EIS. Again, this borders on "Gross Negligence" and "Collusion" by TCR and the FRA.	
Glenn Mannina	2/17/2018	Website	3.2.3.2 Statements: "... Operational emissions of the Build Alternatives would occur from power plants supplying electricity to operate the HSR system ("train operation emissions"), which would represent an increase in emissions, and from reduction in vehicle travel ("vehicle emissions reduction") due to use of the HSR system, which would represent a decrease in emissions." TCR's inflated ridership and reduction of I45 vehicles substantially changes this conclusion. The combination of increase power plant emissions and a less reduction of vehicle emissions, as presented by TCR, will reveal that the HSR benefits have been overstated by TCR with FRA's full cooperation. Power plant expansion is being planned to accommodate other growth in our communities and NOT for the HSR. TCR's using that capacity as being planned for the HSR use is not correct. Additional expansion will be required to support the HSR higher demand. TCR has not included this new capitalization cost in their financial projects. TCR is "Selling" and FRA is "Buying".	Refer to AQ-3, EU-4 and GN-2.
Glenn Mannina	2/17/2018	Website	Sec. 81.002. APPLICABILITY. In this title, a reference to a railroad company includes: (1) a railroad incorporated before September 1, 2007, under former Title 112, Revised Statutes; or (2) any other legal entity operating a railroad, including an entity organized under the Texas Business Corporation Act or the Texas Corporation Law provisions of the Business Organizations Code. Added by Acts 2009, 81st Leg., R.S., Ch. 85 (S.B. 1540), Sec. 2.02, eff. April 1, 2011. A Huge Hurdle for TCR: They Don't OPERATE A Railroad. Has TCR verified where are TCR's Operating Tracks, or Operating rolling stock, or Operating stations, or Operations Employees, or Operating Trains are actually in existent today? If not, then why is the FRA doing work and spending for sure Federal Funds working with a NON-RAILROAD COMPANY? If the FRA has seen this PROOF, then the FRA is Obligated to show the PUBLIC AS THEY ARE THE PEOPLE MAKING THE LARGEST SACRIFICES AND LOSING THE MOST WITH NO BENEFIT FROM THIS UNECONOMIC PROJECT.	Refer to NE-1.
Glenn Mannina	2/17/2018	Website	Where will the HSR trains (Cars) be manufactured? How will they come into the United States and where will the final assembly be located? Who will perform the final assembly and what are their contractual arrangements with TCR and the Japanese? Are any of the manufacturing processes subject to import or export restrictions, and why?	Refer to TC-6
Glenn Mannina	2/17/2018	Website	What is the net effect of the increased property tax revenues for each and every County along the route when offset by the negative impacts of lost sales tax revenue from local business, those losses due to lower Property Values miles away from the Route itself, Additional County Costs for additional Roads (HSR Access roads turned into County Public roads)and Overpasses being built over the HSR, farmers and ranchers reduced taxes?	Refer to SC-14, SC-19 and VA-1.
Glenn Mannina	2/17/2018	Website	How will FRA/TCR bridge the energy requirement gap between first operations and the FRA projected on-line date of 2029? Where will the TCR be placed in the priority for energy during brown out periods and why? Will any Private Property Owners be subject to more land being taken by electrical companies as a result of Eminent Domain due to the Electricity use by the HSR?	Refer to ED-1, EU-3 and EU-4.
Glenn Mannina	2/17/2018	Website	Why hasn't the FRA incorporated independent economic analysis that reflect a negative 20%+ mpact to all the counties between Dallas and Harris? What negative economic impacts has the FRA incorporated into their analysis? If any, what are they and how was these values determined? Who did the FRA coordinate with at the county levels to obtain the financial impacts in the local communities?	Refer to PI-1 and SC-20.
Glenn Mannina	2/17/2018	Website	If an Electrical disruption occurs during normal operations, what are the procedures to halt all trains and to recover all passengers to safety? What happens if loss of power occurs during 100-degree summer days and passengers are stranded in remote locations away from emergency responders and on an elevated viaduct? How long can passengers survive when suspended above ground, without electricity? Are there systems included in the Viaduct Design to facilitate "Rescue at Heithts" from the top of Viaducts or Berms? There will be locations along the route in the rural Counties where there will be NO road access. How will emergency vehicles reach a remote location without Roads to do so. After looking at the maps, I know of those kinds of locations along the route so no need to tell me the entire route will have access by road?? Has the FRA or TCR tried to take Road type Emergency vehicles across Creeks 10' deep in the middle of the woods during the winter wet weather periods in Texas? What backup electrical resources will be installed nd where will they be located? What will trigger their usage?	Refer to EU-2, EU-3, EU-4, SS-3, SS-18 and SS-23.
Glenn Mannina	2/17/2018	Website	What are the minimum quality standards of the steel used to manufacture the rails that will be used on the railway? What is the source of this steel and from Where in the World?	Refer to TC-6.
Glenn Mannina	2/17/2018	Website	The executive summary states that the "No Build" alternative does not meet the criteria of the "purpose" of the study. This means this option is not a possible outcome of this EIS. Why has the FRA already ruled out an alternative that rural Texas favors? The FRA Traffic Study did not even compare what that study said about today's traffic vs. the Actual traffic today. Had the FRA done a complete analysis on all of the TCR data, they would have seen the Prediction was WRONG and the Traffic today is much less than the prediction. Had the FRA looked at other data such as a recent AMTRAK study, they would have seen there is no traffic between Houston and Dallas, but there is between San Antonio and Dallas. THERE IS NO TRAFFIC OUT IN THE MIDDLE OF THE ROUTE BETWEEN HOUSTON AND DALLAS ONCE ONE GETS OUTSIDE THE CITIES. TCR IS ON THE RECORD stating their HSR does not help congestion close to the cities. The FRA's COMPLETE DISREGARD AND TOTAL ELIMINATION OF THE NO BUILD ALTERNATIVE IS A FALSE NARRATIVE, UNETHICAL, AND NEGLIGENT to say the least.	Refer to BA-2, BA-6, GN-3, NE-1, PN-2, PN-3.

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Glenn Mannina	2/17/2018	Website	With federal funds comes federal procurement and acquisition rules. What federal mandates will be placed on this project for hiring Americans, veterans, small business, women owed business, minority owned business, unions, etc.? If none, then why not? How will the American's Disabilities Act be enforced in the design, construction and operation of this railroad? Are any of these requirements being waived? If so, which ones and why? Do these exemptions provide the Japanese with a competitive advantage in the American marketplace? Why and how? Will TCR's Contractors be obligated to hire and fill positions at ALL LEVELS FIRST from the use of long time Texas Residents or will TCR allow their contractors to bring in workers from all over the US?	Refer to EH-1, GN-4, NE-6 and SC-4.
Glenn Mannina	2/17/2018	Website	What are the responsibilities of FRA employees to report misleading and incorrect information presented by the TCR? To whom are they required to report this information? What incorrect or misleading information have FRA employees reported to date? How does the FRA determine what data provided to them by TCR is to be independently Verified? Or Does the FRA Accept all data provided by TCR to the FRA as FACT?	Refer to GN-1, NE-1 and NE-8.
Glenn Mannina	2/17/2018	Website	If TCR is found to have presented false or misleading information to the FRA as part of their application with the sole purpose of obtaining permits and, or, federal funding, what are the penalties for TCR and their respective executives? What are the legal consequences for the Japanese (Foreign Corporation)?	Refer to NE-1 and NE-6.
Glenn Mannina	2/18/2018	Website	I am very concerned about the mitigation of vibration damages to pipelines running near the proposed tracks, particularly along Highway 290. Stress waves created by the vibration results in dynamic stress (fatigue) on pipelines, causing misalignment, and damage such as crack propagation, which can result in the failure of the pipeline. Since the FRA completely left FERC and PHMSA off the 2 1/2 year planning process this is a grave concern for public safety. For the FRA to Ignore this grave Public Safety Issues would be Negligence on the part of the FRA AND TCRR.	Refer to EU-1, EU-2 and NV-5.
Glenn Mannina	2/18/2018	Website	The FRA DEIS Noise work is ALL Incorrect and this DEIS must be Withdrawn in its entirety considering all of the omissions, contradictions, and inaccuracies. First the Noise from the HSR will be from TWO trains passing each other in opposite directions, NOT ONE train as admitted too by Engineers during the Open House portion of the recent FRA DEIS Public Hearings. Second, the "Slapping Noise" is excluded from the Noise Calculations. Although this phenomenon was discovered for HSRs going through a Tunnel, it was further studied specific to TCRR's HSR situation with two trains passing in opposite directions on Adjacent Tracks. Third, Incorrectly, the noise impacts from the TCRR HSR were measured at 125-175 mph. We don't know which ones were measured at 125 and which ones measured at 175 mph but none are at the 200 mph or even at the 186 mph it will start out with. For all I know, the FRA and TCRR might have done most of the noise impact study on 125 mph which will greatly skew the data. The Entire Noise study in the FRA DEIS is Wrong, Incorrect, Inaccurate, and Fatally Flawed with BAD ASSUMPTIONS.	Refer to NV-1, NV-6 and NV-10.
Glenn Mannina	2/23/2018	Website	This is in regard to the "FLAWED" FRA Public Hearing Process with a failed attempt to follow the NEPA Process. THE FRA HAS IMPLEMENTED AN UNFAIR, UNETHICAL, AND FATALLY FLAWED PUBLIC HEARING PROCESS THAT MUST BE DONE OVER WHILE FOLLOWING TO THE LETTER OF THE LAW THE NEPA PROCESS WHILE HAVING AT LEAST ONE MEETING IN EVERY COUNTY ON SEPARATE NIGHTS. First, the FRA set up Public Hearing Meetings while at two Counties per meeting night. Many Landowners have property on the borders of Two Counties and having lots of questions, and they would have attended both County meetings that were purposely placed by the FRA on the Same Night Clearly to "DIVIDE AND LIMIT LANDOWNER ATTENDANCE AT ONE HALF OF THE PUBLIC MEETINGS". Then the FRA Announced a meeting location in Madisonville, TX when that Venue WAS NOT EVEN BOOKED BY THE FRA BECAUSE THAT LOCATION, THE MADISONVILLE HIGH SCHOOL WAS ALREADY BOOKED THAT NIGHT REQUESTED. Yes, FRA, we have ALL of those Records Documented. The FRA then Booked a new Location Facility that would only Handle One Half of the amount of people the original location would have provided in Madisonville, TX. The FRA then at the Grimes County Public Hearing in Navasota USED THE LARGE GYMNASIUM FOR THEIR POSTERS, THEN FORCED ALL SPEAKERS AND ATTENDEES FOR THE OPEN COMMENTS SECTION IN A VERY SMALL CAFETERIA WITH PEOPLE STANDING ALL OVER AND ANYONE SITTING WAS ON AS SMALL ROUND KID STOOL AT A SMALL KIDS TABLE. Lastly, the FRA now has ALLOWED ONE COUNTY, AND ONLY ONE COUNTY, TO HOLD TWO FRA PUBLIC HEARING MEETINGS in a Single County and that IS HARRIS COUNTY. It just so happens that ALL of the County Public Hearing meetings, including the Dallas County and the Harris County meeting in Cypress, TX, have BEEN OVERWHELMINGLY CLEARLY DOCUMENTED TO BE AGAINST THE HSR. But I am sure the FRA has done this at One Last Ditch effort to find SOME RESEMBLANCE OF SUPPORT BY ALLOWING HARRIS COUNTY TO HOLE TWO MEETINGS, THE ONLY COUNTY ALLOWED TO DO SO BY THE FRA. The FRA has clearly shown Bias towards Texas Central and the HSR in many many ways and has implemented an Unethical and Crooked attempt at the NEPA process. You FRA, will be held Accountable for this for sure by over 80% o the Landowners across the 240 mile HSR Route. START OVER AND FOLLOW THE LAW WITH A NEW PLAN OF FAIR PUBLIC HEARINGS TO CORRECT YOUR PREVIOUSLY FATALLY FLAWED PUBLIC HEARING PROCESS. There is No Acceptable Excuse the FRA could make to support the Unethical FRA Behavior AGAINST A PARTICULAR BLOCK OF THE GENERAL PUBLIC.	Refer to PI-8, PI-10 and PI-11.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS				
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Glenn Mannina	2/23/2018	Website	The FRA DEIS states that the HSR Project will generate 1576 permanent Jobs. It goes on to say that business will be displaced by the location of the HSR and that number is quoted as 1051 jobs that would be displaced. Since many of these business will not be able to reopen based on regulations and new higher affordable higher costs, it is Possible none of those "Displaced" jobs will be recreated. Therefore, using TCRR's and the FRA DEIS numbers, that would result in a Net Increase of Jobs ALL along the 240 mile route of ONLY 525 JOBS. So, for all of the Pain, Suffering, Sacrifices, Loss of Private Property, Loss of Family Lives as they know it today, Continuous Threats by TCRR to Landowners, Huge Stress Level, and construction of a devastating Loss of Habitat, degrading of the Environment, Noisy Eyesore HSR running by every 15 minutes, and one where the Economic Viability has NEVER been Proven and the DEIS Eliminated that requirement to Artificially Eliminate the "NO BUILD" Alternative, and for an Entity that as Disproved in the Courts that it is a True "Operating RR", the benefit to the Public is POTENTIALLY ONLY 525 HOBS? The FRA Must Acknowledge AND CONCLUDE that this Cost/Benefit Analysis is Fatally Flawed and FAILS MISERABLY AND AGAINST ANY HSR "BUILD" ALTERNATIVE AND CLEARLY ON THE SIDE OF THE "NO BUILD" ALTERNATIVE. THE FRA must resurrect the "No Build" Alternative and Ethically, Accurately, and Credibly Reevaluate the "NO BUILD" Alternative. The Traffic Relief Criteria has been Disproved by Credible Traffic Information submitted to the FRA through this Comments Section process, so that Criteria MUST BE ELIMINATED WHEN REEVALUATING THE "NO BUILD" ALTERNATIVE.	Refer to BA-6, NE-1, PN-3, PN-4 and SC-21.
Glenn Mannina	2/23/2018	Website	The FRA DEIS states obviously without checking or Verification of TCRR's Tax Revenue claims that the HSR will mean a positive Sales Tax Impact of \$15 BILLION-\$39 BILLION back to the State. So using the Ridership of either over 5 Million Annual Riders or over 7 Million Annual Riders PER THE FRA DEIS, and a Sales Tax Rate of 6.25% AD a Local Tax of 2% (otal of 8.25%) ith a Ticket Price of \$199 per ticket per the FRA DEIS, Please Tell me how the FRA's Numbers recreates the \$15 BILLION-\$39 BILLION of Sales Tax Revenue to the State. In fact, just in case the FRA/TCRR is claiming this Revenue for the 'LIFE OF THE HSR" VS. ANNUALLY, by simple back calculating, depending on which above numbers in combination are used, this amount of SALES TAX Revenue would take from over 200 to over 400 YEARS TO Collect those Billions of Dollars of estimated Revenue. I don't think the HSR will Operate for that amount of time??? DID THE FRA NOT DO A SIMPLE CALCULATION OR Like IN SO MANY OTHER CASES, NOT DO A VERIFICATION CHECK ON TOTALLY FALSE NUMBERS PROVIDED TO THE FRA FROM TCRR? Does the FRA call that process an "INDEPENDENT STUDY" OF TCRR's Claims OBVIOUSLY WITHOUT INDEPENDENT VERIFICATION? Just like TCRR's Overestimated Ridership Estimates NOT INDEPENDENTLY VERIFIED BY THE FRA AND TCRR's UNDERESTIMATED COST ESTIMATE NOT VERIFIED BY THE FRA. the FRA and TCRR Sales Tax Revenue Claim is FALSE being accepted by a Federal Government Agency, the FRA. Try to calculate it yourselves, as it DOES NOT COMPUTE! Only Incompetence and False Data can Explain this Inability to Recreate!	Refer to GN-2 and SC-3.
Glenn Mannina	2/24/2018	Website	The Calculation of Vehicle Emissions Reduction in Section 3.2.3.2.2, Table 3.2-4 is FALSE and uses a Fraudulent Calculation Methodology AND FALSIFICATION OF DATA that even a High School Student would never have done in an attempt by the FRA/TCRR to PURPOSELY OVERSTATE by a FACTOR OF TWO THE VEHICLE EMISSIONS REDUCTION in the FALSE Favor of the HSR THAT HAPPENS TO BE A KEY COMPONENT OF THE NEPA PROCESS. So the NEPS Process has been used in a Fraudulent manner by BOTH the FRA and TCRR. First, ASSUMING as a GIVEN the FRA's DEIS 7.2 million riders (which includes all the riders, if I go to Dallas and come back 2 days later, I am TWO of the 7.2 million Riders but if I do not come back to my desination, Only a One way Trip, I am only ONE of the 7.2 Million Riders) This is IMPORTANT to my Claim but Consistent with the DEIS). Per the DEIS, you then multiplies by .89 because the car passengers make up 89% o the existing market to get the number car passengers diverting to the train. Then per the DEIS, you divide by 1.2 passengers per car to get the number of cars taken off the road per year like so: 7,200,000 * .89 = 6,408,000 passengers diverted from cars 6,408,000 / 1.2 = 5,340,000 cars removed from road So, per the DEIS, 5,340,000 cars per year are taken off the road. This is total, a single one way trip woul make up ONE of the 5,340,000 cars BUT a Round trip would make up TWO of the 5,340,000 cars. SO to get VMT removed, you would multiply 5,340,000 One Way Single cars per year by the 239 miles between Dallas and Houston, like so: 5,340,000 * 239 = 1,276,260,000 VMT removed. THIS IS THE CORRECT ANSWER of VMT Removed. BUT Your DEIS states "Because IH-45 is the principle and practical route used for Dallas-Houston travel, a city center-to-city center distance of 239 miles was assumed for the trip distance. Consistent with the average length of stay assumption of two days (see Appendix F, TCRR Conceptual Engineering Design Report), temporary stays with round trips back to the origin was assumed. The round trip distance and calculated cars/year were used to calculate the VMT that would have been traveled in the absence of the Build Alternatives, as shown in Table 3.2-4. SO the FRA/TCRR used ROUND TRIP distance X Single Trip Cars/year = VMT". This is not a simple Math Error, BUT IS A CALCULATION ON PURPOSE BY THE FRA DEIS TO FALSIFY THE RECORDS in the ADVANTAGE OF THE HSR REMOVING EMISSIONS TO ARTIFICIALLY SKEW THE ENTIRE HSR EMISSIONS DATA. THIS IS IN VIOLATION OF THE NEPA PROCESS, FALSIFICATION OF DATA, AND UNLAWFUL TO SAY THE LEAST. SO IN SUMMARY, the FRA/TCRR Falsely Uses SINGLE CAR SINGLE RIDER SINGLE ONE WAY TRIP RIDER USING TWICE THE SINGLE MILEAGE that actually exists between Dallas to Houston or 478 miles. So the FRA DEIS is saying the 5,340,000 Single Car SINGLE WAY Trips uses up 478 Miles PER ONE WAY TRIP between Dallas and Houston (since it states the use of a Round TRIP MILEAGE) if the DEIS concludes the Car Mileage Removed is 2,552,520,000, or DOUBLE THE CORRECT ANSWER. Remember, per the DEIS, the 7.2 million riders already counts a Round Trip as TWO in the 7.2 Millions Ridership figure so a Single One Way Trip is ONE Rider AND only 239 miles in Distance. The FRA and TCRR CANNOT	TCRR was consulted to verify what passenger ridership numbers meant in terms of a one-way or round trip. They indicated the numbers mean the number of trips in one direction. Therefore, the emissions for the Final EIS were revised with this assumption to calculate the numbers of cars removed from the road due to HSR use. The calculation for Table 3.2-4: Calculated VMT was revised with one-way trip distance instead of round-trip distance. The assumption of one-way trips was checked for its impact on the conclusion of HSR net project emissions impacts for the Draft EIS emission estimate and is summarized in tons per year below for the largest emission alternative (A). This change halved the vehicle miles traveled (VMT) and vehicle emissions removed by HSR use, but there was still a net reduction of operational emissions for all pollutants, except for same as before, sulfur dioxide. Therefore, the conclusion of no adverse long-term impacts to air quality from operational air emissions would not change. This revised assumption was included in the Final EIS. Previous assumption: Trip distance = 478 miles; VMT avoided = 2,552,520,000 miles Revised assumption: Trip distance = 239 miles; VMT avoided = 1,276,260,000 miles For 2024: HSR Operation Emissions: NOx = 43.6, VOC = 5.3, PM10 = 6.0, SO2=113.6, CO = 38.9, CO2eq = 132,316 CO2eq Metric Tons 120,035 Vehicle Emissions: NOx=81.55, VOC=73.46, PM10=23.98, SO2=1.36, CO=1,401.09, CO2eq=203,250, CO2eq Metric Tons=184,385 Net Emissions: NOx = -38.0, VOC = -68.1, PM10=-17.9, SO2=112.2, CO = -

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			DOUBLE THE NUMBER AGAIN BY USING THE ROUND TRIP FIGURE. This is NOT a Simple Math error that a even a High School Student would not make, but an attempt by the FRA and TCRR to Falsify the Emissions Reduction for the use of the HSR vs. cars and is considered to be in Violation of the NEPA Process and FRAUD. This is not to mention the Falsification of a US Government Document, the FRA DEIS. The FRA HSR DEIS Process Must be CEASED and SHUT DOWN Immediately as this is NOT an isolated incident or example as we have found many of these sorts of Fuzzy Unsubstantiated or Unverified data throughout the Document. This evidence clearly PROVES the FRA DEIS is NOT an Independent Report/Document but a clear Attempt by the FRA to Fraudulently support and sell the TCRR HSR Project as Better than the "NO BUILD" Alternative AND AGAINST THE SAFETY of the Pubic as there are many UNSAFE activities that occur as a result of the HSR project ALONE such as Increases in Emergency Response Times for example.	1,362, CO2eq = 70,934, CO2eq Metric Tons = -64,350 For 2040: HSR Operation Emissions: NOx = 16.86, VOC = 4.42, PM10 = 3.04, SO2 = 34.03, CO = 29.97, CO2 equivalent = 96,747, CO2eq Metric Tons = 87,767 Vehicle Emissions: NOx = 35.33, VOC = 82.91, PM10 = 46.39, SO2 = 1.88, CO = 1045.2, CO2eq = 278,074, CO2eq Metric Tons = 252,264 Net Emissions: NOx = -18.5, VOC = -78.5, PM10 = -43.3, SO2 = 32.2, CO = -1015, CO2 equivalent = -181,327, CO2eq Metric Tons = -164,497
Glenn Mannina	2/25/2018	Website	Federal Rail Administration February 25, 2018 RE: TCR DEIS - Noise pollution impact I live in the Stone Gate neighborhood that will abut the proposed high speed rail project. Homes here range from one story to two stories in height and trees average about 30 +/- feet. There is nothing above forty feet that would block or limit noise. As I stated in the public hearing on February 5th, 2018, the noise disturbance was grossly under stated in the DEIS. I live 1,665 feet from the UPRR tracks. I hear the train in my house with the TV on and the windows closed. This train is not traveling faster then 35 mph. On any given day of the week, I also hear the daily activities from a business that is 7,872 feet from my house. This company which is at ground level drops pipe, moves metal and uses forklifts. In front of the Stone Gate neighborhood off of Highway 290 and Barker Cypress road, the proposed super structure will be 65 to 70 feet above the ground. According to the DEIS, "when trains are on elevated structures, the noise is increased, partially due to the loss of sound absorption by the ground and partially due to the extra sound radiation from the bridge structure". In the Appendix E Combined Tech Memo Set 1 of 2, the construction of the structure will involve the use of pile drivers (Pile Hammer & ACC. D46-32: 100-125K-ft-lb PILE HMR 252 (64), 350HP VIB HMR/EXT I416 264 (65) and SWINGING LEADS 252 (64)), hydraulic hammers, backhoes, dozers, excavators, graders, loaders, cranes, rollers, compactors, man-lifts, trucks, air compressors, generators and welders. According to the study, the noise generated by these activities will not go beyond 220 feet during the day and up to 600 feet away during the night. There is absolutely no way these activities and the use of heavy construction equipment will be contained in the limits of disturbance as set out in the Tech Memo. According to the report "Dealing with Vibration and Noise from Pile Driving" by W. Allen Marr P.E., states "vibrations and noise may extend thousands of feet away from the pile driving activities". In addition to this report, independent research was conducted of sound sampling for pile driving activities, hammer drivers and other heavy construction equipment stated above. The noise impacts as indicated in the DEIS are completely false, flawed and a misrepresentation to get a favorable decision from the Federal Rail Administration. As I stated above, I clearly hear daily operations from Howco Group that is 7,872 feet away as a crow flies. When cars are racing at ground level on Highway 290, traveling at speeds of 100 mph or more, that sound can clearly be heard inside my home with the TV on and windows closed at approximately 1,700 feet away. Not only is the results of noise disturbance in the DEIS a flat out lie, it is so incredibly misleading to say that the noise disturbance of construction activities will just stop at 600 feet when heavy construction equipment will be used. It is also a fabrication to facts to say the daily operations would not be heard beyond 220 feet when the high speed rail will be elevated 65 feet in the air traveling at 185 to 200 mph, metal on metal, with no natural or manmade barrier to absorb the noise. Up to sixty eight (68) times a day from 5:30 am to 11:00 pm. And we are being told essentially the sound waves will just fall out of the air at the distance of 220 feet. Sound waves can't possibly go beyond that point. This is preposterous. So when people bought their homes they had an expectation of relative peace. We purchased not only our home but the atmosphere surrounding it, thus setting a precedent of what was to be expected. Our homes are surrounded by a golf course and other residential structures, not a monstrous massive super structure that would generate a noise nuisance to our environment. The prolonged construction phase of 3 to 5 years and daily operations of the proposed high speed train will have detrimental affects on home values, quality of life and peaceful entitlement. This is extremely unreasonable to expect residences to endure this type of nuisance. I request the Federal Rail Administration to consider the No Build Alternative. Also I request a response in writing to this statement and to others statements I have submitted. Respectfully, Connie Shivers	Refer to AQ-3.
Glenn Mannina	2/27/2018	Website	In the name of Safety of TCR's HSR riders as well as security of the HSR Fencing while on Berms or at Natural Grade Level, I see nothing in the Fence design that indicates it will be "Predator" Fence? Additionally, I see nothing that states that at least the 200 miles of the very rural portion of the HSR route will be Visually Inspected on a Daily Basis for holes under the security fencing? In case the FRA does not know what "Predator" Fencing is, it is at a minimum a Three-Four foot section of horizontal fencing pinned at the outside edge as well as strongly wired to the bottom of the vertical fencing, preferably on both sides of the security fence. In case the FRA is not aware of rural wild animal habits, Coyotes, known to exist ALL up and down the route, will easily dig under your fencing if there is no Predator Fencing. After that happens, the Wild Hogs will easily exploit the situation left for them by the Coyotes and will end up on top of the HSR. I would suggest the FRA test the Safety of the HSR and its Riders for at least the collision of a 350#-400# hog while the train is traveling at or near 205 mph. Or, of course the FRA can disregard this potential important Safety Hazard and risk the lives of many riders on the HSR as Wild Hogs and Coyotes will find a way onto the HSR's Tracks one way or other. This subject of Wild Hogs is covered by the DEIS but relies only on the vertical security fencing.	Refer to SS-2, SS-12 and SS-13.

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Glenn Mannina	2/27/2018	Website	The calculation of the VMT removed in the DEIS is Falsification of DATA by TCRR AND the FRA, not a simple Math Error that a High School Student would not make! Since the 7,200,000 passengers already contains all trips, using roundtrip distance is incorrect. Using the DEIS data, the correct calculation would be One-way distance X cars/year = VMT: 239 X 5,340,000 = 1,276,260,000 VMT removed. The VMT removed is also used to calculate the gallons of gasoline saved - which is, of course, doubled in the DEIS - it states 81.5 million gallons - using the DEIS data and the correct VMT removed calculation it would be 40.8 million gallons saved. This mistake is inexcusable. Air Quality is a main component of NEPA. None of the numbers in the DEIS can be trusted. The DEIS is fatally flawed and the FRA Must Cease ALL further work on this EIS until this DEIS Document is Rewritten, Resubmitted to the Public with a NEW set of FRA Public Hearings.	Refer to AQ-3.
Glenn Mannina	2/27/2018	Website	The NEPA Process as Described by Kevin Wright at the Harris County FRA DEIS HSR Public Hearing DID NOT show a "Comments Period" after the EIS is submitted. Due to the fact the DEIS is not even worthy of being considered a "Draft" because of all of its Omission, Errors, Contradictions, Old Outdated Environmental and Lineal Survey data Maps that does not even include apartment buildings and homes or updated locations of Endangered Species, as well as being a document prepared by a Company, TCRR, who has been unable in court to prove they are a RR and has not proven to ALL Landowners that they do in fact currently possess ED, this is a formal request for the FRA to hold another "Comments Period" AND another round of FRA EIS Public Hearings along with the release of the EIS version and before a Final EIS Release and before ANY issuance by the FRA of a ROD to TCRR.	Refer to ED-1, GN-1, NE-1, NE-8 and PI-1.
Glenn Mannina	3/4/2018	Website	The Dallas to Houston HSR is being planned on a "Fatal Flaw", the selection by the FRA of the Utility Corridor Route nor any route that goes North-South between Dallas and Houston. The combination of the HSR speed of 205 mph, its relatively light weight, that results in extreme horizontal and vertical Deviation Limitations of 1% or 1 degree, and the Terrain between Dallas and Houston IS THE FATAL FLAW. The results are over 200 Existing Roads being crossed and 69% having to be modified. Technically, the HSR CANNOT fly over ell roads at the correct elevation to minimize impact because of its technical limitations coupled with the Terrain. Also, recent Traffic studies by AMTRAK clearly show there is no traffic or congestion problem predicted between Dallas and Houston, but there is between Houston and San Antonio as well as San Antonio and Dallas. The best Terrain for this HSR is running it East-West, not North-South, such as down I-10 that is relatively FLAT AND STRAIGHT. The FRA has RECOMMENDED THE WRONG LOCATION FOR THIS UNECONOMIC HSR BY Texas Central. Given the current FRA DEIS RECOMMENDATION, I CALL FOR THE FRA TO CHOOSE THE "NO BUILD' ALTERNATIVE and/or Cease further work on this TCR HSR DEIS.	Refer to BA-2, BA-3, BA-5, BA-7, NE-1, PN-3, TC-3 and TR-8.
Glenn Mannina	3/5/2018	Oral	Okay. My name is Glen Mannina: and I oppose this project I'm going to talk a little about an interview held by the regional vice-president of external affairs of Texas Central Railway on March 1st at the Grimes County meeting or press conference where the sheriffs talked about their coalition First of all: Mr. Hagy, who's the regional vice-president: as I mentioned: made a statement: "We have never had a reported case of surveyors trespassing without permission." False: Mr. Hagy. We got the proof here tonight. Mr. Richards over here on the side, they've already talked about that. The Waller County right-of-way sorry on there was a saw-boring done illegally performed on Waller County right-of-way. They went and — Texas Central asked for permission. They were denied that permission: but yet they went ahead and did it anyway. And after being called on it: they had to return the soil _ Damages by surveyor markings to several county roads authority to work on county right-of-way as well as surveyors being removed in Leon County I was involved in this personally — while working on county right-of-way without approval Mr. Hagy also stated, "We are grade-separated. We do not cross a road. We do not cross a road. And we are always over the road." From the DEIS, the number of roads crossed varies from 212 to 226. 50 percent are the crossings would be located beneath the high-speed rail viaduct Of those crossings: approximately 69 percent would require limited road modifications. Those road modifications: limited, would include: Building under the rail: building over the rail: rerouting: and closure. The number of roads that will be modified is from 144 to 242, and the route they're talking about is over 200 roads will be modified. Mr. Hagy commented, "DEIS says we would have very minimal impact to emergency response. Let me tell you what it actually says. "The DEIS does only a qualitative analysis based on road changes with no understanding of the increased traffic load during construction" five years construction: folks but concludes: "There will be ER time impacts of high: medium, and low by emergency service areas." It says, "Times will be" — "will increase and modeling would occur before construction _ 'So Texas Central delivers to the public — because it says the local jurisdiction is going to be left with fixing the problem. So Texas Central delivers to the public increases in emergency response times, and we have to fix it ourselves. Folks: this project is not worth a single loss of life for any increase in emergency response times than what we have today out in the country. Not one.	Refer to NE-8, SS-23 and TR-8.
Glenn Mannina	3/7/2018	Website	I Formally Request the FRA SHOULD START OVER WITH THE FRA DEIS PUBLIC HEARINGS WITH AN Associated EXTENDED DEIS COMMENTS PERIOD as a result of the FRA's Violation of the NEPA Process. First, the FRA scheduled Two County Hearings on a Single Night not allowing those who bordered two counties to attend BOTH County Public Hearings. Second. the FRA ANNOUNCED the location of all Public Hearings in December, in particular a 600 attendee capacity venue for Madison County which we now have the proof at that time was not even Booked by the FRA as it was Known in December that location was Unavailable. This also caused Public Confusion in Madison County when the location was later changed in mid-January to a new venue with One Half the Capacity, 300 attendees. Third, the FRA allowed Two Meetings in Harris County, ONE ON A SINGLE NIGHT WHICH WAS THE ONLY CASE OUT OF 11 MEETINGS, but did not give that luxury or Option to ANY	Refer to PI-3, PI-8, PI-10 and PI-11.

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			OTHER COUNTY. THAT PROVED THE FRA IS BIAS AND NOT FAIR AND BALANCED THROUGHOUT ITS EXECUTION OF THE DEIS REVIEW PERIOD. THIS IS AGAINST THE LAW FOR A GOVERNMENT BODY TO DO THIS, IS IN VIOLATION OF THE NEPA PROCESS, AND THE FRA WILL BE HELD ACCOUNTABLE AT THE PROPER TIME UNLESS THIS HORRIBLE TREATMENT OF A CERTAIN BLOCK OR RURAL COMMUNITIES INCLUDING MANY MINORITY AND INDIGENOUS NEIGHBORHOODS. THIS IS TOTALLY UNFAIR, AND UNETHICAL ON THE PART OF THE FRA WHO IS SUPPOSED TO BE PERFORMING AN INDEPENDENT ANALYSIS OF THIS PROJECT. THE FRA HAS PROVEN THAT TO BE INCORRECT IN MANY WAYS. START OVER FRA and do it correctly and fairly without bias the next time!	
Glenn Mannina	3/7/2018	Website	This is a FORMAL REQUEST for the FRA to, in the name of Total Transparency for what is supposed to be an Unbias Independent Analysis, PUBLISH TO THE PUBLIC THE NUMBERS OF SPEAKERS AT EACH FRA DEIS PUBLIC HEARING WHO SPOKE "FOR" AND WHO SPOKE "AGAINST" THE TCRR HSR. The public is due this information if the FRA is truly an Independent Government Agency. It is my estimation that AT LEAST 80% of the Public Hearing Speakers out of Eleven Public Hearings (one of which, the second Harris County Public Meeting was in Violation of the NEPA Process as compared to the rights given to all of the other Counties) SPOKE AGAINST THE DALLAS TO HOUSTON TCRR HSR AND THE PUBLIC OUT OF TRANSPARENCY SHOULD BE COMMUNICATED THOSE EXACT FIGURES. That means NO MORE than 20% spoke In Favor of the TCRR HSR Project. The FRA would have all of those records through the Court Recorder. I call on the FRA to release this information to the General Public Immediately.	Refer to PI-1.
Glenn Mannina	3/7/2018	Website	Texas Central states "Tickets sold could amount to \$15 billion to \$39 billion in sales tax for the state, in addition to \$5 billion to \$12 billion in local tax revenue for Dallas and Harris counties." This is a false statement and anything associated with this statement must be corrected in the DEIS. The State of Texas Does NOT collect Sales Tax on Transportation Tickets. Nor does it collect Sales Tax on Plane Tickets. So, the Sales Tax Collected on Ticket Sales will be ZERO. FEDERAL excise tax of 7.5% on plane tickets are charged but ZERO State or local tax. Instead of about 60 million dollar net sales tax impact it becomes a negative 40 mil loss to the state and federal government. This false but Important information must be corrected in the DEIS and must be communicated to the Public. If not, the FEIS will be issued on FALSE DATA. Also Please look at the 15-39 bil number. Even if Sales taxes were collected this number is miscalculated and Wrong by a HUGE amount. Even using Texas Centrals ridership figures at \$199 for a one way ticket, the math does not work and no one can verify the numbers Texas Central has fed to the FRA for the DEIS.	Refer to SC-3 and SC-16.
Glenn Mannina	3/9/2018	Website	I understand there is a Clause in the NEPA Process that requires the FRA to Vet a company's Project Economic Viability should there be a potential they will be seeking Federal Funds. Texas Central (TCRR) is on the record stating many times and putting it in writing that they plan on seeking one or both of the US Government Railroad Loans (e.g., RRIF). Texas Central's total Funding Sources other than the current 1% of Private Investors are the Japanese Entities AND the US Government Federal Railroad Loan. Therefore it is obvious that the FRA is attempting to Circumvent the NEPA Process in the favor of Texas Central by removing Economic Viability from the Purpose and Need Criteria. This is yet another example of the FRA attempting to tip the scales towards Texas Central's HSR Project and is totally Unacceptable. The FRA must cease all work on this DEIS and start over with an Ethical and Accurate Comprehensive Purpose and Need, one that fully takes into account in the appropriate manner the "No Build" Alternative as well as a Purpose and Need that accurately proves Public Necessity, not just the needs of Texas Central.	Refer to GN-4, NE-1 and PN-4. USDOT loan programs (RRIF and TIFIA) have a robust application process that includes a credit-worthiness review from a lender's perspective. This type of financial evaluation is separate from the NEPA process and is not required for NEPA.
Glenn Mannina	NA	Website	(Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT; Sect. 8, Pg. 34 of 34). Many Landowners will be making Huge Sacrifices as a result of the HSR Project. This Project HURTS THE MOST THOSE WHO WILL BENEFIT THE LEAST, ZERO from this Project. The FRA has a responsibility to ensure the Project economic parameters can be proven to be sound due to all of those sacrifices by Taxpayers and that a "Public Need/Necessity" is Validated by a Third Party. Question: Where is that third party Validation there is clearly a "Public Need/Necessity? The true I-45 predictions do not substantiate that fact. Question: Why has the FRA not mentioned the Reason Foundation Analysis in the DEIS since it shows this Project WILL FAIL economically? The FRA must review this third party analysis and provide an unbiased view of it as opposed to simply TCRR's view	Refer to GN-3.
Glenn Mannina	NA	Website	(Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT; Sect. 8, Pg. 34 of 34). Many Landowners will be making Huge Sacrifices as a result of the HSR Project. This Project HURTS THE MOST THOSE WHO WILL BENEFIT THE LEAST, ZERO from this Project. The FRA has a responsibility to ensure the Project economic parameters can be proven to be sound due to all of those sacrifices by Taxpayers and that a "Public Need/Necessity" is Validated by a Third Party. Question: Where is that third party Validation there is clearly a "Public Need/Necessity? The true I-45 predictions do not substantiate that fact. Question: Why has the FRA not mentioned the Reason Foundation Analysis in the DEIS since it shows this Project WILL FAIL economically? The FRA must review this third party analysis and provide an unbiased view of it as opposed to simply TCRR's view	Refer to GN-3.
Glenn Mannina	1/30/2018	Oral	Okay. I don't know if you understand this because of all the road modifications -- this is what I was talking about before. Because of all the road modifications, okay. Because of that plan by TCR they're going to have to have access roads alongside the HSR because people are going to have to go north and south in a lot of directions in order to cross the HSR because you are not going to have crossings everywhere because	As outlined in Section 3.11, Transportation , Build Alternative A includes approximately 16.8 miles of new Public Roads. Reconfiguration of some intersections due to the Build Alternatives

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			roads are going to be rerouted and changed. Now those 126-miles of roads beside it, that is going to be turned into public roads. It is going to have to give back to the county. The county is going to have to maintain that it since it becomes a public road. Let me explain what that means. TCR is going to put bio-ducts on all these ranches so that people can run that cattle back and forth underneath the bio-ducts. That is going to solve all of ya'lls problems. Now, there is a public road that runs alongside of it. Now, are you going to run your cattle alongside a public road? Is somebody going to have to fence that public road to make sure you keep your cattle on both sides if the thing goes right down the middle of the property? You are going to have to have fences on both sides of your property. You are going to have to negotiate it with TCR and get it in their deal or they are going to say to you, you do it and the county is certainly not going to do it for you. So to keep your cattle in on either side you are going to have to have fencing. You are going to be moving cattle through a gap across a public road and you are going to have to have people on the road to stop traffic. How do you like that folks? That is what this has turned into. The domino effect. Things have gotten worse and worse and worse.	would require the acquisition of property, descriptions of those intersections can be found in Section 3.11, Transportation , and a discussion of acquired property can be found in Section 3.13, Land Use .
Glenn Mannina	2/14/2018	Website	TCRR is violating Texas State Law by its use of the Detention and Retention drainage basins all along the HSR Route on both sides of the route. The Project is not disposing of the water on TCRR's own property, but is pushing the water onto adjacent Landowner's property. Since the Detention basins are planned to have a pumping system to remove the water, the water is not being retained on HSR property through any kind of a closed drainage system, but is pushing the water on top of the ground in an Open Drainage system that is not guaranteed to be retained within the Property of TCRR. This is a violation of Law that every other Texan must abide by when any Soil Disturbance is performed for any type of development or Construction. The FRA must force TCRR on an Environmental Basis to change their drainage system to Detain and Dispose of all water produced due to the building of the HSR all within TCRR Property.	Refer to WW-1.
Glenn Mannina	2/17/2018	Website	The FRA's statement confirms the FRA bias by removing the "No Build" Alternative from their consideration or valid comparison for the public. This option is not provided the proper consideration or comparison disclosure throughout the DEIS. Specifically, how did the FRA perform this analysis and what are the sources of the data used to perform this analysis? There appears to be no assessment of the size of traveling parties. Most travelers between these cities are in family sized groups. HSR pricing will not remove them from traveling. The advantages of destinations in the cities has NOT been assessed against the single downtown terminal locations. These single terminal locations is a deterrent to attracting HSR travelers.	Refer to BA-4, ED-1, NE-1 and PN-3.
Monica Manning	2/19/2018	Website	I do not support the present plan and path. Yes, the transportation will be wonderful for a very few and impact even more negatively with the current proposal. My family and community are directly effected by this project as it stands now. The tradition of Texas matters. The desires and needs of the metro areas do not out weigh the livelihood and work of our rural and farming communities. This state is founded on the rural areas. It is disrespectful and cruel to so callously make decisions based on what high rise dwellers desire with no concern for humans. This plan as set forth will destroy the worship at a brand new church and the quiet cemetery where my father is buried. I urged you to find a better way.	Refer to CR-4 and CR-6. Section 3.14.5, Socioeconomics and Community Facilities, Environmental Consequences includes potential impacts to churches. Mitigation information can be found in Section 3.14.6, Socioeconomics and Community Facilities, Avoidance, Minimization and Mitigation .
Kelly Mann-Kekich	2/24/2018	Website	Your current route for the high speed rail service from Dallas to Houston is projected to cut through the Morgan Creek Ranch near FM 709 and 3194. This is a travesty. This ranch is and has been a place where people from all walks of life have been welcomed to experience the beauty and peace afforded by these surroundings. Cutting through this property, which would separate the lodge from the rest of the facilities is not necessary. Instead, would it not make more sense to move the rail line just a short distance north of the power lines? This would enable the farm to continue to provide a respite and enjoyable place to unwind for the many people who have enjoyed its surroundings.	Refer to LU-5.
Yahya Mansour	2/25/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement The current high-speed rail routing will be detrimental to Morgan legacy Farm on 709. Dividing this Property and running a rail through it will make it next to impossible to keep a relaxed atmosphere that this Ranch has always provided. I can't even count the number of times that I've sat down there just listening to nature. I have always looked forward to my children been able to go to the ranch and play in the outdoors and learn about nature there. Rerouting the train further north with the powerlines or down I 45 would be a better option.	Refer to LU-5.
Ashley Marcinkowski	2/28/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.

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Donovan Maretick	12/26/2017	Email	When reviewing the DEIS, I noticed that the sound pollution portion did not cover the "slapping effect or Bernoulli principle" which will have a significant impact on my property. When two trains pass by each other at high speed, the wavefronts collide between the trains, adding together. The sides of the trains, as they are moving quickly, invoke the Bernoulli principle, resulting in low pressure between the trains to contrast with the high pressure around the fronts of the trains. If the trains are moving fast enough and are the right shape, then a sound similar to a slapping sound will be produced between the trains as they pass. If they are each moving at about half the speed of sound, then the resulting slapping sound would actually be similar to a sonic boom.	Refer to NV-10.
Donovan Maretick	12/26/2017	Email	I have property in Waller County, Lot 12399. The projected route will be built on a berm on the lot close to mine 12392. Where the berm ends is on an elevation higher than mine. The drain off from the elevated portion will directly have a negative impact on my land. I am already in the 100 and 500 year floodplains and the berm on the drawings will cause the run off to completely flood my land and render it useless for building a home which is the whole purpose for me buying this piece of property. As Texas Central or its contractors have not been allowed to physically survey lots 12392 and lots 12399, then I question the validity of this survey. In order to prevent serious damages due to the footprint, it is imperative that this gets addressed.	Refer to FP-1 and WW-2. The route is elevated in this area. Construction of the route will comply with all floodplain regulations in order to avoid impacts to flooding.
Donovan Maretick	12/26/2017	Email	I have property in Waller County, Lot 12399, that should have not been surveyed as I did not give permission. I do not see where there was any research conducted on Brushy Creek which is a major drain off for our area. I understand the line will be elevated but any obstructions can cause increased flooding depending on where it is placed. In order to accurately study the true impact of this floodplain, then a survey needs to be conducted. I can also provide a list of over 50 other Waller residents that have not allowed surveys.	Refer to FP-1, WW-1 and WW-2. The route is elevated in this area. Construction of the route will comply with all floodplain regulations in order to avoid impacts to flooding.
Donovan Maretick	12/26/2017	Email	I am one of the many landowners that is being negatively impacted by the project. I refused to allow them to survey my land and have spoken to many others who also refused. I call into question the validity of this DEIS as how could the results be accurate considering no actual surveying has been done. I would ask that Texas Central be required to submit signed survey permission forms. If they did not receive permission, then I believe they should be charged with criminal trespass. I would like you to determine if my property lot 12399 was surveyed as I will press charges. I discovered a lock cut on my gate and a roll of some fencing material at my entrance. Neighbors reported a survey truck but did not see the name.	Refer to GN-1 and NE-8.
Donovan Maretick	12/26/2017	Website	I have property in Waller County, Lot "_", that should have not been surveyed as I did not give permission. I am an amateur historian and have found many historical artifacts when running my metal detector. I believe this to be part of an old stagecoach route. It is my understanding that a historical dig should be performed as part of the DEIS. How was this accomplished considering that many along the route have not been surveyed?	Refer to CR-12.
Donovan Maretick	1/8/2018	Email	The Wyman Gordon warehouse located to the northwest side of Telge in between 290 and the Northwest Lake Dr. in Cypress covers what was a pond that was potentially contaminated. Environmental Justice Segment 5 of 5 Sheet 47 of 53 shows the pond but currently there is a warehouse being built there. If you research the property deeds, you will see that the seller does not guarantee that it is free of contamination. This needs to be investigated by the EPA prior to EIS.	Refer to HZ-3.
Donovan Maretick	1/10/2018	Email	The high speed rail is slated to go through my property in Waller county. Table 25 of the estimated stream impacts for Waller County on page 101 shows zero temporary or permanent impact. Please note that the earthen berm area essentially funnels the water through this area. It does not take into consideration the fact that the water will be backed up by the berm. The blue circle below is what I have worked for two years to clear and build a home on. Based on prior flooding, this restriction between the two earthen berms will create additional flooding on my land and make it useless for the intent of building a home. The earthen berms will cause additional flooding and this area should be on a viaduct if not built at all.	Refer to FP-1, WW-1 and WW-2.
Donovan Maretick	1/14/2018	Email	The DEIS calls out for closing (99 roads) and rerouting of a lot of public/ private roads. The delay created by these closures and delays due to rerouting will equate to a delay in emergency response time. Ambulances have to have the ability to quickly respond to an emergency call. Any minute of delay could be a life or death situation. In Waller county, no one was contacted to help determine whether there would be a delay or not which is unacceptable. They had to sue TXDOT to even get them to coordinate with the local 391 commission. The FRA would not even coordinate at all which is simply unacceptable.	Refer to PI-1, SS-23 and TR-8.
Donovan Maretick	1/14/2018	Email	The DEIS calls out for closing (99 roads) and rerouting of a lot of public/ private roads. The delay created by these closures and delays due to rerouting will equate to a delay in emergency response time. Police have to have the ability to quickly respond to an emergency call. Any minute of delay could be a life or death situation.	Refer to SS-23 and TR-8.
Donovan Maretick	1/14/2018	Email	The DEIS calls out for closing and rerouting of a lot of public/ private roads. The delay created by these closures and delays due to rerouting will equate to increased travel times. This increased travel time will lengthen the current school bus routes and increase the amount of gas expended which will have to be recouped by increased taxes. Bus drivers will have to extend their hours and students will have to be picked up earlier and dropped off later. If taxes are to be increased along the line, then the public should vote on this and not be forced to accept all of these additional costs.	Refer to SC-6.

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Donovan Maretick	1/14/2018	Email	Waller County Emergency Services. This project will delay the current response time of emergency services due to closing and rerouting public and private roads. Texas Central/ TCR/ TCP/ TCRI has not worked with Waller County officials to discuss impacts or coordinate a route that will not cost lives up and down the line.	Refer to PI-1, SS-23 and TR-8.
Donovan Maretick	1/14/2018	Email	In ES.9.17 Public safety and security, it states "However, closures and reroutes would be closely coordinated with local jurisdictions and both a construction transportation and traffic control plan would mitigate impacts." This has not happened to date as all counties besides Harris and Dallas county has not worked with Texas Central nor have they allowed them to survey any county roads. I attended both Waller County meetings with TXDOT and TXDOT stated they were only a co lead agency to the FRA and could only pass along information. None of Waller Counties concerns have been addressed.	Refer to SS-23.
Donovan Maretick	1/14/2018	Email	In regards to financial feasibility, the executive summary ES.I states "Should DOT provide credit or other financial assistance, this activity would also constitute a major federal action." I would like a response in writing as to what this "Major Federal Action" means. Does this mean that the federal loan would provide them with the power of eminent domain?	Refer to ED-1 and GN-4. Major federal action as defined by 40 C.F.R. Section 1508.18. Updated reference in the Final EIS.
Donovan Maretick	1/15/2018	Email	Emergency Response Times Negative Impact During Construction (Ref: DEIS_MAIN TEXT III: Sect. 3.16.3.2.3, Pg. 3-16-6, Pg. 3-16-31; Also Sect. 3.16.5.2.2, Pg. 3.16-24; Also Tables 3.16-14 & 15) Since this FRA DEIS is not based on traffic modeling yet of the above traffic increase, then how can the FRA with any credibility or accuracy make a claim that "Impact on ER Times is not anticipated to be Significant?"	Refer to SS-23.
Donovan Maretick	1/15/2018	Email	Emergency Response Times Negative Impact During Construction (Ref: DEIS_MAIN TEXT III: Sect. 3.16.3.2.3, Pg. 3-16-6, Pg. 3-16-31; Also Sect. 3.16.5.2.2, Pg. 3.16-24; Also Tables 3.16-14 & 15) Is the measure of Response Times by the DEIS based on the planned conditions at the time of Construction, such as road and lane closures, road rerouting, road overpass reconstruction to go over the HSR, traffic due to Construction Employees, traffic due to Construction sites and ts Operation, traffic due to movement of raw materials and permit loads of completed constructed components on Existing Roads? I would like this response in writing.	Refer to SS-23.
Donovan Maretick	1/15/2018	Email	Emergency Response Times Negative Impact During Construction (Ref: DEIS_MAIN TEXT III: Sect. 3.16.3.2.3, Pg. 3- 16-6, Pg. 3-16-31; Also sect. 3.16.5.2.2, Pg. 3.16-24; Also Tables 3.16-14 & 15) Does TCRR supply its own ER Equipment and Personnel during the Construction Phase or will they rely on County resources? If so, has this been factored in the DEIS? Considering that not all counties have been involved thus far, it is important to know.	Refer to PI-1, SS-23 and SS-18. TCRR does not plan to supply separate emergency response vehicles or services beyond the private security force described in Section 3.16.6, Avoidance, Minimization and Mitigation.
Donovan Maretick	1/15/2018	Email	Emergency Response Times Negative Impact During Construction (Ref: DEIS_MAIN TEXT III: Sect. 3.16.3.2.3, Pg. 3- 16-6, Pg. 3-16-31; Also sect. 3.16.5.2.2, Pg. 3.16-24; Also Tables 3.16-14 & 15) At what level of extended ER times when a Public Life is in the balance, does the FRA consider it a "Significant" Impact? I would like this response in writing. The public deserves the data that may negatively impact someone's life in the future. No build if it negatively causes any deaths based on delay of response.	Refer to SS-23.
Donovan Maretick	1/15/2018	Email	Emergency Response Times Negative Impact During Construction (Ref: DEIS_MAIN TEXT III: Sect. 3.16.3.2.3, Pg. 3-16- 6, Pg. 3-16-31; Also sect. 3.16.5.2.2, Pg. 3.16-24; Also Tables 3.16-14 & 15) Question: DEIS Summary Statement is "Impacts to Emergency Response (ER) Times are NOT Anticipated to be Significant". Since the FRA study does indicate an increase in ER times, is even ONE Single Public Fatality due to Increased ER Times Acceptable by this FRA DEIS?	Refer to SS-23.
Donovan Maretick	1/15/2018	Email	TCR's Economic Model includes cost estimates that have grown from an original \$10B to \$12B to \$15B (recently stated by TCR's President, Tim Keith in the 2017 Legislative Session) to an estimate by TXDOT of \$18B and an estimate by the Reason Foundation, third party think tank, of \$20B plus. As this project seeks to use federally secured loans which will cost us taxpayers if they aren't paid, then the public should be able to review both the ridership calculations as well as the feasibility since Texas Central cant even come close to calculating these costs. This project should be given a NO Build.	Refer to GN-3, GN-4, GN-2, BA-6 and NE-1.
Donovan Maretick	1/15/2018	Email	TCR currently only has in their contractual control approximately 15% of the total required 240 mile distance of land under track, leaving around 200 miles not under contract. Their continuous use of having 30% of parcels needed is a marketing ploy and the FRA should see right through this. fthey have to use eminent domain for over 80% of that route, then the issue of whether they have that authority should be resolved prior to giving a record of decision for this project.	Refer to ED-1, NE-1 and NE-2.
Donovan Maretick	1/15/2018	Email	TCR claims they are a Privately Investor Funded Project. However, approximately two thirds of their required funds will come from Japanese Loans or Investors, while one third will come from a US Government Loan normally offered to railroad companies. TCR is supported by less than 1% of US Private Investors. Similar large loans such as this from Japan has come with stipulations and sourcing riders stating that at least 30% of project costs must go to Japanese firms. If they cannot provide the financial support for this project, then it should be a no build.	Refer to GN-4 and NE-1.
Donovan Maretick	1/15/2018	Email	At present there is no governing authority to regulate high speed trains in the USA. There needs to be a regulatory body in place that holds Texas Central to their word and ensures the safety of the general public and hold Texas Central accountable for their actions and promises made. Until then, it should be a no build.	Refer to NE-1, SS-4 and SS-5.

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Donovan Maretick	1/15/2018	Email	Recently developed FRA Equipment Safety Standards are not met by TCR's Japanese Equipment, therefore, would require a waiver of the current standards. These standards and regulations should be put in place before a record of decision is given. There should be no cart before the horse on this project especially when it comes to safety.	Refer to SS-4.
Donovan Maretick	1/15/2018	Website	Emergency Response Times Negative Impact During Construction(Ref: DEIS_MAIN TEXT III: Sect. 3.16.3.2.3, Pg. 3-16-6, Pg. 3-16-31; Also Sect. 3.16.5.2.2, Pg. 3.16-24; Also Tables 3.16-14 & 15) The DEIS after showing High, Medium, and Low Risk levels of increased times (Quantified) only takes seriously the red highlighted HIGH items and then summarizes by saying the "impacts to ER times are not expected to be Significant". They then state that Modeling would be performed prior to Construction in order to develop Mitigation Steps/Actions that would then make the impact "Not Significant". This project is NOT WORTH A SINGLE additional Loss of LIFE as a result of slowed ER times!	Refer to SS-23.
Donovan Maretick	1/16/2018	Email	Also in the court case between TXDOT (TXDOT Lost the original case and the Appeal) and the Waller County Regional Planning Committee, it was discovered that the FRA told TXDOT to NOT attend meetings of this County Governmental Body and to not provide any information or planning support. This sounds like the FRA is NOT looking out for the Public's Interest regarding the TCRR HSR, but that of TCRR's. I suggest the FRA look seriously at all of the DEIS topics that the FRA has glossed over, leaving many of us the impression of minimizing any negative evaluation results of TCRR's Plan. Beware FRA, TCRR will likely not fulfill many of the commitments included in the DEIS and when they don't, the FRA will be held accountable. There are also questions about TCRR'S Unethical Actions during the collection Of Field Data and it looks like the FRA has NO problem implicating themselves in potentially Illegal activity against the very people they are being paid to protect?	Refer to GN-1, NE-1, NE-8, NE-9 and PI-1.
Donovan Maretick	1/16/2018	Email	Is it important to FRA's analysis of the TCRR's capability to Operate a RR or not if TCRR has mislead the Public on a number of issues as compared to what the FRA has included in the DEIS? What basic FRA Principles must be met by TCRR to convince the FRA that this company, TCRR, is Ethical and Capable enough to Operate a RR with the Safety and Security of the PUBLIC in the FRA's and TCRR's hands?	Refer to NE-1, NE-2, SS-6 and SS-19.
Donovan Maretick	1/16/2018	Email	The Public has documented a number of misleading or false answers to questions or statements by TCRR about the HSR for almost three years. The Public is sick of this type of an Unethical Business Model by TCRR. Also, contrary to TCRR's advertisements, TCRR has done everything possible to mistreat the Public and disregard Private Property Rights and to be an extremely Non-transparent Company with the Public. Lots of questions have gone unanswered for years. Should the FRA not work in the best interests of the public and not scrutinize TCRR	Refer to ED-2 and NE-1.
Donovan Maretick	1/16/2018	Email	Why is the FRA spending US Taxpayer resources on this project when TCRR is NOT an Operating RR?? What RR is TCRR Operating? If they are an Operating RR, Why was TCRR NOT Allowed to Survey most of the Route between Dallas and Houston due to lack of Signed Permission Forms and Why in Court did TCRR lose the House Case in Harris County with a Summary Judgment and TCRR was NEVER allowed by Court Order to Survey the House Property. Why did TCRR DROP around 40 Lawsuits (after seeing they were going to lose these also) instead of continuing to pursue the Land Survey Rights if they thought they had the Survey Right? The one case they claimed they won was a Default Judgment due to the Landowner not showing up to court, so NOT a Win of their Case which was NEVER heard entirely by the Court!	Refer to NE-1, NE-5 and NE-8.
Donovan Maretick	1/16/2018	Email	TXDOT was unwilling to work with a Local County Government body regarding planning for the HSR, the Waller County Regional Planning Committee. This was not an advocacy group, but a true County Government body. The County sued TXDOT and it was found during the court case that the FRA had told TXDOT NOT to work with ;this local Government body, and not attend the meetings. Waller County won the case, TXDOT then appealed, and lost the appeal. Did the FRA Break Federal Law by telling a Texas State Government Body not to work with a County Government Body and not to attend the meetings? Why would the FRA not want input from a County Government Body? Since the Public is full aware of this case, does this not destroy the Public Trust in what the FRA has done regarding the HSR DEIS?	Refer to PI-1.
Donovan Maretick	1/16/2018	Email	Has the FRA evaluated the answers provided to the Public in Open Forums by TCRR on a full host of questions as compared to what has been included now in this DEIS? If not, is the FRA interested in any false or misleading statements made to the Public by TCRR vs. what the FRA has included in the DEIS?	Refer to GN-1, GN-2 and NE-1.
Donovan Maretick	1/16/2018	Email	What Texas State Regulatory Agency/Body with the current Authority to do so is Responsible and can be held Accountable by the Public to provide Oversight on ALL aspects of this Project that are not covered under the FRA's Scope of "RR Safety"? Does RR Security fall under the responsibility of the FRA? Where in the DEIS does the FRA address the new State Expectations for Security of HSRs? Background: A number Of years ago when an HSR was being considered, the State of Texas established a Regulatory Board for HSR Oversight. However, the project never happened and the State Board was eliminated. Currently, whenever there is a project that ultimately is used by the public, there exist State Regulatory Agencies such as the Public Utility Commission of Texas or the Railroad Commission that provide Oversight Responsibility to protect the interest of the Public / Taxpayers.	Refer to NE-1, NE-2 and SS-5.
Donovan Maretick	1/16/2018	Email	What Texas State Regulatory Agency/Body with the current Authority to do so is Responsible and can be held Accountable by the Public to provide Oversight on ALL aspects of this Project that are not covered under the FRA's Scope of "RR Safety"? Does RR Security fall under the responsibility of the FRA? Where in the DEIS does the FRA address the new State Expectations for Security of HSRs? Background: A number Of years ago when an HSR was being considered, the State of Texas established a Regulatory Board for HSR Oversight. However, the project	Refer to NE-1, NE-2 and SS-5.

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			never happened and the State Board was eliminated. Currently, whenever there is a project that ultimately is used by the public, there exist State Regulatory Agencies such as the Public Utility Commission of Texas or the Railroad Commission that provide Oversight Responsibility to protect the interest of the Public / Taxpayers.	
Donovan Maretick	1/16/2018	Email	Has the FRA been working with Counties to provide them with the extraordinary needs that will be thrust upon them as a result of the huge influx of construction personnel and to understand the Counties view of the increased resources and infrastructure that will be required of them including Education, particular in very small ISDs? Background: Past Projects such as Road, Transmission Line, and Pipeline projects normally employ a very significant contingent of workers from Outside Texas and certainly from Outside the Local Areas. This will result in additional pressure on County services and infrastructure. The Counties must have Time and Funding to be able to adequately respond to these large challenges.	Refer to PI-1, SC-5, SC-10, SC-19, TR-6 and TR-7.
Donovan Maretick	1/16/2018	Email	The work by TCRR's Contractors' will be in close proximity to the Public. A lack of a comprehensive Personal Safety Program as well as Management Commitment and Leadership in Safety could lead to more danger on the Public than if this project had never been done. Also, many accidents including fatalities occur during road construction due to surprise lane changes and route changes catching the Public off guard. These must be executed in a safe manner with lots of warnings issued to the Public for route changes.	Refer to SS-19 and TR-6.
Donovan Maretick	1/16/2018	Email	Is the FRA OK with fatalities of the public as a result of this project construction to the extent of not even discussing it or placing expectations on TCR for a required comprehensive Safety System with Management Involvement with Construction Personnel while also ensuring that Motorists' Safety is maintained at a very high priority?	Refer to SS-19 and TR-6.
Donovan Maretick	1/16/2018	Email	The DEIS is absent of any Personal Safety Expectations being provided to TCRR for a safe execution of the very large HSR Project. Is the FRA not concerned about the Public's Safety during the Construction phase where there will be very close interactions between motorists and Construction of the HSR & Roads?	Refer to SS-19 and TR-6.
Donovan Maretick	1/16/2018	Email	Does the FRA clearly understand the Safety Risks associated with not only Construction of the HSR, but also the risks of the public safety and employees during the many road construction modifications being executed alongside the HSR construction? You are accountable for the public's safety	Refer to SS-19 and TR-6. All references in the Final EIS to construction period impacts include roadway modifications associated with the Project as well as construction of the Project itself.
Donovan Maretick	1/16/2018	Email	Does the FRA's responsibility of ensuring RR Safety include the Safety of the Public and the Contractors' Employees during the Construction Phase of this HSR?	Refer to SS-13 and TR-6.
Donovan Maretick	1/16/2018	Email	There have been many Landowners who have refused to sign a Survey Permission Form and therefore have not allowed TCRR to access their property for a Land Survey. Some surveys were performed from State highways but TCRR was not allowed to survey from County ROW. It is obvious that ALL of the maps developed in the DEIS likely had support of more survey information from some other sources. The FRA should be held accountable for the sources used for Land Survey Data and should be responsible for assuring that All Land Survey Data was obtained under the authority of a Landowner approved Survey Permission Form. If the FRA cannot verify that each and every piece of data used was legally obtained, then there exists the potential or likelihood based on evidence that the DEIS incorporated data that was Illegally Obtained which could be then considered, the DEIS is an Illegal Document.	Refer to GN-1 and NE-8.
Donovan Maretick	1/16/2018	Email	Many people live next to the proposed rail line that are living hand to mouth. Part of the study needs to include the possibility of what will happen with home owners insurance rates if this line goes through. It would make sense that home insurance rates will increase on homes in close proximity based on the possibility of derailment. No citizen should have to pay more out of their pocket for a high speed rail	Refer to SS-12, SS-13 and SS-21. Although an assessment of insurance premiums is outside the scope of NEPA requirements, there is no reason to assume reduced insurability for properties adjacent to a Project which meets FRA's safety criteria.
Donovan Maretick	1/16/2018	Email	The DEIS states that some Regional data was also used for identification of Endangered Species vs. recent site specific inspections. The reason for the question is DEIS states 659 acres was inspected for Navasota Ladies Tresses (NLT). If one assumes only a 400' width inspection along the route only 13.6 miles of the 240 would have been inspected for NLT using that figure. However, the Maps showing orange hatching for NLT is huge compared to just the calculated 13.6 miles based on the FRA DEIS statement. So based on DEIS figures, can we only assume that a huge amount of Regional Data was used vs. doing recent updated "Boots on the Ground" type inspections Specifically for this TCRR Project? The Credibility of the DEIS at a minimum is in question as well as has Property been inspected or surveyed without the Landowner's written permission for access.	Refer to GN-1, NE-8 and NR-4. Properties with granted access were field surveyed but do not reflect the entirety of the suitable habitat present for the species.
Donovan Maretick	1/16/2018	Email	I am one of the many landowners impacted and I have never given them permission to survey. vi. If the FRA cannot verify that each and every piece of data used was legally obtained, then there exists the potential or likelihood based on evidence above that the DEIS incorporated data that was Illegally Obtained. Does not that make the FRA DEIS an Illegal Document if it contains Illegally Obtained Data? The ONLY way for FRA to restore the credibility on this issue is to ask for ALL Landowners whose data was included in the DEIS to sign an Affidavit stating the data in the DEIS was obtained under their permission of a Signed Survey Permission Form.	Refer to GN-1 and NE-8.

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Donovan Maretick	1/16/2018	Email	Is any Data shown on the Maps where Landowners did not provide Environmental Surveyors the Permission to inspect their property? As an Example, my own property in Waller County has potential or existence of the Houston Toad, however, I never gave permission to TCRR for any surveyors, Land or Environmental, to have access to my property? have personally laid my eyes on a Houston Toad by Brushy Creek.	Refer to NE-8 and NR-4. NEPA does not require 100 percent of the Project to have field surveys conducted.
Donovan Maretick	1/16/2018	Email	The maximum noise level for any point along the HSR will NOT be just one train passing by, but actually two trains passing each other in opposite directions. TCRR has been unwilling to address this issue since Public Meetings in 2015- 2016. The DEIS only covers the Noise impact of One Train in One Direction (87 dBA at 50') AND leaves the Sound Mitigation Actions to after detail design, basically leaving Noise Abatement up to TCRR\u8222 however today, the FRA knows where Residents and Businesses are located including many Subdivisions so they could provide TCRR minimum Expectations NOW, but did not do so. In the DEIS where Property Tax and Property Value is discussed, the FRA says Noise is not anticipated to negatively impact Property Values because the HSR is "Electrified". But yet the FRA in another section discusses the potential need for Noise Abatement in some areas. This is a clear Contradiction within the same FRA DEIS Document.	Refer to NV-1 and NV-10.
Donovan Maretick	1/16/2018	Email	Why does the FRA state that Noise Abatement should be studied after Detail Design for potential use in certain communities, BUT then in another section, the FRA states that Noise is not anticipated to negatively impact Property Values because the HSR is "Electrified"? This needs to be studied further before a record of decision is given or no build.	Refer to NV-1.
Donovan Maretick	1/16/2018	Email	Applicable Noise Measurements and Science Omitted by the DEIS (Ref: DEIS Appendix E Combined Tech Memos Set 1 of 2; Pgs. 4-8) Since TCRR and the FRA are aware that the route they selected goes through or adjacent to many Subdivisions and Businesses, why has not the FRA DEIS set out specific specifications for the use of Noise Abatement Structures with minimum standards so TCRR is therefore required to put up Noise Abatement should those specifications not be met vs. it up to TCRR once detailed Design is completed? For this issue, Preliminary Design with a Known Route and Known Noise Level is all that is needed to determine the location needs for noise abatement specifications. This needs to be regulated by a state agency or no build.	Refer to NV-1.
Donovan Maretick	1/16/2018	Email	Marketing materials released by TCRR states that the Impacted Acreage for the HSR would be around 3000 acres. The recently released DEIS shows around 8000 Impacted Acreage. The FRA should HAULT ANY FURTHER WORK on the DEIS until there is a clear understanding where all of the Increases took place. Is it not the case, after looking at all of the Road Modifications including those reconstructed Over the HSR, that the significant increase of new Road work ROW is a significant part of that increase in Impacted Acreage? Documentation also exists TCRR told the public that they only needed around 100" ROW Width for the HSR. In many places that has increased to 400' at a minimum. Is it not the case, after looking at all of the HSR Route Maps ROW, the significant increase of ROW might be also a significant part of that increase in Impacted Acreage?	Refer to LU-14 and NE-1.
Donovan Maretick	1/16/2018	Email	Senate Bill 975 passed in the 2017 Texas State Legislature provides for increased Security and Safety standards more closely resembling TSA Airport standards. The DEIS fails to apply these principles and we cannot leave this up to a private company that has shown to bypass rules when true regulations were passed. These rules were also not taken into account when formulating their trip time of 3.5 hours. They attributed these security guidelines when calculating airport trip times but not their own thus proving once again why the purpose and need for this project is not justified and the no build option should be the outcome of this current study with no further taxpayer funding for a company that has not even proven they are a railroad.	Refer to GN-4, NE-1, PN-3 and SS-9.
Donovan Maretick	1/16/2018	Website	Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public safety (Ref: DEIS Appendix FTCRR FDCE v7 REPORT: sect. 3.12, Pg. 49 of 199; sect 4.1, Pg. 62 of 199; sect. 4.2, Pg. 63 of 199; Sect. 4.4, Pg. 64 of 199) Does the FRA NOT consider Pipelines being crossed by the HSR a Risk Management Issue considering Pipeline Explosions have occurred in Texas? Does the FRA Employ Risk Management Engineers for the purpose of implementing a Risk Management System or ARE the FRA's Safety processes VOID OF A RISK MANAGEMENT SYSTEM?	Refer to EU-1, EU-2 and SS-19.
Donovan Maretick	1/16/2018	Website	Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public safety (Ref: DEIS Appendix FTCRR FDCE v7 REPORT: sect. 3.12, Pg. 49 of 199; sect 4.1, Pg. 62 of 199; sect. 4.2, Pg. 63 of 199; Sect. 4.4, Pg. 64 of 199) Why does the DEIS NOT mention any Risk Management System to be applied to the crossing or close proximity of the HSR with other hazardous facilities such as O&G Facilities, Pipelines, or Transmission Lines?	Refer to EU-1, EU-2 and SS-19.
Donovan Maretick	1/16/2018	Website	All Refr DEIS Appendix F TCRR CONSTRUCTABILITY va REPORT: sect. 7.1, Pgs. 32-33 of 34) Will TCRR be allowed to use City Water if available at the Construction Sites? Will water be used almost constantly during dry times to water all of the temporary dirt roads along the HSR construction route and at road modifications? What is the volume of water usage for this project, including during Construction and how does it fit into Texas' focus on water conservation programs? Due to water conservation efforts in Texas, the public has been under more regulatory limitations associated with drilling new water wells vs. the use of available surface water. Because of the huge amount of road work, and the extremely large size of many of the Construction Sites, there will be a need for an enormous amount of water for keeping dust levels to a minimum as required in the air quality restrictions. The DEIS simply states that Water Will be made available at the construction sites.	Refer to WW-6.

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Donovan Maretick	1/16/2018	Website	Will TCRR be allowed to drill water wells for the many Construction Sites or will they be required to use Surface Water available in the area for watering roads and Construction Sites to keep the Dust Down and the Air Quality Up?	Refer to HZ-5, WW-1 and WW-6.
Donovan Maretick	1/16/2018	Website	Rural communities and all roads in the vicinity of the HSR will see a significant increase and change in type of traffic flow and volumes. Existing roads will be damaged as a result of that increased traffic, particularly with lots of heavier loads than normal. The Public has no idea of the potential negative impacts to their local communities and roads as a result of this Project. The DEIS is not complete without the FRA advising the Public what they should expect as well as the changes that might have to be considered in the local infrastructure to mitigate some of the many negative impacts of the HSR Project Construction Phase.	Refer to TR-6, TR-7 and TR-8.
Donovan Maretick	1/16/2018	Website	Additional Traffic and Congestion Due to Permit Loads (Refr DEIS Appendix F TCRR CONSTRUCTABILITY REPORT: Sect. 3, Pg. 22 of 34; sect. 4, Pg. 23 of 34; sect. 5, Pg. 27 of 34) Question: What is the quantity of Permit Loads the public should expect being added to their traffic flow over and above the norm prior to the execution of this Project? No figures on Permit Loads is included in the DEIS? Background: There are Construction Sites all along the route that will be used for staging of materials and for the construction of Pre-Cast concrete structural components. Many of those constructed structural components are very large likely qualifying as permit Loads that must transverse existing roads to transport them to the HSR installation site.	Refer to TR-6 and TR-8.
Donovan Maretick	1/16/2018	Website	DEIS Appendix F TCRR CONSTRUCTABILITY REPORT: Sect. 3, Pg. 22 of 34; Sect. a, Pg. 23 of 34; Sect. 5, Pg. 27 of 34 What is the quantity of Permit Loads the public should expect being added to their traffic flow over and above the norm prior to the execution of this Project? No figures on Permit Loads are included in the DEIS?	Refer to TR-6.
Donovan Maretick	1/16/2018	Website	DEIS Appendix D Environmental Justice: How is so much Endangered Species Data shown on these Environmental Maps knowing that very few Private Landowners actually signed over Permission to TCRR to access their property? Considering the Lack of "Boots on the Ground" for ALL survey work, how confident is the FRA that ALL Historical Locations and Cemeteries have been property mapped and adequate route adjustments have been made? Does the FRA possess, for each and every Environmental Endangered Species Piece of Data used in this DEIS, a Survey Permission Form signed by each and every Landowner whose data is included in the DEIS? How can this be accurate without	Refer to CR-4, NR-4 and NE-8. NEPA does not require 100% of the Project to have field surveys conducted.
Donovan Maretick	1/16/2018	Website	DEIS Appendix D Environmental Justice How much (approximate %) of the total Endangered Species Environmental Survey Data that is shown on the DEIS Environmental Maps (namely Houston Toad and Navasota Ladies Tresses (NLT) Cross Hatching, Orange for NLT and Green for HHT) was actually obtained by using "Boots on the Ground" inspections by Environmental Experts? The maps released are not accurate and the only way to truly analyze is to physically survey.	Refer to NR-4. NEPA does not require 100 percent of the Project to have field surveys conducted.
Donovan Maretick	1/16/2018	Website	TCRR has stated in a Public Forum that the only road going over the HSR is Beltway 8. Well, the DEIS shows 66 Private Road Closures, 43 Private Roads Rerouted, 161 Private Road Crossings, 1 Public Road Closure, 139 Public Roads Rerouted 463 Public Road Crossings, and many roads, FM and CR, going over the HSR vs. the Viaduct going over the roads to minimize destruction of our road system. DIES states existing private property access will be provided as a part of purchase of property as a part of the ROW construction or New access if it is PROPOSED as part of the ROW construction??? So what if it is NOT Proposed, meaning TCR actually gets to decide? TCRR has also advertised for years using color drawings all over Face Book that the Viaduct would allow for movement freely of equipment and animals under the HSR and therefore would not "Land Lock" Landowners or "Cut their property in half".	Refer to TR-8 and TR-10. State Highway 8 would not be closed. The Project would travel underneath the highway through retention-cut (below-grade) designs.
Donovan Maretick	1/16/2018	Website	I would believe that an access road would need to be built all up and down the HSR to help move traffic from closed roads or roads being rerouted or reconstructed. As any Road built along the HSR would become a Public Road that must be fenced off due to Liabilities as well as keeping animals in the Landowner's property, this will negatively impact the free movement of equipment and animals even with the use of a Viaduct. TCRR's Advertisements of a Viaduct providing this free movement was FALSE. Animals would have to be moved across a Public Road. I have a cattle lease on my land, would I be responsible to pay to have a new fence built.	Refer to LU-11, NR-6 and TR-8. Culverts, fencing, and fence-gates would be included as possible negotiation measures to allow livestock crossings. This would be conducted on a case-by-case basis between TCRR and the landowner.
Donovan Maretick	1/16/2018	Website	The FRA should require TCRR to perform a Mitigation study to reduce the number of roads modified and/or being rebuilt over the HSR AND/OR SLOW down the train so the vertical and horizontal deviations might be relaxed resulting in much less Road work and destruction of less land and fewer homes. The Public is suffering Undue hardships as a result of TCRR'S current Plan. THE FRA MUST HAULT ANY FURTHER WORK ON THE EIS until TCRR has developed a NEW Plan to mitigate the wasteful placement of roads OVER the HSP the additional loss of ROW Property, and Additional Private Homes. No build should be granted.	Refer to BA-3, LU-9, NE-1 and TR-8.
Donovan Maretick	1/16/2018	Website	DEIS Appendix F TCRR CONSTRUCTABILITY va REPORT: Sect. 6.5, Pgs. 29-30 of 34; Also Appendix F TCRR FDCE v7 REPORT Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3.11 What priority will be placed on repairing and replacing roads vs. construction of the HSR? If there is any delay for repairing or replacing existing public roads, then it should be voted on by the taxpayers. If there is no vote, then a no build option should be granted.	Refer to TR-7.
Donovan Maretick	1/16/2018	Website	DEIS Appendix F TCRR CONSTRUCTABILITY REPORT: Sect. 6.5, Pgs. 29-30 of 34; Also Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3.11 Who will pay for the future maintenance of the Access Roads built alongside the HSR route that will be used to	Refer to TR-6 and TR-7.

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			get around many of the road closures and modifications? If this is the taxpayers, then this should be voted on as it will increase taxes. If it is the public, then a no build should be granted until voted on.	
Donovan Maretick	1/16/2018	Website	DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: sect. 6.5, pgs. 29-30 of 34; Also Appendix F TCRR FDCE v? REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3.11) Per the description of TCR's plan in the Tables of 3.11, will the FM or CR Roads actually BE CLOSED during reconstruction of the overpass or will bypass roads at that site be provided for continued flow on that FM or CR? Who will be paid for supervising these closures and traffic, if taxpayer money are required then this should be voted on as recent law states no state funds to be used. No build.	Refer to TR-6 and TR-7.
Donovan Maretick	1/16/2018	Website	DEIS Appendix FTCRR CONSTRUCTABILITY REPORT: Sect. 6.5, Pgs. 29-30 of 34; Also Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3.11 Who is to pay for maintenance of these Overpasses that did not exist before this project plan? Who will pay for the future maintenance of the Access Roads built alongside the HSR route that will be used to get around many of the road closures and modifications? If the counties are required to maintain these roads after built, then this should be voted on by the existing city and county governments and not forced upon them by a private for profit company.	Refer to TR-6 and TR-7.
Donovan Maretick	1/16/2018	Website	DEIS Appendix FTCRR CONSTRUCTABILITY REPORT: Sect. 6.5, Pgs. 29-30 of 34; Also Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3.11) Why does the FRA DEIS show a completely different plan than previously advertised by TCRR with a number of FM and CR roads all across the counties being closed and reconstructed with an overpass Over the HSR? This has been marketed for 4 years one way and not the DEIS comes out and we have only 60 days to comment. No build option should be granted	Refer to BA-3 and TR-8.
Donovan Maretick	1/16/2018	Website	The DEIS calls out for closing (99 roads) and rerouting of a lot of public/ private roads. The delay created by these closures and delays due to rerouting will equate to a delay in emergency response time. Fire fighters have to have the ability to quickly respond to an emergency call. Any minute of delay could be a life or death situation not to even mention property damage.	Refer to SS-23, TR-6 and TR-8.
Donovan Maretick	1/16/2018	Website	Maintenance on new construction of roads built over the rail. The DEIS states that Texas Central will pay to build overpasses where necessary but after complete, the cost to maintain will be turned over to the county/ city. The cost to maintain a blacktop road is much cheaper than maintaining an elevated overpass. The additional cost of maintenance will cost the taxpayers more and place an undue burden on us financially. A no build should be issued based on the increased cost to the taxpayer.	Refer to TR-7.
Donovan Maretick	1/17/2018	Email	Referencing the 2.4.4 Selected corridor analysis, you state "FRA also determined that portions of the IH-45 Corridor should be retained for further investigation in the event that constraints arise along the Utility Corridor." How does a private company define what they want to spend on a project so the FRA finds them what they requests. If this is such a good thing for Texas then initial costs to go down 145 should not be a factor nor a requested speed of 200MPH. Why cant it run down 145 at a slower rate of speed so that existing right of ways can be used?	Refer to BA-4, BA-9 and NE-1.
Donovan Maretick	1/17/2018	Email	The DEIS does not touch the negative economic impact that the rail will have on properties that subsidize the income with hunting leases (Deer, Hog, Dove and Duck). A study must be done to gauge the economic impact. Below are some facts about this industry in Texas recently released. The total impact of the industry to the Texas economy, combining the breeding and hunting components, is \$1.6 billion annually. The economic activity of the deer breeding industry supports 16,892 jobs, most of which are in rural areas of the state. If this industry did not exist, those jobs would have to be supported by some other economic activity. These results continue to highlight the fact that the deer breeding industry is a growing and important segment of the Texas economy, contributing to the vitality of rural areas of the state. https://texasdeerassociation.com/wp-content/uploads/2017/06/Economic-Impact-Texas-Deer-Breeding-and-Hunting-Operations.pdf	Refer to NR-1, NR-2 and RF-2. No significant impact to game animals would be anticipated therefore no significant impacts would be expected to the deer breeding industry.
Donovan Maretick	1/17/2018	Email	The DEIS does not take into consideration that this rail will cut through prime hunting land which is what supplements a lot of farmers and ranchers income. Has the DEIS considered the safety aspect of people hunting and shooting game in or around the proposed tracks? I for one generally feed my family with the wild hog and venison that I kill throughout the year. My land in Waller county is loaded with Hogs and wild game which will be negatively impacted. Many lower income residents will lose their ability to feed their family either from directly taking away their hunting land or through subsidizing their income by allowing paid hunters on their land. This is a serious socioeconomic impact that has not been addressed.	Refer to NR-1, NR-2, RF-2, SS-2 and SS-10.
Donovan Maretick	1/17/2018	Email	Noise and vibration level studies. The DEIS does not do an adequate job at looking at all available research and just picks and chooses. Below is a perfect example refuting the DEIS findings. In 2004, the measurements of vibrations from the Shinkansen and conventional railway were conducted in the same area to estimate the vibration exposure to each house. As a result it was found that the vibration levels from Shinkansen were significantly higher than those from conventional railways. Thus, the above hypothesis regarding the importance of vibration on noise annoyance was verified. Community response to Shinkansen noise and vibration: A survey in areas along the Sanyo Shinkansen Line (PDF Download Available). Available from: https://www.researchgate.net/publication/228505468 Community response to Shinkansen noise and vibration A survey in areas along the Sanvo Shinkansen Line [accessed Jan 17 2018].	The projections of vibration from the proposed HSR trains were based on measurements of source vibration from similar existing HSR trains, combined with the results of ground vibration propagation measurements along the proposed HSR corridor. This source data, from the FRA high-speed rail guidance manual, is in terms of "force density level" (FDL), a format that can be applied at locations where the soil conditions are different from those at the location where the measurements were made. Ground vibration data for existing Shinkansen trains is site-specific, and, because it is

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				not available in terms of FDL, it cannot be applied to locations along this HSR corridor.
Donovan Maretick	1/17/2018	Email	Section 3.14- Socioeconomic and Community Facilities- Data is less clear regarding the potential effects on property values near rail corridors without nearby station access. Where the effects were studied, some projects resulted in a minor impact or temporary negative impacts prior to operations that dissipated as project details were refined. However one study in San Francisco showed a possible negative relationship for residential properties within 984 feet of the Caltrain rapid/commuter rail line ROW. At the time of the study, the Caltrain rapid/commuter rail line was diesel powered and produced more noise ¹⁹ than other projects studied, and would not be comparable to the proposed HSR system. There are many studies in Japan in regards to this same technology and the noise and vibration complaints yet they are omitted here. WHY IS THAT? You should not pick and choose data that just supports this.	Refer to NV-6 and VA-1. The assessment of potential noise and vibration impacts discussed in Section 3.4.5, Noise and Vibration, Environmental Consequences are based on design features, adjacent land uses, and mitigation strategies specific to the TCRR high-speed rail.
Donovan Maretick	1/17/2018	Email	Table 3.14-22 shows the Annual Ticket Revenue impact at a ridership of 5,000,000 riders and a state tax impact at \$62,187,500. What kind of financial risk assessment has been done to show if their ridership numbers aren't reached and the estimated \$199 average ticket price falls, what will happen to this rail? There are many assumptions made here that simply cannot be supported. The data should not be withheld if federally secured loans are to be used. The financial calculations should be given to the public so that we can protect our interests and not simple hidden so a private entity can make money.	Refer to BA-4, BA-6, BA-12, GN-1, GN-2, GN-3 and SC-3.
Donovan Maretick	1/17/2018	Email	Ridership calculations are based on studies that Texas Central has paid for on cell phone data. This data needs to be able to be reviewed by the public and not just the entity choosing to take land by eminent domain. Has FRA scrutinized the data? How many of the cell phones registered were to people who drove through that Dallas and Houston wasn't their final destination that should be excluded. How many were truckers or hauling commercial goods that should be omitted. How many people carry more than one phone (personal and work) which should be excluded. The ridership should be based on factual data that can be scrutinized, this project has none. No Build!	Refer to ED-1 and GN-2.
Donovan Maretick	1/18/2018	Email	6.4.1 Ridership Forecasts and Passenger Profiles "According to the travel survey undertaken by TCRR, the majority of people travelling between Dallas and Houston currently travel by car. The profile of passengers traveling between the two cities is predominately non-business users. Based on the travel survey conducted as part of the market demand assessment, non-business journeys was projected to be 76% in year 2040." This data should be made public so we can confirm that this is correct. This survey was conducted by a company that TCR hired and paid for so its in their best interests to skew the numbers. This needs to be made public.	Refer to GN-2.
Donovan Maretick	1/18/2018	Email	The DEIS is based on ridership data and the projected growth and congestion. The projects are already proven wrong by the growth between when this study was done and 2018 statistics. This cannot be ignored as the foundation of this project. Look at what was predicted for 2017 and what the actual growth is today. This should be called to question as the growth and ridership projections are certainly overinflated and should be subject to investigation.	Refer to GN-1, GN-2 and GN-4.
Donovan Maretick	1/18/2018	Email	FIRST, Who Gave the FRA the RIGHT TO CHOOSE THE PURPOSE/NEED OF A PRIVATE COMPANY OVER THE RIGHTS OF LANDOWNERS And Their Needs? SECOND, a Public Need/Necessity has NEVER been established by TCR or the FRA. THIRD, TCR already said in Public Meetings this project is NOT to solve Congestion, particularly around the Cities and there is NONE in Buffalo Texas. FOURTH, Transportation Predictions have already proven WRONG as of Today, just look at that predicted for 2017 vs. what it actually is today,	Refer to GN-3, NE-1 and PN-3.
Donovan Maretick	1/18/2018	Email	Ridership Forecasts and Passenger Profiles As estimated by the proprietary market demand study undertaken by TCRR, the build year forecast for HSR ridership in 2025 is 4.4 million passengers per year. The long-term forecast for HSR ridership in the 2040 analysis year is 7.2 million passengers per year. As this project is seeking to use both eminent domain as well as Tifia and RRIL loans, this information should be public and not proprietary to protect the public.	Refer to ED-1, GN-2, GN-4 and NE-1.
Donovan Maretick	1/18/2018	Website	Appendix F: Dallas to Houston High-Speed Rail Final Draft Conceptual Engineering Report -- FDCEv7Set 1 of 2 on page 36 there is the following statement: Ownership and maintenance responsibilities for new roads constructed for the purpose of HSR maintenance or private property access may be retained by the Project or transferred to an adjacent property owner or to an appropriate roadway authority. Who will regulate whether they maintain or the county maintains. This needs to be worked out prior to approval.	Refer to TR-7.
Donovan Maretick	1/19/2018	Email	What would happen during one of these accidental or planned events should a train traveling 200 mph ignite the natural gas and cause a catastrophic accident? This will cause an unprecedented catastrophe with tremendous loss of life, damage to private property and environmental destruction to Waller County or any other county should this occur. The train adds the ignition source to an already volatile and potentially dangerous scenario that creates an unacceptable risk to the health, safety and welfare of our community and local residents, as well as, the passengers on the train should an explosion occur. All of this information was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to EU-2.
Donovan Maretick	1/19/2018	Email	Waller county has documents that show where the sites were for historical Stage Coach Road that was created between the 1830's and 1840's that came from in the original town of Harrisburg (now Houston) and went northwest through Mr. Jones' land. These are all historical sites that should not be destroyed by the HSR. All of this information was provided. All of this information was brought to the attention of the	Refer to CR-12.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

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			FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	
Donovan Maretick	1/19/2018	Email	When Kickapoo Preserve was established, they were required to perform an archeological survey, which produced the "Kickapoo Archeological Survey Report of April, 2010." For this report, the developer was required to obtain an Army Corps of Engineers Section 4 Permit. This report revealed four archeological sites and two pre-historic/historic sites considered for inclusion in the National Register of Historical Places. Mr. Welch has historical maps indicating historical boundaries, roads, stage coach routes, written historic interviews of "old timers," and all the historical sites on the Kickapoo Preserve.	Refer to CR 2 and CR-9.
Donovan Maretick	1/19/2018	Email	At the Waller County meeting with TXDOT on or about February 9, 2016, Mr. Rick Welch and Tom Gleason discussed historical significant locations and objects and cultural resources within Waller County and the location where the rail is selected to traverse. Mr. Welch told of Benaiah "Yankee" Jones, III, born in Massachusetts in 1795 and moved to Texas in the 1830's to early 1840's. He ended up in the area that is now northeast Waller County where he bought 1,100 acres. On this land, he built a stage coach Inn that became a famous stage coach route that is still visible today in the Kickapoo Preserve. Jones and his family are also buried on the family cemetery located in the Kickapoo Preserve. HC-4 runs right over this land and very close, if not directly over this old Inn and Stage Coach site and cemetery.	Refer to CR-2.
Donovan Maretick	1/19/2018	Email	Recreational and Sport duck hunting in Waller County will be directly affected by any noise, vibration and possible 96 trains running through the area. The route cuts through the north end of one of the major wetlands in the region where duck hunting is vital to the economy and where water fowl and their hunting will be diminished, if not destroyed by a high speed train.	Refer to NR-1, NR-2, RF-2 and WW-9.
Donovan Maretick	1/19/2018	Email	Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest and Six Pines - all developments for nearly 500 homes, 50 of which have already been built with four or five more in the works are all now cancelled because of the route. The HC-4 route travels right through the developments and destroys the economic viability of them and the value of everyone's property. Also, within these developments are four horse riding trails that the train will cross. This will destroy any viability of the equestrian facility and create dangerous situations for anyone riding in the area, especially children. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to ED-2, LU-3 and RF-1.
Donovan Maretick	1/19/2018	Email	In Waller County we have Kickapoo Preserve which is a high-end development for 500 new homes for Daiken/Goodman employees that is under construction development. The proposed alignment will be just west of homes that are currently occupied and others that are under construction and other that are for sale. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. This would negatively impact the home values and future developments of our county. This demands coordination, which just hasn't happened.	Refer to LU-3 and ED-2.
Donovan Maretick	1/19/2018	Email	Waller Town Center (WTC) is a joint venture being marketed by Cullinan Properties, a national developer operating in Illinois, Missouri, Georgia, and Texas. The WTC is an integral part of the City's development strategies to reach retailers. The Texas Legislature created a municipal management district (MMD) specifically for this development. The 462-acre project is a \$280 million investment that will include a power center, lifestyle walkable retail, entertainment, hotel/conference centers, medical facilities, and housing. The city of Waller has a retail "leakage" of \$352 million in their primary trade area and \$584 million in our secondary trade area. The WTC is critical to the City's closing this leakage. This build out investment would double the City's property valuation and could potentially double the City's sales tax revenue. This would allow the City to decrease its tax rate while improving City services. This would kill our county if built.	Refer to ED-2 and LU-4.
Donovan Maretick	1/19/2018	Email	In Waller County we now have the Goodman Manufacturing facility that offers a very positive impact on Waller County. Goodman Manufacturing has stated their position on the HSR route HC-4 this way: "..., we would be concerned with any route that disrupts Waller plans to provide Goodman employees (residents and non-residents) with support services such as housing and retail options." Many have not been consulted and the interests of Waller County have not been taken into consideration in the development of the DEIS. The DEIS should be amended after TCR and FRA work with the local counties to include our future growth plans, until then, no build.	Refer to ED-2, LU-4 and PI-1.
Donovan Maretick	1/19/2018	Email	The DEIS does not address the negative economic impact that the project will have on the hunting industry nor the combined the breeding and hunting components, is \$1.6 billion annually. The economic activity of the deer breeding industry supports 16,892 jobs, most of which are in rural areas of the state. If this industry did not exist, those jobs would have to be supported by some other economic activity. These results continue to highlight the fact that the deer breeding industry is a growing and important segment of the Texas economy, contributing to the vitality of rural areas of the state. This needs to be addressed in the DEIS https://texasdeerassociation.com/wp-content/uploads/2017/06/Economic-Impact-Texas-Deer-Breeding-and-HuntingOperations.pdf	Through the development of the Project, FRA and TCRR have taken steps to avoid, minimize and mitigate any impacts to wildlife and natural habitats. Mitigation measures to avoid impacts to the deer population are described in Section 3.6.6, Natural Ecological Systems and Protected Species, Avoidance, Minimization, and Mitigation . The construction and operation of the Project would not restrict hunting activities or add any regulations that would restrict hunting activities or indirect activities related to recreational hunting. Accordingly, no economic loss to the hunting industry would be expected.

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Donovan Maretick	1/19/2018	Email	HC-4 passes within 4,000 feet of the Daikin/Goodman facility in Waller currently under construction, a heating and air conditioning, \$410 million facility that will be 4.2 million square feet in size, the largest industrial facility under one roof in the State of Texas, and employ 4,000 people in 2016 and 6,000 by 2018. The City is part of a Greater Houston Partnership task force to support Daikin/Goodman in their effort to bring their key suppliers to the Waller area. It is estimated that the suppliers will add another 2-4,000 employees. There is concern that the HSR will create a barrier between Waller and the Goodman facility and cause the city to lose much needed tax base from these suppliers. The barrier will cause suppliers to locate to the east of the HSR in the unincorporated area, causing a proliferation of onsite water and wastewater facilities rather than using city utilities, resulting in a much less efficient usage of land and resources.	Refer to ED-2 and LU-4.
Donovan Maretick	1/19/2018	Email	The proposed alignment goes through the city of Waller's Extra-Territorial Jurisdiction and was chosen with no opportunity for public input or comment from city officials. The City of Waller has a population of approximately 2,400 people and is located in both Waller and Harris counties. The City is a general law city under the 5,000 threshold and is limited in growth strategies compared to home rule cities. This means it is important to maximize the development of the geographical area available to the city. The HC-4 Route passes through the City's extraterritorial jurisdiction and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990-acre tract being held for housing and commercial development. None of this has been addressed with the county officials nor is it in the DEIS	Refer to ED-2, LU-4 and PI-1.
Donovan Maretick	1/19/2018	Email	The Waller Harris Emergency Services District No. 200 has Hundreds of ambulances, life flights, and emergency services that will be needed and the District will not be able to handle this type of emergency. This will place an undue burden on the District. To date there has been no discussion with the FRA as to how they will resolve these conflicts. This issue was brought to the attention of the FRA by Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to PI-1 and SS-18.
Donovan Maretick	1/19/2018	Email	The Waller Harris Emergency Services District No. 200 is funded with ad valorem taxation and any diminution of value due to the HSR will cause a tax increase to cover expenses and budgets. Each fire department costs \$4.5 million for the building, equipment and staffing. An ambulance costs \$300,000 and staff is needed 24/7 for 365 days. New fire stations and emergency services will be needed should the HSR divide the District. However, currently the District cannot prepare for this and other needs because of the FRA's actions. Right now, the District has 10 fire departments and will need more if the HSR is built. The District is also very concerned with catastrophic accidents that may occur from an HSR accident. Hundreds of ambulances, life flights, and emergency services will be needed and the District will not be able to handle this type of emergency.	Refer to SS-12, SS-18, SS-23 and SS-26.
Donovan Maretick	1/19/2018	Email	IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO. 200 The Waller Harris Emergency Services District No. 200 ("ESD") provides emergency services throughout the impacted area of the proposed alignment of the High Speed Rail. These services could be negatively impacted by the HSR line, due to its potential impact on county and private roads, many of which are used for emergency vehicles that now service the District and provide an 8-minute response time. The HSR will disrupt this service and increase the response time to dangerous and unacceptable levels.	Refer to SS-23.
Donovan Maretick	1/19/2018	Email	A recent study entitled, "Texas High Speed Rail: Caution Ahead" by Baruch Feigenbaum, the Assistant Director of Transportation Policy at the Reason Foundation, concludes that the proposed high speed rail project could lose over \$537 million a year, and that TCR has severely underestimated the costs to build the project and the overestimated the projected ridership. The Report stated: "We truly hope that high-speed rail becomes a reality in the United States, and we would prefer that it be developed and implemented by the private sector," writes Feigenbaum. "However, based on our experience and analysis we are concerned that Texas Central's project will fail so spectacularly that privately financed U.S. high-speed rail lines may never be given a second chance." Given the irreversible impacts this project could have on our community, we should not build a project that does not meet feasibility requirements under NEPA and other federal laws.	Refer to GN-3.
Donovan Maretick	1/19/2018	Email	Despite two written requests dated November 14, 2014 and July 6, 2015 from the Waller County Sub-Regional Planning Commission ("WCSRPC"), the FRA failed to coordinate with any local government in Waller County "prior to identifying the alternative alignments to be evaluated in the draft EIS" as the FRA stated it would do on Page 24 of the Scoping Report that was released by the FRA in April of 2015. The FRA has also erred in identify the WCSRPC as a "public stakeholder" and not a political subdivision of the state of Texas. This issue was brought to the attention of the FRA by the TXDOT as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to PI-1.
Donovan Maretick	1/19/2018	Email	Despite 2 written requests dated November 14, 2014 and July 6, 2015 from the Waller County Sub-Regional Planning Commission the FRA failed to coordinate with any local government in Waller County "prior to identifying the alternative alignments to be evaluated in the draft EIS" as the FRA stated it would do on Page 24 of the Scoping Report that was released by the FRA in April 2015. The WCSRPC purpose is to plan future development of our community and is comprised of elected officials from several municipalities in Waller County, in addition to Waller County itself and two of its school districts. Without this coordination, there is no way to ensure that impacts to the local community are properly analyzed and conflicts with local plans are resolved.	Refer to PI-1.
Donovan Maretick	1/19/2018	Email	The Federal Rail Administration (FRA) has improperly selected one build alternative (Utility Corridor) and one alignment (HC-4) through Waller County without conducting the necessary comparative analysis of alternatives pursuant to NEPA Specifically, we are requesting that your	Refer to BA-3, BA-5, BA-8, BA-9, BA-10 and NE-1.

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			agency call upon the FRA to step back and conduct a programmatic EIS for the four build corridors (BNSF, UPRR, 1-45, utility) that met the "Purpose and Need" of the project identified in the Corridor Alternatives Analysis Technical Report (August 2015). Doing so is the only way that the FRA can fulfill its responsibility to advance an alternative that resolves the conflicts the project creates in Waller County. (40 C.F.R. S 1501.2(c)). This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings and the FRA has failed to address these impacts in the draft EIS.	
Donovan Maretick	1/19/2018	Email	If noise needs to be mitigated then what will be done for future development near tracks? Who will pay for that mitigation? If noise has to be mitigated then doesn't that tell you the property nearby is damaged? If this is the case, then Texas Central should be responsible for paying these damages.	Refer to NV-5. TCR is only responsible for mitigating impacts created as a result of the project to existing receptors and is not responsible for mitigating noise impacts for future developments.
Donovan Maretick	1/19/2018	Website	In Waller County, Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the track of the HSR. This watershed will be directly impacted by the train and the track depending on how it's built. Tropical Storm Allison, the Tax Day Floods, the flooding event in May of 2016, and Hurricane Harvey have shown that if any impediments to water flow occur through the watershed, the area will experience major flooding and damage to property if the track is not properly studied and engineered. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to FP-1, SS-17, WW-1 and WW-8.
Donovan Maretick	1/19/2018	Website	The proposed alignment will impact all future road and thoroughfares through the northern portion of Waller County. Dozens of roads are planned, but none will be able to be completed if the train cuts through stifling all future economic development in that area. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to TR-1 and TR-8. No public roads in Waller County would be closed as a result of the Project. Refer to Section 3.11, Transportation for a review of roadways affected by the Project in Waller County.
Donovan Maretick	1/19/2018	Website	G & W Water is the supplier of potable water for northern Waller county and southern Grimes County. They recently obtained funding and built a new water tower and the proposed train route falls directly on top of it. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. No build.	Refer to EU-2.
Donovan Maretick	1/22/2018	Email	These mistakes demonstrate gross negligence. The FRA should extend the comment period. Anything less is a public injustice The January 2018 issue of On Track, the Dallas to Houston High-Speed Rail newsletter, is attached for your information. Please note that it contains updated information on three public hearing venues: Madisonville (venue updated) Navasota (venue updated) Fairfield (address correction)	Refer to PI-3. The hearings in Madison and Grimes counties were unintentionally flipped, and the meeting location was changed in Madison County because of the lack of availability of the initial venue on the preferred date. However, these issues were quickly remedied and the public was re-notified. On the night of the Madison County meeting, project team members were stationed at the original location to redirect people to the correct location.
Donovan Maretick	1/24/2018	Email	The Weiser airport is a valuable resource for our community. Many live around the airport so they can fly. - Weiser Air Park is closing the air field in any study on impacts? Maybe be nice to put flyer out at airport with this highlighted. Not telling anyone until after its closed is a travesty. Survey those people impacted. Many don't know that it will close this airfield.	Refer to TR-11.
Donovan Maretick	1/24/2018	Email	1 Dallas to Houston High speed Rail DEIS MAIN TEXT I.pdf Table 3.9-19 5.340 mil cars a year saved but that should be 236 miles vs the charts 478 miles. Increasing the BTU by 2. The math doesn't work here. If 5.3 mil is for RT then passenger count would be 5.3mil X 1.2 (pass per car) that would be 35,000 passengers a day. Huge inflated number.	Refer to AQ-3.
Donovan Maretick	1/24/2018	Email	Regarding 1 Dallas to Houston High Speed Rail DEIS MAIN TEXT I.pdf Section 3.4.5.2 The impact to animals at 45 ft. is concerning, so how do you move brahman cattle when a train comes? This is a huge risk. They list crossings underground will insulate the noise but that's once inside the culvert 151 100dba so what is the sound near the lower end of viaducts closer to the ground. We need this information as cattle ranchers as it could cause a life or death incident to occur. We need more data or no build.	Refer to NR-1. For crossings under the viaduct, there would be the potential for startle effects for animals for a total of approximately 30 seconds per hour during peak operations.
Donovan Maretick	1/24/2018	Email	1 Dallas to Houston High Speed Rail DEIS MAIN TEXT I.pdf Table 3.2.4 If you assume this is VMT in the metro area and with a 16.8% increase where above it states 200% (should be 100% double to 106k avg AADT) it does not add up. If cars are removed from the highway in 2040 is 5.3 mil then 240 miles is not 2.5 bil miles appears to be taking the cars removed from highway in passenger counts and doubling it. i.e. you have 5.3 mil passengers that remove 3.8 mil cars that should be 3.8 times 240 and the chart almost appears to be taking the cars removed from highway in passenger counts and doubling it. This needs to be investigated as it is false.	Refer to AQ-2.
Donovan Maretick	1/24/2018	Website	Regarding 3 Dallas to Houston High Speed Rail DEIS MAIN TEXT III.pdf Table 3.11.25 CR 313 and CR123 for sure missing. Maybe lots more but data might be on the other pages as crossings are not this chart. It is obvious that the data is not accurate and needs to be reviewed. No build	CR 313 and CR 123 would be crossed by the Project in Grimes County. The Project would be constructed over the roads. See the Project Footprint in Appendix D, Mapbooks . CR 313 can be found on page 455. CR 123 can be found on page 419.

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Donovan Maretick	1/24/2018	Website	Regarding 2 Dallas to Houston High Speed Rail DEIS MAIN TEXT II.pdf Visual Impact Survey Table 3.10-34 #27 You state that there is a moderate visual after build and no change. This is a wedding venue that would have to be completely closed. Do you really think someone would want to have their wedding with a high speed rail flying by. This is a ridiculous assumption. Someone from the FRA needs to go to the site and lay their eyes on this. No Build! I want a written response on this.	Refer to AS-1.
Donovan Maretick	1/24/2018	Website	Dallas to Houston High Speed Rail DEIS MAIN TEXT I.pdf Are the increase in electrical vehicles factored in on the emissions data? This should absolutely be included and if not, then no build.	Refer to AQ-5.
Donovan Maretick	1/24/2018	Website	If a high- speed train runs at 185 mph through small urbanized areas, it is possible that some animals will be surprised in their path, including magpies, pigeons, crows and buzzards. These collisions have not been scientifically analyzed or quantified to date. A new study now reports obtaining the first estimates in Spain. The development of high-speed rail poses new ecological challenges. The thousands of kilometers of railways with trains operating at speeds of more than 155 mph can generate unwanted effects, such as the mortality of birds, a fact that until now had not been analyzed or quantified. ' Texas has a large population of birds and this disruption has not been addressed in this study. Read more at: https://phvs.org/news/2018-01-birds-collide-hieh-speed-rail.html#iCp https://phvs.org/news/2018-01-birds-collide-hieh-speed-rail.html	Refer to NR-2, GN-3. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Donovan Maretick	1/25/2018	Email	Regarding the below 16.2.6 Overpasses "Overpasses are typically employed along roadways to reduce traffic mortality for wildlife, to provide safe passage for large-bodied mammals, and to improve roadway safety. However, given that the majority of the HSR line would be constructed on an embankment or on an elevated viaduct with overhead catenary, the use of overpasses would likely be cost prohibitive except in select locations. In locations where topography or soils would not support culverts below track level, the use of overpasses would be considered." Who determines where these wildlife crossings are. If left up to a private entity, they will look at reducing cost rather than being environmentally friendly. I want this answer in writing.	Refer to NR-6 and TR-8.
Donovan Maretick	1/26/2018	Email	DEIS Appendix F TCRR CONSTRUCTABILITY va REPORT: Sect. 6.5, Pgs. 29-30 of 34; Also Appendix F TCRR FDCE v7 REPORT Appendix C, Pg. 1 of 14): File 3, TEXT III, Tables 3.11 Will Texas State Eminent Domain powers for Road Construction be used to acquire the additional ROW necessary to reconstruct the roads over the HSR or for any road rerouting or modifications for that matter? I would like this answered by mail.	Refer to ED-1, ED-3 and LU-14.
Donovan Maretick	1/29/2018	Email	Let me ask you a question, can you review a 5,647 page document in 75 days that took three/ four years to put together. I can tell you as a taxpaying citizen who stand to lose their life's investment, I cannot. Why is the FRA rushing this through the system and giving us the minimal amount of time to review. How is this fair process. We need more time to digest and review for the publics safety. Please extend the comment period to 120 days so we have adequate time to review with our lawyers. There are so many inconsistencies in the document and 75 days is simply not enough time to do it.	Refer to PI-3.
Donovan Maretick	1/30/2018	Oral	Can everyone hear me? My wife says I am already loud enough. So lets start this out right. My name is Donavan Maretick and for the record I am dead set against the high-speed rail. I am a US veteran. I served the country for eight years. I fought for our rights and right now I was threatened by Texas Central about three years ago that they wanted to come and take my property and if I didn't like it they would condemn it and take it. They picked the wrong person to fight with. As of right now they plan on closing 56 private roads and rerouting 43 private roads. Rerouting 139 public roads. To me your going to build overpasses over them and then the DEIS which is 5,647 pages. How do you expect somebody to do that in 60 minutes --or 60 day comment period. Yes, you spread it to 75 days. It's not right. They had three years to develop this. We have 75 days to review 5,647 pages. It's not fair. We should have fair and equitable time to review something that is going to take our life away. For me I bought 25 acres in the country. I raise an autistic son and I am building it out in the country for a reason. He can't deal with the noise, the stress and too many people. Now they are going to render my property useless. I have been clearing it for three years, by hand. All of the farmers, they can appreciate that. One of the other things they list in the DEIS is they are going to build overpasses. They are going to turn these overpasses over to the county and local governments without giving them input into the project. So what's cheaper to maintain? A paved road or an overpass? We all know that that's the case. I got 56 seconds. I will end with this. I watched the Dallas meeting last night. There might of been 150 to 200 people. Out of that maybe six spoke for the train. The rest of them, maybe 80% were against it. In Corsicana we were 300 strong and they all spoke against the high-speed rail. I just like to ask for a quick show of hands, who is against this? Let the record reflect that a vast majority of the people in here today are dead set against this. Not many people. There isn't a demand. There isn't the ridership and they won't provide us the ridership documents. We need to stand up for our rights. We need the ridership information. It should not be hidden from the public. FRA, Texas Central, I would appreciate everybody standing beside me to protect my little people.	Refer to GN-2, PI-3, TR-7 and TR-8.
Donovan Maretick	1/30/2018	Oral	Thank you folks very much for sticking around. I just want everybody to be careful. This is the country we leave in. We all come together to do this. We stay strong together and fight this together. It's incredible the people we meet at these meetings with one objective in mind. One goal in mind. With that we can beat this. I want to speak to a bit of the sound mitigation and some of the fact for the DEIS that we ascertained	Refer to NV-1 and NV-10. The FRA noise criteria are designed to account for the annoyance effects of noise on people, including children. With regard to the

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			<p>one of the things in all of the studies are done about one train going one direction. None of the studies have been about two trains passing each other and if you look at some of the studies that have been conducted and don't quote me on this, but I believe it is called the "Bernoulli principle" and what it is it is a sound when two trains pass -- this is on the record in the books on the Japanese studies. We don't have one in the US. Those studies haven't been reviewed by the DEIS anywhere. One of the things is we actually contacted the normal high-speed rail operation plan and its --use -- because we are going to go 16 or 18 hours a day by four sets of trains, so it's a reality. We had a friend that actually submitted a letter to the FRA to the attention of Jerry Smiley and copied Michael Johnson and got nothing back. According to the FRA. Okay, there is a study from Cornell University in children persistent noise from the high-speed rail can cause impaired reading comprehension and long-term memory problems. Noises from elevated trains lead to reading difficulties and negative academic performance. All prove scientifically. None in the DEIS. The more exposed the more long term effects the high-speed rail can affect children's hearing loss, speech impairment, learning difficulty, and attention disorder and emotional problems. We need to learn from these studies and us land-owners have a say in what the noise is going to be. This again has not been addressed and it needs to be. Thank you and have a nice ride home in your cars.</p>	<p>effects of noise on reading problems and academic performance, the noise analysis did not identify any impacts to schools as a result of the proposed project. Prior studies of classroom noise from elevated trains are not applicable to this high-speed rail project as such studies have typically focused on older urban transit systems with high volumes of trains on steel elevated structures in close proximity to school buildings.</p>
Donovan Maretick	2/5/2018	Oral	<p>My name's Donovan Maretick and I'm against the high-speed rail. I had a big speech here to give. I was going to go over a bunch of comments. Don't want to bore you. I live just right down the road here, right across from the White Oak Falls subdivision. That's a subdivision that would level if they were to build the train. Right there on the other side you got Weiser Airport. I don't know if you-all read the DEIS, but they'll close it. How many residents moved here to go and fly their planes. You're affecting many lives. I also -- I live, like I said, right down the road. I'm going to have to see this every time I go into work. I'm going to have to drive into downtown Houston, which is a parking lot at 290 and 610, which they're already promoting. Also, one of the things that I don't know if's been brought up, but according to DEIS, they're proposing 126 miles--let that sink in--126 miles of new public roads. So they're offering to build these roads, they'll pay for them, no problem. Afterwards, it states that they will turn that over to local and county authorities. What does that mean? Me and you are going to have to pay to maintain those roads. On top of that, they're going to build some overpasses. You tell me what's cheaper to maintain--a paved road or an overpass? How's that going to affect us in our taxes? You know, it's really discouraging -- and I'm glad the media showed up tonight, but it's really discouraging because all we see on the media consistently is pro-marketing from Texas Central, pro-marketing this. I'm a veteran, served the country, went eight years, served in Iraq and Afghanistan, and was proud to set here and protect my country. And I'll be danged--however I can say it--that I'm not going to stand here and protect my little part of the country. I have an autistic son, goes to Dorothy Carlton Centre right down the street. This train is going to just We bought 25 acres in Waller so I could raise my son so he could be in the peace and quiet. We've cleared with our hands. We've been out with the chainsaw, clearing land so I could build a home for my son. And now Texas Central walks in and says, Guess what. We're going to build a train through there. What am I going to do with 25 acres of land I can't raise my son on? I can't raise him here it's going to be loud here. I'm killed in two different spots. I'm just going to leave on one little note. And I might get in trouble for this. I just want to point this out; that if you go in and you look at Texas Central's structure--do some research on their staff--if anybody knows who Sylvester Stallone's [sic] chief of staff is, it's Marvalette Hunter. I'll let you-all take a guess where she works today -- where she worked before. Excuse me. She worked for Texas Central. Now, you tell me that's not biased.</p>	<p>Refer to LU-3, TR-6, TR-7 and TR-11.</p>
Donovan Maretick	2/6/2018	Oral	<p>Good evening. This will actually be my third meeting to attend. I've listened to all of them. I've watched them all online, every single one of them. The first meeting I attended, I asked for -- to put on the record by a show of hands -- I think I would have liked to have everybody here before, but just show of hands, how many people are against the train? (Hands raised.) All right. So, again, like I said in the Leon County meeting, everyone that's spoken so far -- I've watched them all -- it's been a total of 12 people that have got up and spoken for the train. Okay. Twelve. There have been hundreds of us speaking against it. Where is the support? Where is the need? There just simply isn't any, and that should go on the record. The one thing I want to say is howdy, I'm new to Waller County. I appreciate everybody coming out. The last time that I've been in a fight like this was on the global war of terrorism on an aircraft carrier, so it's great to see everybody get together and serve one cause and fight for one thing that is worth it. And that's our land. I mean, we fought for our country; we are damn sure going to fight for our land. Excuse my language. I'd also ask -- I mentioned it earlier, we -- everyone needs to have Mr. Kevin Wright here -- he's given us his number on the packet -- we need to e-mail him, we need to ask. This document's 5,647 pages long. It's broke up into 55 sections. I know. We've downloaded them all, merged them into one document so we could search it because you just can't pull it up off the Internet and really get to it..Me -- and my wife will speak next -- we spent 21 hours putting together a Google Earth map so we can actually see it instead of in 250 pages. One lady, I saw a picture, she it spread out through her living room just to see the map. So we do have that. Again, great, great job of Texans Against High-Speed Rail..We need to support them. That's a grassroots effort. That's who we're all joining to support. Let's see how much time I got. I got 50 seconds. Hey, I'm doing good. So I'm going to go off of that. One thing that hasn't been mentioned a lot today is the \$199 each way. My wife -- I'm not going to steal her thunder. It's in the chart. Texas Central goes against it. It's in there. We could provide you the chart, the number. They can't deny it. So one last thing, one thing that hasn't been mentioned I want to bring</p>	<p>Refer to NE-1, PN-3 and SC-3.</p>

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			you up new is the effect of hunting. Hunting in Texas is a \$1.6 billion annual industry. This is going to create -- 126 miles of new roads are going to split the land and keep our farmers and ranches that bring our food to the table and keep them from supplementing their income by farming out, leasing it to hunters. That's a huge industry. That's not addressed anywhere in the DEIS.	
Donovan Maretick	2/11/2018	Website	The DEIS does not discuss the negative impacts of the noise of the High Speed Rail although it has many references to the sound where the present line runs in Japan even referencing the rice fields. I am attaching a sheet with many references that speak to the negative impact that these high speed rails have on both health and learning. As a landowner at present Texas Central will not tell you what will be on your land and the impact by medical concern. My son is autistic and extremely sensitive to noise and this will adversely affect him. The attached references should be reviewed and the issues should be mitigated through a comprehensive risk analysis or NO BUILD.	Refer to NV-1.
Donovan Maretick	2/11/2018	Website	3.14.5.2.3 Economic Impacts states "Permanent Impacts: Property Premiums Operation and maintenance of the Build Alternatives could also lead to induced development and changes to property values around station areas. Economies of agglomeration would result from improved transportation efficiency between the Dallas Terminal Station option, the Brazos Valley Station and the three Houston Terminal Station options. Fast, reliable and economically competitive transportation could increase the supply of skilled workers available, decrease the costs of work-related travel, and improve supply chains for an overall positive impact to the Study Area." What the study does not cover in the negative effect to all of the other property along the 240 mile route. Where is the study does it cover the negative impact to property values that are not located close to a station location? Is it not part of the study to protect low income residents and account for their well being? The negative impact of the proximity of a high speed rail on someone's land should be studied and researched. People who do not have the money to afford appraisers should be protected from being taken advantage of.	Refer to ED-2, EJ-1, LU-12 and VA-1.
Donovan Maretick	2/12/2018	Website	According to Forbes Magazine article " https://www.forbes.com/sites/salvatorebabones/2018/02/11/lone-star-shinkansen-wide-open-spaces-make-texas-the-perfect-market-for-japans-bullet-train/#4fc4ad987bf5 " Texas Central "The Texas Central railway has reportedly raised more than \$100 million from investors, mapped out a route, and begun purchasing options on the necessary land. It has an environmental green light from the Federal Railroad Administration and in-principle agreements for its three planned stations. It even has a design concept for its Dallas terminal." So they have only raised 100 million for a 15 to 18 BILLION dollar project. Based on the fact that this project is so heavily financed, it is critical that the economic feasibility be reviewed and released much like the similar project Brightline Florida did. Brightline also released their ridership calculations which Texas Central has done none of. Why are these omitted unless they are problematic and shed a negative light on this project. The EPA's website states: "Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. EPA has this goal for all communities and persons across this nation. It will be achieved when everyone enjoys: -the same degree of protection from environmental and health hazards, and -equal access to the decision-making process to have a healthy environment in which to live, learn, and work. This project is not coordinating with the local counties and cities to ensure that they are involved in this process. The meetings held for environmental justice were released at the last second in small publications that many knew about including myself. There are many people up and down the line that are land rich and cash poor. They do not have the money to fight a large corporation to ensure their land is protected and they receive the full value. Now we see that this project has raised less than one percent of the funds needed so they may not even be able to afford to pay people the fair market value plus the damage to the remaining land. Why should someone have to hire lawyers and pay for appraisers for a project that is not economically viable. Many people are suffering because of this and it should not proceed until a full independent investigation is done on the ridership calculations as well as the financial feasibility. Until then No Build!	Refer to ED-2, GN-2, GN-3, GN-4, GN-7, GN-9, NE-1 and SC-22.
Donovan Maretick	2/13/2018	Website	Section 8.1 Roadway Categories in the DEIS states the following: Public Roads - Roads that would be accessible to the general public. Ownership and responsibility for maintenance of these roads would be by the appropriate local, municipal, county, state, or federal authority. Design details, ownership, and maintenance responsibilities for these roads would be closely coordinated with the appropriate Project stakeholders during more advanced design. - Proposed Public Roads - New public roadways. In many cases proposed roads were designed to facilitate ROW access for TCRR and emergency access needs, but would also improve connectivity or provide access to properties along the ROW. As such, they were not designated as HSR MOW Access roads. - Realigned Public Roads - Realignment or reconfiguration of existing public roadways. In some cases, public roads are rerouted along the HSR alignment to achieve grade separation and would also serve to provide access to the HSR ROW. So by reviewing the roads in the maps outlined in blue the total proposed mileage for new public roads is 126.82 miles or just over half the entire route in new roads for the taxpayers. These would be new roads that have to be maintained as stated	Refer to TR-7. Private access roads (that would be maintained by TCRR), would be built along many portions of the Project to allow for maintenance. Additional public roads would be created through reroutes and realignments and would range from 16.6 to 46.9 miles, depending on the Build Alternative. The Preferred Build Alternative (Build Alternative A) would include 16.8 miles of new public road. For the mileage of proposed public roads, please see Section 3.11

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			in the DEIS by "Ownership and responsibility for maintenance of these roads would be by the appropriate local, municipal, county, state, or federal authority." This is unacceptable as it forces costs on these agencies that have not been voted on or budgeted for by these entities. If we look at the Houston Segment (section 45) Harris, Waller, Grimes County then there are 43.3 miles in this segment alone. These costs should not be forced on an entity but should go through the standard process of approval by the local governments that would be assuming these costs. Until this is done, it should be a "no build"	Transportation , specifically Table 3.11-62: Summary of Transportation Impacts by Build Alternative .
Donovan Maretick	2/13/2018	Website	Section 8.1 Roadway Categories in the DEIS states the following: Public Roads - Roads that would be accessible to the general public. Ownership and responsibility for maintenance of these roads would be by the appropriate local, municipal, county, state, or federal authority. Design details, ownership, and maintenance responsibilities for these roads would be closely coordinated with the appropriate Project stakeholders during more advanced design. - Proposed Public Roads - New public roadways. In many cases proposed roads were designed to facilitate ROW access for TCRR and emergency access needs, but would also improve connectivity or provide access to properties along the ROW. As such, they were not designated as HSR MOW Access roads. - Realigned Public Roads - Realignment or reconfiguration of existing public roadways. In some cases, public roads are rerouted along the HSR alignment to achieve grade separation and would also serve to provide access to the HSR ROW. So by reviewing the roads in the maps outlined in blue the total proposed mileage for new public roads is 126.82 miles or just over half the entire route in new roads for the taxpayers. These would be new roads that have to be maintained as stated in the DEIS by "Ownership and responsibility for maintenance of these roads would be by the appropriate local, municipal, county, state, or federal authority." This is unacceptable as it forces costs on these agencies that have not been voted on or budgeted for by these entities. West of Teague Segment (section 46) Madison, Leon, Limestone, Freestone shows 64.2 miles of new roads. A private entity should not be allowed to force the public to maintain new roads built exclusively to support a private project. This should go through the local entities standard procedures for approvals or else "No Build".	Refer to TR-7. Private access roads (that would be maintained by TCRR), would be built along many portions of the Project to allow for maintenance. Additional public roads would be created through reroutes and realignments and would range from 16.6 to 46.9 miles, depending on the Build Alternative. The Preferred Build Alternative (Build Alternative A) would include 16.8 miles of new public road. For the mileage of proposed public roads, please see Section 3.11 Transportation , specifically Table 3.11-62: Summary of Transportation Impacts by Build Alternative .
Donovan Maretick	2/13/2018	Website	Section 8.1 Roadway Categories in the DEIS states the following: Public Roads - Roads that would be accessible to the general public. Ownership and responsibility for maintenance of these roads would be by the appropriate local, municipal, county, state, or federal authority. Design details, ownership, and maintenance responsibilities for these roads would be closely coordinated with the appropriate Project stakeholders during more advanced design. - Proposed Public Roads - New public roadways. In many cases proposed roads were designed to facilitate ROW access for TCRR and emergency access needs, but would also improve connectivity or provide access to properties along the ROW. As such, they were not designated as HSR MOW Access roads. - Realigned Public Roads - Realignment or reconfiguration of existing public roadways. In some cases, public roads are rerouted along the HSR alignment to achieve grade separation and would also serve to provide access to the HSR ROW. So by reviewing the roads in the maps outlined in blue the total proposed mileage for new public roads is 126.82 miles or just over half the entire route in new roads for the taxpayers. These would be new roads that have to be maintained as stated in the DEIS by "Ownership and responsibility for maintenance of these roads would be by the appropriate local, municipal, county, state, or federal authority." This is unacceptable as it forces costs on these agencies that have not been voted on or budgeted for by these entities. IH-45 segment - alternative routes(section 47) Madison, Leon, Freestone, and portion of Navarro adds 4.09 miles of new roads. A private entity should not be allowed to force the public to maintain new roads built exclusively to support a private project. This should go through the local entities standard procedures for approvals or else "No Build".	Refer to TR-7. Private access roads (that would be maintained by TCRR), would be built along many portions of the Project to allow for maintenance. Additional public roads would be created through reroutes and realignments and would range from 16.6 to 46.9 miles, depending on the Build Alternative. The Preferred Build Alternative (Build Alternative A) would include 16.8 miles of new public road. For the mileage of proposed public roads, please see Section 3.11 Transportation , specifically Table 3.11-62: Summary of Transportation Impacts by Build Alternative .
Donovan Maretick	2/13/2018	Website	Roads Section 8.1 Roadway Categories in the DEIS states the following: Public Roads - Roads that would be accessible to the general public. Ownership and responsibility for maintenance of these roads would be by the appropriate local, municipal, county, state, or federal authority. Design details, ownership, and maintenance responsibilities for these roads would be closely coordinated with the appropriate Project stakeholders during more advanced design. - Proposed Public Roads - New public roadways. In many cases proposed roads were designed to facilitate ROW access for TCRR and emergency access needs, but would also improve connectivity or provide access to properties along the ROW. As such, they were not designated as HSR MOW Access roads. - Realigned Public Roads - Realignment or reconfiguration of existing public roadways. In some cases, public roads are rerouted along the HSR alignment to achieve grade separation and would also serve to provide access to the HSR ROW. So by reviewing the roads in the maps outlined in blue the total proposed mileage for new public roads is 126.82 miles or just over half the entire route in new roads for the taxpayers. These would be new roads that have to be maintained as stated in the DEIS by "Ownership and responsibility for maintenance of these roads would be by the appropriate local, municipal, county, state, or federal authority." This is unacceptable as it forces costs on these agencies that have not been voted on or budgeted for by these entities. Navarro West (section 48) adds 3.75 miles of new roads. A private entity should not be allowed to force the public to maintain new roads built exclusively to support a private project. This should go through the local entities standard procedures for approvals or else "No Build".	Refer to TR-7. Private access roads (that would be maintained by TCRR), would be built along many portions of the Project to allow for maintenance. Additional public roads would be created through reroutes and realignments and would range from 16.6 to 46.9 miles, depending on the Build Alternative. The Preferred Build Alternative (Build Alternative A) would include 16.8 miles of new public road. For the mileage of proposed public roads, please see Section 3.11 Transportation , specifically Table 3.11-62: Summary of Transportation Impacts by Build Alternative .
Donovan Maretick	2/13/2018	Website	Section 8.1 Roadway Categories in the DEIS states the following: Public Roads - Roads that would be accessible to the general public. Ownership and responsibility for maintenance of these roads would be by the appropriate local, municipal, county, state, or federal authority. Design details, ownership, and maintenance responsibilities for these roads would be closely coordinated with the appropriate Project	Refer to TR-7. Private access roads (that would be maintained by TCRR), would be built along many portions of the Project to allow for maintenance.

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			<p>stakeholders during more advanced design. - Proposed Public Roads - New public roadways. In many cases proposed roads were designed to facilitate ROW access for TCRR and emergency access needs, but would also improve connectivity or provide access to properties along the ROW. As such, they were not designated as HSR MOW Access roads. - Realigned Public Roads - Realignment or reconfiguration of existing public roadways. In some cases, public roads are rerouted along the HSR alignment to achieve grade separation and would also serve to provide access to the HSR ROW. So by reviewing the roads in the maps outlined in blue the total proposed mileage for new public roads is 126.82 miles or just over half the entire route in new roads for the taxpayers. These would be new roads that have to be maintained as stated in the DEIS by "Ownership and responsibility for maintenance of these roads would be by the appropriate local, municipal, county, state, or federal authority." This is unacceptable as it forces costs on these agencies that have not been voted on or budgeted for by these entities. Navarro East - alternative route (section 49) adds 2.61 miles of new roads. A private entity should not be allowed to force the public to maintain new roads built exclusively to support a private project. This should go through the local entities standard procedures for approvals or else "No Build".</p>	<p>Additional public roads would be created through reroutes and realignments and would range from 16.6 to 46.9 miles, depending on the Build Alternative. The Preferred Build Alternative (Build Alternative A) would include 16.8 miles of new public road. For the mileage of proposed public roads, please see Section 3.11 Transportation, specifically Table 3.11-62: Summary of Transportation Impacts by Build Alternative.</p>
Donovan Maretick	2/13/2018	Website	<p>Section 8.1 Roadway Categories in the DEIS states the following: Public Roads – Roads that would be accessible to the general public. Ownership and responsibility for maintenance of these roads would be by the appropriate local, municipal, county, state, or federal authority. Design details, ownership, and maintenance responsibilities for these roads would be closely coordinated with the appropriate Project stakeholders during more advanced design.-Proposed Public Roads – New public roadways. In many cases proposed roads were designed to facilitate ROW access for TCRR and emergency access needs, but would also improve connectivity or provide access to properties along the ROW. As such, they were not designated as HSR MOW Access roads.-Realigned Public Roads – Realignment or reconfiguration of existing public roadways. In some cases, public roads are rerouted along the HSR alignment to achieve grade separation and would also serve to provide access to the HSR ROW. So by reviewing the roads in the maps outlined in blue the total proposed mileage for new public roads is 126.82 miles or just over half the entire route in new roads for the taxpayers. These would be new roads that have to be maintained as stated in the DEIS by "Ownership and responsibility for maintenance of these roads would be by the appropriate local, municipal, county, state, or federal authority." This is unacceptable as it forces costs on these agencies that have not been voted on or budgeted for by these entities. Ellis West segment (section 50) adds 13.07 miles of new roads. A private entity should not be allowed to force the public to maintain new roads built exclusively to support a private project. This should go through the local entities standard procedures for approvals or else "No Build".</p>	<p>Refer to TR-7. Private access roads (that would be maintained by TCRR), would be built along many portions of the Project to allow for maintenance. Additional public roads would be created through reroutes and realignments and would range from 16.6 to 46.9 miles, depending on the Build Alternative. The Preferred Build Alternative (Build Alternative A) would include 16.8 miles of new public road. For the mileage of proposed public roads, please see Section 3.11 Transportation, specifically Table 3.11-62: Summary of Transportation Impacts by Build Alternative.</p>
Donovan Maretick	2/13/2018	Website	<p>Section 8.1 Roadway Categories in the DEIS states the following: Public Roads - Roads that would be accessible to the general public. Ownership and responsibility for maintenance of these roads would be by the appropriate local, municipal, county, state, or federal authority. Design details, ownership, and maintenance responsibilities for these roads would be closely coordinated with the appropriate Project stakeholders during more advanced design. - Proposed Public Roads - New public roadways. In many cases proposed roads were designed to facilitate ROW access for TCRR and emergency access needs, but would also improve connectivity or provide access to properties along the ROW. As such, they were not designated as HSR MOW Access roads. - Realigned Public Roads - Realignment or reconfiguration of existing public roadways. In some cases, public roads are rerouted along the HSR alignment to achieve grade separation and would also serve to provide access to the HSR ROW. So by reviewing the roads in the maps outlined in blue the total proposed mileage for new public roads is 126.82 miles or just over half the entire route in new roads for the taxpayers. These would be new roads that have to be maintained as stated in the DEIS by "Ownership and responsibility for maintenance of these roads would be by the appropriate local, municipal, county, state, or federal authority." This is unacceptable as it forces costs on these agencies that have not been voted on or budgeted for by these entities. Ellis East - alternative route (section 51) adds 6.7 miles of new roads. A private entity should not be allowed to force the public to maintain new roads built exclusively to support a private project. This should go through the local entities standard procedures for approvals or else "No Build".</p>	<p>Refer to TR-7. Private access roads (that would be maintained by TCRR), would be built along many portions of the Project to allow for maintenance. Additional public roads would be created through reroutes and realignments and would range from 16.6 to 46.9 miles, depending on the Build Alternative. The Preferred Build Alternative (Build Alternative A) would include 16.8 miles of new public road. For the mileage of proposed public roads, please see Section 3.11 Transportation, specifically Table 3.11-62: Summary of Transportation Impacts by Build Alternative.</p>
Donovan Maretick	2/13/2018	Website	<p>Section 8.1 Roadway Categories in the DEIS states the following: Public Roads - Roads that would be accessible to the general public. Ownership and responsibility for maintenance of these roads would be by the appropriate local, municipal, county, state, or federal authority. Design details, ownership, and maintenance responsibilities for these roads would be closely coordinated with the appropriate Project stakeholders during more advanced design. - Proposed Public Roads - New public roadways. In many cases proposed roads were designed to facilitate ROW access for TCRR and emergency access needs, but would also improve connectivity or provide access to properties along the ROW. As such, they were not designated as HSR MOW Access roads. - Realigned Public Roads - Realignment or reconfiguration of existing public roadways. In some cases, public roads are rerouted along the HSR alignment to achieve grade separation and would also serve to provide access to the HSR ROW. So by reviewing the roads in the maps outlined in blue the total proposed mileage for new public roads is 126.82 miles or just over half the entire route in new roads for the taxpayers. These would be new roads that have to be maintained as stated in the DEIS by "Ownership and responsibility for maintenance of these roads would be by the appropriate local, municipal, county, state, or</p>	<p>Refer to TR-7. Private access roads (that would be maintained by TCRR), would be built along many portions of the Project to allow for maintenance. Additional public roads would be created through reroutes and realignments and would range from 16.6 to 46.9 miles, depending on the Build Alternative. The Preferred Build Alternative (Build Alternative A) would include 16.8 miles of new public road. For the mileage of proposed public roads, please see Section 3.11 Transportation, specifically Table 3.11-62: Summary of Transportation Impacts by Build Alternative.</p>

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			federal authority." This is unacceptable as it forces costs on these agencies that have not been voted on or budgeted for by these entities. Dallas Segment- (section 52) adds 2.5 miles of new roads. A private entity should not be allowed to force the public to maintain new roads built exclusively to support a private project. This should go through the local entities standard procedures for approvals or else "No Build".	
Donovan Maretick	2/13/2018	Website	The "Dallas to Houston High-Speed Rail Draft Environmental Impact Statement" dated December 2017 uses Texas Central's proprietary documents as a basis for ridership. Texas Central refuses to release these proprietary documents. These documents are described in the DEIS as the "proprietary market demand study undertaken by TCRR" and the "TCRR ridership and revenue report". This is not open government. The FRA could have chosen several different public documents, such as the Reason Foundation's February 2017 report "Texas High Speed Rail: Caution Ahead", or TxDOT's December 2013 "Statewide Ridership Analysis Report: Statewide Analysis Model-Version 2.5" for ridership numbers. Why did they choose a proprietary report instead? The proprietary report is an extreme outlier, with 7.2 million riders per year, compared to Reason's 1.4 million and TxDOT's 700,000 to 2.7 million. The ridership numbers are not unimportant as they inform such things as reduction of vehicle miles traveled (VMT) which informs emissions calculations. The approval of the EIS based on misleading data should be considered illegal representation and should not be released until factual data is provided that is more realistic to the project at hand. Until then, "No Build" is the only option.	Refer to GN-2 and GN-3.
Donovan Maretick	2/13/2018	Website	Using Texas Central's proprietary documents, the DEIS says 14,630 cars per day will be taken off the road. Using Reason's numbers only 816 cars per day would be taken off the road. The proprietary report's ridership numbers give 18 times the number of cars per day taken off the road as using publicly available numbers. The emissions removed and reduction in traffic could inform many people's opinion of the HSR, both members of the public and public officials. Another instance the DEIS uses ridership from the proprietary report is calculating sales tax revenue. The DEIS states \$20 million a year for Houston and Dallas combined. Based on the DEIS table 3.14-22, this number could be overstated by 2.5 to 10 times, compared to publicly available sources. This could easily influence both the public and public officials. Based on the fraudulent data provided to AECOM from Texas Central, the only option is "No Build".	Refer to AQ-6, BA-6, GN-2 and SC-3. Regarding the use of other political organization's ridership numbers, which appear to be the source of the statement that 18 times the number of cars per day are taken off the road as using publicly available numbers, using numbers from an organization that is not politically neutral would not be appropriate for a Federal NEPA document.
Donovan Maretick	2/13/2018	Website	Texas Central is saying the \$199 average fare is a "rumor" (implying it will be lower but not saying what the average train fare will be) used to calculate the sales tax revenue while simultaneously promoting the sales tax revenue of \$10 million for Dallas. This is unethical. Another private project, All Aboard Florida, does include a ridership and revenue study in its DEIS - Appendix 3.3 F Ridership and Revenue Study Summary. FRA cannot use a secret, proprietary report as its basis for ridership in the DEIS. This is not open government. If Texas Central wants to keep its ridership and revenue report secret, that's fine, but the DEIS must use another source for ridership and revenue. As a result, the DEIS is fatally flawed and must be rescinded. FRA should immediately issue a decision of NO BUILD.	Refer to BA-6, GN-2, NE-1 and SC-3.
Donovan Maretick	2/14/2018	Website	The DEIS states Cypress Falls High School located in Harris County would be located approximately 150 feet from a temporary construction zone and large drainage area necessary for the HSR System. The school is separated by Huffmeister Road and outdoor sports facilities would be located more than 13,000 feet from the LOD. Impacts to children's health and safety could include: localized air quality impacts due to the movement and operation of construction vehicles, potential exposure to toxic fumes used during the construction of the Build Alternatives and increased traffic on Huffmeister Road. Air quality and hazardous materials impacts would be handled through BMPs and mitigation measures outlined in Section 3.2.6, Air Quality and Section 3.5.6, Hazardous Materials. Increased traffic congestion due to the construction of the Build Alternatives around Cypress Falls High School would be mitigated through a traffic control plan established before construction. Additionally, Cypress Falls High School has multiple ingress and egress routes leading from the main buildings, however pedestrian facilities are not visible in aerial imagery. Traffic control plans would need to account for potential children walking to school from adjacent neighborhoods. Placing a High Speed Rail right next to a school is a disaster waiting to happen. This will disrupt school and access to school. By placing the water retention pond next to the high school, you will generate more mosquitos that will increase the chances of our children being infected with insect borne illnesses. The path of the high speed rail should never be right next to a school. No Build!	Refer to HZ-5, SC-7, SC-8 and TR-6. As discussed in Section 3.2.6, Air Quality, Avoidance, Minimization and Mitigation , construction of the Build Alternatives would increase local and regional emissions of particulate matter (fugitive dust) and pollutant emissions from fuel combustion. However, construction emissions associated with temporary construction areas or construction of drainage areas would be temporary and transient in nature occurring only during periods with active construction in the immediate area. The short-term emissions increases during the construction period would be reduced through Best Management Practice (BMP) mitigation measures as discussed in Section 3.2.6, Air Quality, Avoidance, Minimization and Mitigation . As a result, short-term and localized air quality impacts from construction would not be significant and would not exceed any National Ambient Air Quality Standard (NAAQS) designed to protect human health. Section 3.5.6.2, Hazardous Materials and Solid Waste, Avoidance, Minimization and Mitigation, Mitigation Measures, HM-MM#2 outlines hazardous materials management indicating that prior to construction a Hazardous Materials Plan and a Spill Prevention Control and Countermeasures Plan would be prepared and implemented. In addition, HM-MM#4 , outlines waste management indicating that a Waste Management Plan would be prepared and implemented prior to construction. The comment provides

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				insufficient detail to address the proximity of the Project to a specific school. Drainage infrastructure necessary for the Project would be constructed in accordance with state and local regulations. Best management practices would be used to mitigate temporary impacts related to construction. Drainage requirements of the project are summarized in TCRR final Conceptual Engineering Design and Constructability Reports, Appendix F, Section 2.6, Drainage.
Donovan Maretick	2/19/2018	Website	The FRA energy assessment indicates that ERCOT has a 13% reserve capacity that can be used by TCR. If ERCOT has a 13% reserve, then how is it the Texas is experiencing so many "Brown Outs" during both Winter and Summer months? The EIS states that additional energy resources will be required, and on-line, by 2029. Who will pay and how much will the added capacity requirements cost? How much of the added capacity will be dedicated to this project? Texas uses coal fired plants, so how much greenhouse gases will be generated by these plants in order to support this project? If nuclear power plants are the source of future energy, when will new plants be available and at what cost? How will FRA/TCR bridge the energy requirement gap between first operations and the FRA projected on-line date of 2029? Where will the TCR be placed in the priority for energy during brown out periods and why?	Refer to AQ-1, EU-3 and EU-4.
Donovan Maretick	2/19/2018	Website	What is the net effect of the increased property tax revenues for Waller County when offset by the negative impacts of lost sales tax revenue from local business, farmers and ranchers?	Refer to SC-14 and SC-15. The net effect on tax revenues in Harris County, as reported in Table 3.14.28, Net Tax Impact through 2040 (2019 millions) , is estimated to be between \$567 million and \$805 million through 2040.
Donovan Maretick	2/19/2018	Website	Who in the federal Department of Transportation will be the final decision maker for each federal grant that TCR/TCRR is applying? When are these grants projected to be awarded? What is the application and decision process and timeline for these grants? How does the timing of these grants relate to the proposed construction time table for this project? What are the values of these federal grants? What are the "matching" fund requirements of the private TCR/TCRR before construction begins? What federal requirements will be in effect to ensure that the private funds are deposited before the construction can begin?	Refer to GN-4.
Donovan Maretick	2/19/2018	Website	How can the FRA present a draft security statement in the EIS that is based upon data that hasn't been updated since 2014? Why hasn't this evaluation been updated with the current threat assessment? We have seen multiple terrorist attacks on public transit systems including the metro rail in St Petersburg Russia. This needs to be addressed prior to the EIS as public safety is vitally important.	Refer to SS-8.
Donovan Maretick	2/19/2018	Website	The EIS says that 60% of this project will be viaduct. The EIS also states that the entire system will be enclosed. True viaducts allow for traveling under the viaduct; however, a fully enclosed system negates any benefits of the viaducts. Which is it? Viaducts, or fully enclosed? If both, then why is TCR attempting to sell Texans with photos of viaducts without the enclosure fencing?	Refer to NE-1, TC-7 and TR-8.
Donovan Maretick	2/19/2018	Website	Identify Where Data Is Questionable And/ Or NOT Accurate -EIS Opening Comment: TCR is responsible for planning and coordinating with FRA for the NEPA regulatory approvals for the Project, which would include a Record of Decision for the EIS and related permits. TCRR submitted a petition for a Rule of Particular Applicability to FRA. Texas Central is the parent company of TCRR, and other corporate entities that are responsible for Project development and implementation (i.e., design, construction, financing, and operation) Comment: The EIS is relying upon the information provided to the FRA by TCR. The FRA does NOT explain how it has validated or confirmed the information provided by TCR as being accurate. TCR information has proven to be incomplete and inaccurate. These deficiencies will have a significant negative affect on the economic impact analysis and comparisons of proposed routes, including the "No Build" option. This EIS can not be approved if the FRA has not independently verified the validity and accuracy of the TCR data.	Refer to GN-1, GN-2, NE-1 and NE-8.
Donovan Maretick	2/19/2018	Website	EIS 3.14.4.2.2 Comment: "... Various property tax exemptions apply to existing properties within the LOD. Properties used for agricultural production are assessed based on their productivity rather than the full appraised value of the property. As shown in Table 3.14-7, over half of properties within the LOD in intermediate counties involved some kind of agricultural use. State- and county-owned properties are completely exempt and contribute no property tax, while properties owned by other local jurisdictions may be exempt from select jurisdictional property taxes. The highest rates of exempt properties within the LOD occur in Dallas and Harris Counties. Homestead exemptions, including additional exemptions for disabled, over- 65, or widowed homeowners, allow the deduction of a portion of the homes assessed value from the taxable value. " Comment: The EIS has not incorporated the analysis of independent economic studies that reveal the negative economic affects on the counties between Dallas and Harris. Studies show that these communities will experience at or above a -20% t their respective economic base. Existing businesses will be dramatically impacted and the respective county tax revenue will be reduced. This impacts all services and operations of the EACH county. The disruptive impacts throughout the counties have not been incorporated into the financial risk assessment. Higher property tax revenues have NOT been offset by the negative impacts to other county tax revenue generators. This lack of analysis and	Refer to GN-4 and SC-20.

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			disclosure by the FRA is a clear indication of the FRA's bias in making a "Rush To Approval" for the TCR's benefit. This EIS can not be approved if the FRA has not independently verified the validity and accuracy of the TCR data.	
Donovan Maretick	2/19/2018	Website	EIS 3.14.4.2.2 "The State of Texas does not collect a personal income tax,so the bulk of funding for local jurisdictions comes from a combination of sales and property taxes. " Comment: The EIS has not incorporated the analysis of independent economic studies that reveal the negative economic affects on the counties between Dallas and Harris. The impacts on School Districts, Police, Fire, Medical first responders, utilities and energy operations will require counties to raise property taxes on all property owners within the counties. This cost is not distributed among the benefiting counties (Dallas & Harris). The impacted residents will be left to pay without any compensation from the true benefactor, the TCR and the Japanese investors. The costs have not been calculated into the true cost of the project. This means the financial projections are not accurate. The disruptive impacts throughout the counties have not been incorporated into the financial risk assessment presented by the FRA. This lack of analysis and disclosure by the FRA is a clear indication of the FRA's bias in making a "Rush To Approval" for the TCR's benefit. This EIS can not be approved if the FRA has not independently verified the validity and accuracy of the TCR data. NO BUILD	Refer to EU-2, GN-2, NE-1, SC-3, SC-6, SC-19, SC-20, SS-23, VA-1 and VA-3.
Donovan Maretick	2/19/2018	Website	EIS Statement: ES.9.12: All Build Alternatives would interact with existing transportation networks by necessitating roadway reconfigurations, freight rail crossings, aviation infrastructure mitigation, and bicycle/pedestrian improvements. ES.9.17: "... Road closures, detours and localized automobile congestion caused by construction could increase the response time for law enforcement, fire and emergency services personnel and school buses. However, closures and reroutes would be closely coordinated with local jurisdictions and both a construction transportation and traffic control plan would mitigate impacts." COMMENTS: This FRA statement is incorrect and misleading. It implies a harmonious relationship with the "no build" baseline. This is not accurate. "Roadway reconfigurations" should be properly stated as "CLOSURES". The term "aviation infrastructure mitigation" requires a better explanation of the its meaning. These statements are just another example of the FRA's biased position which has compromised their objectivity.	Refer to TR-8 and TR-11.
Donovan Maretick	2/19/2018	Website	EIS Opening Comments: "Current FRA regulations do not comprehensively address safety requirements for train operations above 150 mph, such as the Project's proposed operations." Therefore, FRA may issue a Rule of Particular Applicability (regulations that apply to a specific railroad or a specific type of operation (RPA)), impose requirements or conditions by order(s) or waiver(s), or take other regulatory action(s) to ensure the Project is operated safely. This regulatory action(s) constitutes a federal action and triggers the environmental review under the National Environmental Policy Act (NEPA). COMMENTS: This train is projected to travel at 205 MPH. Based upon the FRA regulations, it can NOT perform an adequate SAFETY assessment of this project. This project can ONLY be assessed against a "Rule of Particular Applicability" after it is prepared and released. This EIS can not be approved as "Safety Acceptable" under the FRA's own regulations. NO BUILD	Refer to SS-4.
Donovan Maretick	2/19/2018	Website	EIS Opening Comments: "Current FRA regulations do not comprehensively address safety requirements for train operations above 150 mph, such as the Project's proposed operations." Therefore, FRA may issue a Rule of Particular Applicability (regulations that apply to a specific railroad or a specific type of operation (RPA)),impose requirements or conditions by order(s) or waiver(s), or take other regulatory action(s) to ensure the Project is operated safely. This regulatory action(s) constitutes a federal action and triggers the environmental review under the National Environmental Policy Act (NEPA). The FRA preferred route "A" traverses an area of Texas which is very prone wild hogs up to 700 lbs each, or more. This is not a problem encountered in Japan. Chain link fences have proven inadequate in keeping out these wild animals. The EIS fails to assess the overall risk of these animals finding their way to the rail service or the potential impact analysis of a train traveling at speeds up to 205 MPH and one or more 700lbs wild hogs. Three(3 people were killed in Uvalde, Texas in December 2017 due to hogs on the road. Loop 130 around Austin has been plagued with some many hog issues that drivers are selecting alternate routes. The FRA EIS must be rejected because of the incomplete safety assessment. A "desktop" assessment is not adequate for determining the real Texas threat to public safety. No Build	Refer to SS-2, SS-4 and SS-12.
Donovan Maretick	2/19/2018	Website	EIS Statement: Operational energy consumption would include the electricity needed to power the HSR trains, stations, TMFs and MOW facilities. The Build Alternatives would obtain electricity from the major electrical service providers in the Study Area. Due to the size and expected electrical demand of the Build Alternatives, it is likely that statewide electricity reserves and electrical transmission capacity would be affected. COMMENTS: Resource expansion is very costly. This is an additional burden that Texas taxpayers are being required to pay. The costs of this capitalization requirement is included in the FRA's assessment of the economic impact; however, these existing plans did NOT include the possibility of the TCR. Therefore, capacity expansion will not be enough to carry the additional burden of the TCR. How much will this cost Texans? When will this expansion be complete to meet the requirements of the TCR construction and operations demand? The EIS says the ERCOT has "planned" expansions; however, planned is not "committed" expansion. Furthermore, they are looking at 2029 for the planned coming on line. There is NO CONFIDENCE that this will occur by these dates and these dates do NOT synchronize to the requirements of the TCR. The FRA approval should be rejected based upon the lack of operational reliability and negative economic impacts on Texans.	Refer to EU-4.

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Donovan Maretick	2/19/2018	Website	EIS Statement: FRA reviewed alternative transportation modes to high-speed rail service that included higher-speed and conventional speed rail services, direct bus service and expansion of IH-45 and determined that these modes would not meet the purpose and need of the Project. COMMENTS: This statement confirms the FRA bias by removing the "No Build" option from their consideration or valid comparison for the public. This option is not provided the proper consideration or comparison disclosure throughout the EIS. Specifically, how did the FRA perform this analysis and what are the sources of the data used to perform this analysis? There appears to be no assessment of the size of traveling parties. Most travelers between these cities are in family sized groups. HSR pricing will not remove them from traveling. The advantages of destinations in the cities has NOT been assessed against the single downtown terminal locations. These single terminal locations is a deterrent to attracting HSR travelers. No BUILD!	Refer to BA-4, ED-1, NE-1 and PN-3.
Donovan Maretick	2/19/2018	Website	EIS ES.4: "TCRR identified the Dallas to Houston corridor as an ideal location and distance to implement high- speed intercity passenger rail that is financially sustainable, constructible and connects two of the largest urban centers in the country." AND " In order to meet the needs of growing travel demand spurred by population growth and a decrease in the level of service of existing transportation systems, both cities are addressing much needed infrastructure improvements. Intercity and intracity transportation infrastructure will require significant expansion and maintenance in the future; a reliable multimodal option to alleviate the strain on this existing infrastructure is needed to accommodate growing demand. " Comments: FRA has taken the TCR statements as being fact, without scrutiny. Growth projections, congestion, traffic capacities are all presented from a biased perspective of "Selling". Unfortunately, the FRA has failed to provide the proper level of judiciary oversight for the American public. All "data" provided by TCR must be verified by outside, independent sources. No build	Refer to GN-1, GN-2, NE-1, NE-8 and PN-3.
Donovan Maretick	2/19/2018	Website	EIS 9.17 Statements : "... Road closures, detours and localized automobile congestion caused by construction could increase the response time for law enforcement, fire and emergency services personnel and school buses. However, closures and reroutes would be closely coordinated with local jurisdictions and both a construction transportation and traffic control plan would mitigate impacts." Comment: A review of the Draft EIS fails to reveal a comprehensive assessment of the affects on police, fire and medical operations have NOT be performed. Due to road closures and relocations, additional resources (substations, vehicles, officers, firemen, ambulances, paramedics, etc.) may be required by all counties to meet the needs of the communities. This is driven by the transportation time changes and realignment of first responder operations. The lack of a proper assessment is just another example of a faulty financial impact statement on all of the rural communities. The EIS should be rejected due to a lack of a complete financial assessment and project risk on the citizens of Texas.	Refer to PI-1, SS-18, SS-23, SS-26, TR-6 and TR-8.
Donovan Maretick	2/19/2018	Website	EIS Statements : "... Road closures, detours and localized automobile congestion caused by construction could increase the response time for law enforcement, fire and emergency services personnel and school buses. However, closures and reroutes would be closely coordinated with local jurisdictions and both a construction transportation and traffic control plan would mitigate impacts." Comment: A review of the Draft EIS fails to reveal a comprehensive assessment of the affects on school districts has NOT be performed. Due to road closures and relocations, additional resources (Buses, Drivers, Schools and Teachers) may be required by all counties to meet the needs of the communities. This is driven by the transportation time changes and realignment of school district responsibilities. The lack of a proper assessment is just another example of a faulty financial impact statement on all of the rural communities. The EIS should be rejected due to a lack of a complete financial assessment and project risk on the citizens of Texas.	Refer to SC-6.
Donovan Maretick	2/22/2018	Website	On AECOM TECHNICAL MEMORANDUM NOISE AND VIBRATION it states "With regard to the effects of noise from passing trains on animals, noise impact would be expected to occur only within about 15 feet from the tracks for HSR trains operating on viaduct at the maximum speed of 205 mph. Because no animals would be this close to the tracks, noise impact on wildlife is not anticipated. Similarly, increased annoyance due to the startle effect of noise from rapidly passing trains at the maximum train speed of 205 mph would only occur within about 45 feet from the tracks, which is within the ROW. Therefore, increased noise annoyance due to startle should not be an issue." The word "should" in the last sentence does not provide someone who is moving cattle on horse back under a viaduct or tunnel in a berm much comfort. This should be a definitive answer and not "should". If safety is paramount, then Texas Central should be held to a higher standard to protect not only those riding the rail but those working beside it. No Build!	Refer to NR-1.
Donovan Maretick	2/23/2018	Website	IT WAS ANNOUNCED THAT A SECOND HARRIS COUNTY MEETING WOULD BE HELD ON MARCH 5TH. IT IS CLEAR AND EVIDENT THAT THE ONLY TWO COUTIES THAT SUPPORT THIS PROJECT ARE HARRIS AND DALLAS COUNTIES. ALL COUNTIES IN BETWEEN WERE ONLY GIVEN ONE PUBLIC COMMENT PERIOD AND MANY WERE HELD THE SAME NIGHT SO RESIDENTS WHO OWNED PROPERTY IN BOTH COUNTIES WERE NOT ABLE TO SPEAK ON THE PROJECT IN BOTH COUNTIES. THIS IS A FLAWED AND UNFAIR FRA PUBLIC HEARING PROCESS WHEN THE FRA SETS TWO RURAL COUNTY MEETINGS PER NIGHT LIMITING RURAL LANDOWNER ATTENDANCE SINCE SOME PEOPLE LIVE ON THE BORDER OF COUNTIES AND THEN THE FRA GIVES HARRIS COUNTY TWO FULL PUBLIC HEARING MEETINGS, NOT TO MENTION THE LATE CHANGE IN A MEETING LOCATION THAT HELD FEWER PEOPLE IN MADISONVILLE. This process has been seriously flawed and hasn't been in the best interest of the public. No Build.	Refer to PI-8, PI-10 and PI-11.

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Donovan Maretick	2/25/2018	Website	In an article titled A Study of the development and issues concerning High Speed Rail (HSR) by Yong Sang LEE (Visiting Scholar, Korea Railroad Research Institute) http://www.tsu.ox.ac.uk/pubs/1020-lee.pdf they state: "Moreover, Sands (1993) analyzes the development effects of HSR stations, focusing on Shinkansen, TGV and ICE. He indicates the effects of HSR networks on employment and population, in particular, in areas close to HSR networks Ishigawa (1985) contends that the Shinkansen had an effect on regional development. However the effects mainly depend on regional power not just on high speed linesiv. Givoni (2006) concludes that HSR is the best designed to substitute conventional railway services on routes where much higher capacity is required and to reduce travel time, further improving the railways service, also against other modes, therefore leading to mode substitution. However, the high investment in HSR infrastructure could not be justified based on its economic development benefits since these are not certain." This route does not follow where an existing passenger rail line is so there is no definitive proof that there is a demand for this service like in Japan. Texas Central also touts about how it will create economic development but this paper states the fact well because an infrastructure investment of this size simply cannot be justified based on economic development benefits that are uncertain. No build option.	Refer to GN-2, GN-3, NE-1 and SC-19.
Donovan Maretick	2/26/2018	Website	Reference ES.0 EXECUTIVE SUMMARY ES.1 Introduction Texas Central is planning to apply for Railroad Rehabilitation and Investment Financing (RRIF) loans. These loans have very weak taxpayer protections, could be awarded to entities that do not have the resources to repay them. Why does Texas Central refuse to release the financial feasibility study in the DEIS. Why is this kept from the public when it states on Texas Central's website that they will actively be seeking them. https://www.texascentral.com/rumors-vs-reality/project-financing/ Texas Central has not released a business plan, nor has it provided any verifiable, objective data to support its ridership projections or cost estimates. Given that this multi-billion dollar project unlike anything that has been built in the U.S., we feel it is imperative to closely scrutinize the project to make sure it is feasible, and that it can be privately funded and financed. We do not want the first U.S. high-speed rail line to fail. The economic welfare of those individual people whose property would be taken as well as the taxpayers who could be on the hook if TCR does not pay back the federal loans should be considered. The ridership and financial feasibility should be released to the public so that they can make an informed decision.	Refer to GN-4.
Donovan Maretick	2/26/2018	Website	According to an independent analysis conducted by the Baruch Feigenbaum https://reason.org/wp-content/uploads/files/texas_high_speed_rail.pdf As we noted back in 2013 in our study titled "High-Speed Rail in Europe and Asia: Lessons for the United States," only two high-speed train lines, anywhere in the westernized world, make money-Tokyo to Osaka and Paris to Lyon, and one breaks even-Hakata to Osaka-with the potential to make money if it remains in operation for at least 10 more years. ⁴ All other high-speed rail lines throughout Europe and Japan lose money. High-speed rail lines in these countries were built to relieve crowding on conventional rail lines and to connect central cities with extremely high residential and commercial population densities, low rates of car ownership, and large subway systems with high rates of usage. These cities also lack robust toll-free roadway systems and nearby airports with low-cost air service. In contrast, among major U.S. regions, Dallas and Houston have some of the highest rates of car ownership, smallest transit systems and percentage of transit usage, and lowest population densities. ⁵ As a result, even by U.S. standards, the Dallas to Houston corridor is far from ideal for high-speed rail. References: ⁴ Feigenbaum, Baruch. High Speed Rail in Europe and Asia: Lessons for the United States. Reason Foundation. 2013. Web. < http://reason.org/news/show/high-speed-rail-in-europe-and-asia >. December 14, 2016. ⁵ "Commuting Characteristics by Sex," and "Population, Housing Units, Area and Density." U.S. Commerce Department. U.S. Census Bureau. census.gov. Jan. 1, 2017. Web. < https://www.factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_15_5YR_S0801&prodType=table > and < https://www.factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_SF1_GCTPH1.ST10&prodType=table > Jan. 17, 2017. How does a company with no Railroad background hope to defy the odds of almost every other high speed train in the world. This is beyond reason and should be a no build!	Refer to GN-3 and NE-1.
Donovan Maretick	2/26/2018	Website	It states on the FRA site the below: NEPA Planning Benefits: *Identifies potential challenges prior to selection of actual routes or station locations. *Properly completed NEPA reviews reduce or eliminates mitigation risk. *The NEPA process enhances involvement of cooperating agencies and increases coordination for multimodal projects Why has TXDOT, FRA and Texas Central not coordinated with Waller County? This is absolutely disgraceful and a violation of NEPA. The DEIS is not accurate unless if cooperates with all agencies involved so as to take into consideration municipalities concerns for our environment. This factor alone should require a No Build as this process is being rushed to completion!	Refer to PI-1.
Donovan Maretick	2/26/2018	Website	Table 2 in the attached document display the key comparisons between major world cities, including population density, transit usage, automobile ownership, gas tax and square kilometers of rail line. The table examines three categories of cities: 1) Tokyo and Paris, both endpoints for profitable high-speed rail lines; 2) New York City and Washington, D.C., considered to be the two U.S. cities most conducive to	Refer to BA-6, GN-2, GN-3 and GN-4.

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			high speed rail (presently, the Acela higher-speed rail line connects these two endpoints); and 3) Dallas and Houston, Texas Central's proposed endpoints for its project. As shown in the table, Dallas and Houston lag behind in high-speed rail-friendly infrastructure. What assurances do we have that would dispute the data that the Reason Foundation submitted as a 3rd party independent agency submitted? Why does Texas Central believe that they could be profitable when others have failed? The cards are stacked against this high speed rail being self supporting before it is even built, therefore, No BUILD!	
Donovan Maretick	2/26/2018	Website	Ridership Projections 3.2.3.2 Vehicle Emissions Reductions Texas Central has released several different sets of ridership projections. Initially, Texas Central projected annual ridership of four million passengers by 2035.6 More recently, Texas Central upped this projection to five million annual passengers by 2025. And now in the DEIS it shows the long term forecast for annual ridership in 2040 would be 7.2 million passengers per year. TCRR estimates that 89 percent of the existing travel for the Dallas-Houston corridor currently occurs by car (private vehicle), while the remaining 11 percent occurs by air or bus. Table 3 reflects an independent study conducted by the Reason Foundation in regards to ridership forecast for Texas Central's project. High-speed rail ridership comes from many different modes including conventional rail, aviation, personal automobile, buses and "induced travel.7" Texas Central's ridership numbers seem to change like the wind and for a project that will cost billions of dollars and put peoples homes, businesses and land at risk, there simply isn't enough proof in regards to their calculated ridership projections. No Build! References 6 "Facts." Texas Central Rail. Texas Central Partners. Jan. 1, 2017, < http://www.texascentral.com/about/ >. Accessed Jan. 15, 2017. 7 Induced travel consists of trips that would not have been taken before, but now that high-speed rail is available, residents make the trip. Induced travel has been documented in both Europe and in the Northeast corridor.	Refer to GN-2, GN-3 and NE-1.
Donovan Maretick	2/26/2018	Website	There was a recent study conducted and article written titled "When birds collide with high-speed rail" released on January 24th 2018 by Plataforma SINCR. https://phys.org/news/2018-01-birds-collide-high-speed-rail.html If a high-speed train runs at 185 mph through small urbanized areas, it is possible that some animals will be surprised in their path, including magpies, pigeons, crows and buzzards. These collisions have not been scientifically analyzed or quantified to date. A new study now reports obtaining the first estimates in Spain. According to the article, "The development of high-speed rail poses new ecological challenges. The thousands of kilometers of railways with trains operating at speeds of more than 155 mph can generate unwanted effects, such as the mortality of birds, a fact that until now had not been analyzed or quantified." What causes collisions? According to the report, about a third of the rail crossings of the road occur below catenaries, which corresponds to birds that risk being run over. "In addition, more than 25 percent of the crossings in front of the train have birds that were perched on the ground, roads or cables of the infrastructure just before the train passes, as protagonists," says the researcher. The video record also confirms that the birds generally react at a distance of 200 to 445 feet of the train, so the train's speed leaves them little time to escape. "As a result, a small fraction of the birds that can be seen from the front of a train end up dying," he adds. There is nothing in the DEIS to address this issue and as you are aware, Texas is known for its vast population of birds and a large part of our tourism population that come are avid bird watchers. This could negatively impact both the bird population as well as the tourism generated by bird watchers. More research needs to be completed and a plan to reduce the risk of bird mortalities should be included or No Build!	Refer to GN-3 and NR-2. The construction and operation of the HSR system would not restrict bird watching activities or add any regulations that would restrict bird watching activities or indirect activities related to recreational bird watching. Because the Project would not restrict bird watching activities, no impacts to the bird watching industry are anticipated and therefore tourism generated by bird watchers would not be adversely impacted. Additionally, Section 3.6.5, Natural Ecological Systems and Protected Species and Section 3.4, Noise and Vibration outline potential impacts to wildlife in regard to noise and vibration from the construction and operation of the Build Alternatives. The Project is located within the migration corridor for several species; however, impacts to their migratory patterns are not expected as a result of the Project. For information regarding the Migratory Bird Protection Act please see Section 3.6.2, Natural Ecological Systems and Protected Species, Regulatory Context . Mitigation measures to avoid impacts to migratory birds and comply with the MBTA are described in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and NR-CM#1: MBTA Compliance .
Donovan Maretick	2/26/2018	Website	The DEIS does not address the negative impacts on our bird populations especially the Bald Eagle which is protected under the Bald and Golden Eagle Protection Act which I am including below. Studies have shown that birds are negatively impacted along thousands of kilometers of railways with trains operating at speeds of more than 155 mph and can generate unwanted effects, such as the mortality of birds, a fact that until now had not been analyzed or quantified. I am including this study here. The High Speed Rail will most certainly impact this species based on the population of bald eagles along this route. In 2018 alone, a total of 24 Bald Eagles have been reported in the first two months of the year in Harris, Dallas, Waller, Navarro, Freestone, Limestone, Ellis and Leon Counties all of which are along the path of the high speed rail. The Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c), enacted in 1940, and amended several times since then, prohibits anyone, without a permit issued by the Secretary of the Interior, from "taking" bald eagles, including their parts, nests, or eggs. The Act provides criminal penalties for persons who "take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export or import, at any time or any manner, any bald eagle ... [or any golden eagle], alive or dead, or any part, nest, or egg thereof." The Act defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb." "Disturb" means: "to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle, 2) a decrease in its	Refer to NR-2 and NR-3.

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			productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior." In addition to immediate impacts, this definition also covers impacts that result from human-induced alterations initiated around a previously used nest site during a time when eagles are not present, if, upon the eagle's return, such alterations agitate or bother an eagle to a degree that interferes with or interrupts normal breeding, feeding, or sheltering habits, and causes injury, death or nest abandonment. A violation of the Act can result in a fine of \$100,000 (\$200,000 for organizations), imprisonment for one year, or both, for a first offense. Penalties increase substantially for additional offenses, and a second violation of this Act is a felony. No Build#	
Donovan Maretick	2/26/2018	Website	The DEIS does not address the negative impacts on our bird populations especially the Bald Eagle which is protected under the Bald and Golden Eagle Protection Act which I am including below. Studies have shown that birds are negatively impacted along thousands of kilometers of railways with trains operating at speeds of more than 155 mph and can generate unwanted effects, such as the mortality of birds, a fact that until now had not been analyzed or quantified. I am including this study here. The High Speed Rail will most certainly impact this species based on the population of bald eagles along this route. In 2018 alone, a total of 24 Bald Eagles have been reported in the first two months of the year in Harris, Dallas, Waller, Navarro, Freestone, Limestone, Ellis and Leon Counties all of which are along the path of the high speed rail. These findings can be reviewed on the aviary website: https://ebird.org/tx/region/US-TX/regions?yr=cur&changeDate=Set The Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c), enacted in 1940, and amended several times since then, prohibits anyone, without a permit issued by the Secretary of the Interior, from "taking" bald eagles, including their parts, nests, or eggs. The Act provides criminal penalties for persons who "take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export or import, at any time or any manner, any bald eagle ... [or any golden eagle], alive or dead, or any part, nest, or egg thereof." The Act defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb." "Disturb" means: "to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle, 2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior." In addition to immediate impacts, this definition also covers impacts that result from human-induced alterations initiated around a previously used nest site during a time when eagles are not present, if, upon the eagle's return, such alterations agitate or bother an eagle to a degree that interferes with or interrupts normal breeding, feeding, or sheltering habits, and causes injury, death or nest abandonment. A violation of the Act can result in a fine of \$100,000 (\$200,000 for organizations), imprisonment for one year, or both, for a first offense. Penalties increase substantially for additional offenses, and a second violation of this Act is a felony. No Build#	Refer to NR-2 and NR-3.
Donovan Maretick	2/26/2018	Website	According to the Federal Governments paper titled "Birding Economics and Birder Demographics Studies Conservation Tools. by Paul Kerlinger." Birders are the primary user-group of neotropical migratory birds. In the United States, birders number in the tens of millions and spend upwards of \$20 billion dollars per year on bird seed, travel, and birding paraphernalia. Average yearly spending by active birders averages between \$1,500 and \$3,400, with travel being the major expenditure. Research needs include studies of birder demographics and birding economics at the national and state levels, as well as at specific birding sites. According to the Texas Almanac(texasalmanac.com/topics/environment/wildlife), Texas has many native animals and birds, as well as introduced species. More than 540 species of birds - about three fourths of all different species found in the United States - have been identified in Texas. Some 142 species of animals, including some that today are extremely rare, are found in Texas. This makes "Birding" a large source of income to our local economies here in Texas. The DEIS in Table 3.4-4: FRA Interim Criteria for Train Noise Effects on Animals reflects 100dba. Figure 6 in the attached California (Caltrans) study show : Threshold Shift in Birds Exposed to Noise. The growth and decay of threshold shift in four budgerigars exposed to four different levels of a 1/3rd octave band of noise for 72 hours. Threshold shift reaches an asymptote after 12-24 hours regardless of the exposure level. Exposure to a 76 dB noise results in a threshold shift of 14 dB which recovers within a few hours following the termination of the noise. Exposure to a 106 dB noise, however, leads to longer recovery time and a permanent threshold due to damage to the inner ear. Based on the high populations of birds and the economic impact that it has on Texas Tourism, more studies should be conducted much like the Caltrans. According to the The development of high-speed rail poses new ecological challenges. The thousands of kilometers of railways with trains operating at speeds of more than 155 mph can generate unwanted effects, such as the mortality of birds, a fact that until now had not been analyzed or quantified. According to the attached study just conducted in January 2018 titled "when Birds Collide with High Speed Rail" which I have attached, they calculate that a high-speed rail underway crosses birds in the vicinity of its frontal approximately every nine miles of travel, and runs over a bird every 225 miles. "On the Madrid- Levante line, on which the work has been carried out, some 60 birds per kilometer between Madrid and Motilla del Palancar, and 26 birds per kilometer on the stretch between Motilla del Palancar and Albacete, can be run over every year," Malo says. The DEIS covers very little on the effect that the High Speed Rail will have	Refer to NR-1 and NR-2. The construction and operation of the HSR system would not restrict bird watching activities, or add any regulations that would restrict bird watching activities or indirect activities related to recreational bird watching. Because the Project would not restrict bird watching activities, no impacts to the bird watching industry are anticipated. Additionally, Section 3.6.5, Natural Ecological Systems and Protected Species and Section 3.4, Noise and Vibration outline potential impacts to wildlife in regard to noise and vibration from the construction and operation of the Build Alternatives. The Project is located within the migration corridor for several species; however, impacts to their migratory patterns are not expected as a result of the Project. For information regarding the Migratory Bird Protection Act please see Section 3.6.2, Natural Ecological Systems and Protected Species, Regulatory Context . Mitigation measures to avoid impacts to migratory birds and comply with the MBTA are described in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and NR-CM#1: MBTA Compliance .

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			on Texas's bird habitat which is alarming considering the size of our Bird Watching community. An independent study should be conducted and mitigation steps should be addressed or no build!	
Donovan Maretick	2/26/2018	Website	In the name of Safety of TCR's HSR riders as well as security of the HSR Fencing while on Berms or at Natural Grade Level, I see nothing in the Fence design that indicates it will be "Predator" Fence? Additionally, I see nothing that states that at least the 200 miles of the very rural portion of the HSR route will be Visually Inspected on a Daily Basis for holes under the security fencing? In case the FRA does not know what "Predator" Fencing is, it is at a minimum a Three-Four foot section of horizontal fencing pinned at the outside edge as well as strongly wired to the bottom of the vertical fencing, preferably on both sides of the security fence. In case the FRA is not aware of rural wild animal habits, Coyotes, known to exist ALL up and down the route, will easily dig under your fencing if there is no Predator Fencing. After that happens, the Wild Hogs will easily exploit the situation left for them by the Coyotes and will end up on top of the HSR. I would suggest the FRA test the Safety of the HSR and its Riders for at least the collision of a 350#-400# hog while the train is traveling at or near 205 mph. Or, of course the FRA can disregard this potential important Safety Hazard and risk the lives of many riders on the HSR as Wild Hogs and Coyotes will find a way onto the HSR's Tracks one way or other. This subject of Wild Hogs is covered by the DEIS but relies only on the vertical security fencing. If this isn't addressed, then NO BUILD	Refer to SS-2 and SS-12.
Donovan Maretick	2/28/2018	Website	There are serious safety issues that are simply not addressed in the DEIS. There is no mention of TCR working with FERC on working with the pipeline company to ensure the public safety. According to the Dallas News: "A meeting that opened with a moment of silence for the 12-year-old girl who died in a house explosion quickly turned contentious Tuesday night when northwest Dallas residents worried about their safety voiced their fears and frustrations to city and Atmos Energy officials." Atmos has gas lines running within a matter of feet from the proposed rail and they do leak. According to the story, "While the meeting was occurring, Atmos discovered another gas leak at Fire Station 43 in the 2800 block of Lombardy Lane, less than two miles from the school, and firefighters were evacuated, Dallas Fire-Rescue spokesman Jason Evans said." A risk mitigation plan should be included with the EIS so as to ensure the safety of the public and environment or NO BUILD! https://www.dallasnews.com/news/dallas/2018/02/27/city-leaders-meet-northwest-dallas-neighbors-worried-gas-leaks-after-deadly-blast	Refer to EU-1 and SS-19.
Donovan Maretick	3/5/2018	Oral	Good evening. Thanks for everybody sticking around. One of the things I wanted to mention, I'm Donovan Maretick and I'm no build option. Can't tell by the shirt? Table 3.14-22 states the average one-way ticket price is \$199 each way. We've had a lot of people come out here, talk about the millennials, college students. I went to college. I lived on Ramen noodles. I don't know anyone that could spend \$199 to go each way, \$400 round trip, not going to happen. Also, if you noticed, Kevin Wright, at the very beginning of it, stated they had not applied for federal funding at this point. At this point. Let that sink in. So on Texas Central's website it states: As for federal loans, the project will explore all forms of capital available to private companies to finance debt for the project, including federal loan programs like RRIF and TIFIA. These programs are specifically designated to promote private investment to improve and innovate U.S. infrastructure. We've heard this before, people. SH 130. If anybody knows of the tollway between, I think it's San Antonio and Austin, this was a partnership between Spain-based Cintra and San Antonio Zachry, opened a 41-mile length road, highway between -- Cintra received a \$438 -- \$438 million TIFIA loan. It's the exact same loan that Texas Central is applying for based on its projections it submitted on how many cards it would use and their toll fee projections. Sound familiar? After the first year of operation, they had lower-than-expected traffic, which led to shortfalls in revenues. In less than three years after it was opened, the company filed for bankruptcy. According to the terms that emerged from bankruptcy court, all the private entities, \$1.4 billion debt was wiped away, leaving federal taxpayers left holding the bag for the \$430 -- 430 million federally backed Transportation Infrastructure Finance and Innovation Act. This is all too familiar. They've also stated that pension funds fund these infrastructure projects. Cintra managed to convince the Dallas fire and police pension fund to invest in its expensive risky IH-20 and I-635 toll roads. Who's risking whose money here? It isn't the private corporations. Do you think any government will let their roads fail when its public employee pensions and such vast amounts of public money are at risk in these deals? This is yet another way to guarantee a taxpayer bailout. So they may not at this point apply for them. Once they get the DEIS release, we all know what's going to happen. They're going to apply for the federal loans, they're going to default and we're going MR. HUMPHREY: Yeah, Mr. Scofield gave me his time. Can I take it? MS. GATES: So you're speaking for yourself and Mr. Scofield? MR. HUMPHREY: Yes. I'm speaking for Randy Scofield. My name is Bob Humphrey. I live in Harris County. He works for and represents people in Harris County that have land in that area. A lot has been said tonight about all the different issues, about the DEIS, about all the conflicts, all the things that are bad, but the thing that really strikes me tonight is the fact that I cannot believe that after we've heard all that's gone on about how TCRR has treated the landowners and everybody else, that they have, once again, stooped to one more low in the fact that they've paraded all of these associations through here for their benefit, okay? And then on top of that, that makes it worse, is the fact that they bring children, our young adults in here, who really don't have a clue about what's going on, and tell them lies that they come up here and repeat and those lies are the fact. There's a young lady here tonight, a very nice lady, said it's private. It's private. Private money. We also had Sylvester Turner's representative up here say, it is private money. It's private money. That's a	Refer to BA-6, ED-1, ED-2, GN-2, GN-4, NE-1, PN-3, PN-4 and SC-3.

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			lie. And when they tell us that they oted for the -- or pushed for the 977 House Bill where no state money could be used, they fought us every step of the way to the last minute. They lied and they're lying now. When they say they -- they have eminent domain, they was -- they sued Calvin House in court, in District Court 333, September 2016. They got a summary judgment against them. Calvin did. They lied. They do not have eminent domain, but you would make these young people here believe all of those lies. I -- it's beside me how these people can come and stand to look at us. They're our own neighbors and our own -- the people we see every day. How can they, for money, stand up and lie like this? The ridership. They claim they're going to haul 13,000 people a day. Well, Southwest Airlines, we're told, carries 1800 a day. Okay? They're going to put 13,000 people and take them out of their cars at a ridership of \$200 one-way trip? That's not possible. You've taken out of the EIS the financial viability aspect of it because if you look -- took a hard look at it, we, as Americans in Texas, are going to be paying for this, all of us. It's coming out of our pocketbook. And finally, they've been to -- they've been three or four years trying to raise private money, private. \$18 billion is what they claim. That's not the acquisition of the land. That's the property. I mean, that's the building of the rail. They've been able to raise about 300 million, 150 million of that is cash. The rest of it is in kind. That's less than 1 percent. They've been to the hedge funds in New York. They will not put any money up with them. They will put money with anything, but they won't put it with this. Now they're in Washington, D.C. and they're looking for a safety net from the federal government. If they can get that, then they can get these other people in because they'll have a guarantee. We need to stop them and stop them now. This is a no build. Thank you.	
Donovan Maretick	3/5/2018	Oral	Good evening. Thanks for everybody sticking around. One of the things I wanted to mention, I'm Donovan Maretick and I'm no build option. Can't tell by the shirt? Table 3.14-22 states the average one-way ticket price is \$199 each way. We've had a lot of people come out here, talk about the millennials, college students. I went to college. I lived on Ramen noodles. I don't know anyone that could spend \$199 to go each way, \$400 round trip, not going to happen. Also, if you noticed, Kevin Wright, at the very beginning of it, stated they had not applied for federal funding at this point. At this point. Let that sink in. So on Texas Central's website it states: As for federal loans, the project will explore all forms of capital available to private companies to finance debt for the project, including federal loan programs like RRIF and TIFIA. These programs are specifically designated to promote private investment to improve and innovate U.S. infrastructure. We've heard this before, people. SH 130. If anybody knows of the tollway between, I think it's San Antonio and Austin, this was a partnership between Spain-based Cintra and San Antonio Zachry, opened a 41-mile length road, highway between -- Cintra received a \$438 -- \$438 million TIFIA loan. It's the exact same loan that Texas Central is applying for based on its projections it submitted on how many cards it would use and their toll fee projections. Sound familiar? After the first year of operation, they had lower-than-expected traffic, which led to shortfalls in revenues. In less than three years after it was opened, the company filed for bankruptcy. According to the terms that emerged from bankruptcy court, all the private entities, \$1.4 billion debt was wiped away, leaving federal taxpayers left holding the bag for the \$430 -- 430 million federally backed Transportation Infrastructure Finance and Innovation Act. This is all too familiar. They've also stated that pension funds fund these infrastructure projects. Cintra managed to convince the Dallas fire and police pension fund to invest in its expensive risky IH-20 and I-635 toll roads. Who's risking whose money here? It isn't the private corporations. Do you think any government will let their roads fail when its public employee pensions and such vast amounts of public money are at risk in these deals? This is yet another way to guarantee a taxpayer bailout. So they may not at this point apply for them. Once they get the DEIS release, we all know what's going to happen. They're going to apply for the federal loans.	Refer to GN-2, GN-4, NE-1 and SC-3.
Donovan Maretick	3/6/2018	Website	On the day of the Cypress Public Hearing, Mayor Turner along with Texas Central announced the preferred station as the Northwest Mall. This was a clear and evident violation as the FRA should decide the route and not the Mayor of Houston. This process has been fraught with political corruption stemming from Mayor Turner and his affiliations. His own Chief of Staff Marvalette Hunter worked for Texas Central prior to working with the mayor which placed her in a position to sway the Mayors vote. Also in recent emails that were released Trent Seibert March 1, 2018, it shows that Mayor Turner himself helped a family friend Maya Ford to negotiate a contract with Texas Central to help push the train to the City of Houston and himself. She was paid \$5000 a month under this contract which is a clear ethical violation. Below is the article in its entirety: HOUSTON - Four months after City Hall sent out requests for proposals for engineering firms to study a downtown connection to a bullet train that would zip from Houston to Dallas, a close family friend of Mayor Sylvester Turner secured a \$5,000 per month contract with bullet train company, Texas Central. The family friend even asked Turner for advice on negotiating the contract. From the email of close family friend Maya Ford: "Hi there Pops," she wrote to Turner on Aug. 16, 2016. "I received the contract from Texas Central today. Can you please see attached and let me know if there's anything I should push back on? Also it shows that it's for one year. I recall you mentioned I should try to sign a multi-year deal. Should I approach it one year at a time, or negotiate that now?" The email raises questions if Turner is working two sides of the street: Helping a close family friend negotiate a contract with a company that was also trying to negotiate a deal with Houston as part of its bullet train plan. In August 2017, Turner and Texas Central signed a deal on the development of high-speed train passenger station connections. Texas Central needs Houston's help to provide its stations access to highways and public transit. Turner described Ford as a "low level employee" in a Wednesday press conference, but did not elaborate. He walked out of the press conference	Refer to BA-4, GN-4, GN-7, GN-9, NE-1, NE-6 and PI-4.

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			without answering questions about whether he played any role in securing Ford her contract. The "low level employee" comment belies Ford's high-level work with Turner. Not only was she a co-chair for Women for Turner during Turner's run for mayor, she also co-chaired his transition team after his election and has been described as a very close family friend in news reports. Keith Gross is a Houston-area attorney and former public official. He has also represented several elected officials in Harris County. "I have read the email," Gross said. "And I believe the transaction does not pass a smell test. The email correspondence between the mayor and a close family friend about negotiating the agreement shows she clearly looked to the mayor when negotiating the terms of the agreement. The email leads us to believe the mayor would have some influence on the hiring or on the terms of their agreement. There is simply no other explanation for the email." Ford did not return a call seeking comment. "I would be interested to know if Texas Central had been seeking to hire an employee, or did it create a position for her?," Gross said. Michael Moore, regional vice president with Texas Central, also did not return a call seeking comment. State records show that Ford filed the paperwork to create her company, Ford Momentum, three days after Turner's inauguration. The Ford Momentum website showcases work the company has done with other entities. Many are closely linked to the city, such as Houston First, Midtown Houston, Hire Houston Youth, and the Houston Health Department. The status of Ford Momentum is also unclear. State records show that just last month the Texas Secretary of State declared the company "inactive" and said it had a "forfeited existence" citing the Texas tax code. "The Secretary has received certification from the Comptroller of Public Accounts under Section 171.302 of the Texas Tax Code indicating that there are grounds for the forfeiture of the taxable entity's charter, certificate or registration," the letter the Secretary of State to Ford Momentum reads. "The Comptroller of Public Accounts has determined that the taxable entity has not revived its forfeited privileges Within 120 days after the date that the privileges were forfeited." The bullet train has been a long-talked about project designed to transport passengers between Houston and Dallas in 90 minutes. The \$12 billion project will be privately funded. Texas Central says the train system is expected to start its build-out this year. It is expected to generate \$36 billion to the economy over the next 25 years, create more than 10,000 jobs per year during construction and more than 1,000 jobs each year after that. Texas Central has made progress in Dallas, too. In January, plans for the North Texas Station in Dallas were released. It will be located on the west side of The Cedars with pedestrian walkways connecting to Kay Bailey Hutchison Convention Center. The project has its critics. Late last year, the Federal Railroad Administration narrowed the potential paths for the train down to one likely route. Homeowners in rural areas between Houston and Dallas are concerned that train might possibly cut through their property. The actual emails are attached https://texasmonitor.org/sylvester-turner-family-friend-secured-5k-month-job-company-wanted-houston-bullet-train-deal/	
Donovan Maretick	3/8/2018	Website	The FRA initially announced 10 public comment periods and then at the last second held an 11th in Harris County for no reason other than to garner additional support. The majority of the county meetings were held two in one night which did not allow a person who owns property in both counties to participate in both meetings. Why did the FRA allow an additional hearing in one county and not the others?	Refer to PI-1.
Donovan Maretick	3/8/2018	Website	I would hope that placing a comment on the impact on our environment would be as a result of being a result of looking out for our planet, and countryside. Why is it that Texas Central is allowed to bribe the public with a chance to win a free toy if a comment is entered. If a politician offers me a gift for my vote, then its called bribery. This should be a violation of the NEPA process.	Refer to PI-4.
Donovan Maretick	3/8/2018	Website	I have been working to clear my land (Tract number TX-WA-01-024.000)over the past three years and while doing such I have found multiple arrow heads as well as pottery which I am attaching a picture of here. As Texas Central has never been allowed to survey my property, they could not perform any historical digs as required by NEPA. There have been many tribes of Indians in the Waller County area and as such, I do not know if I may have a Indian Burial ground or some other historical relics on my property but this should have been investigated prior to the release of a DEIS.	Refer to CR-5.
Donovan Maretick	3/9/2018	Website	Critical Health Effects Noise pollution can result in adverse impacts on health and well-being. The impacts on humans of noises above the acceptable range have been studied extensively. At extreme levels, hearing itself can be impacted. Other problems related to noise include compromised learning, stress, high blood pressure, sleep loss, distraction and lost productivity, and a general reduction in the quality of life and opportunities for tranquility. ¹ Fewer studies have been done on impacts to wild and domesticated animals, but environmentalists are concerned with impacts such as interference with communication, masking predation, startle and fright. ² Studies indicate that children are more sensitive than adults to loud noise. Humans (and animals) are more sensitive to noise when they are sleeping. More than 30 years ago a researcher, Dr. Arline Bronzaft, found that students in a school next to a elevated train in NYC were one year behind in reading ability if they had been on the noisy side of the school. We have multiple schools in Leon County by the construction zone as well as Cy Falls High School which will be right under the rail off Huffmeister and 290. That same researcher found that a couple years after the noise was reduced, the reading abilities of students on the formerly noisy side of school improved. ³ The community, train riders, and train operators & employees have different types of exposure to the "noise climate" and the climate will be different after build out than during construction. During construction, the noise levels are typically greater. Workers constructing the train, as well as members of the community adjacent to the tracks, must be protected from the adverse impacts of excessive noise. The FRA is obligated to mitigate noise issues that exceed the current	Refer to NR-1, NV-1 and PI-8.

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			situation. However, the EIS might not address specific concerns in your community unless members of your community provide very specific comments to the FRA detailing areas of concern (e.g., schools, hospitals, etc.), location, details of land use (e.g., hours of use, typical ages), desired dB levels (see chart below), accepted standards, etc. As many neighborhoods especially around the Houston station locations were not informed and will not get any input due to the lack of the FRA and TCR to work with local communities as per the NEPA requirement. Sources Noise Pollution Clearinghouse High Speed Train Noise Effects on Wildlife and Domestic Livestock, C.E. Hanson A Quieter School: An Enriched Learning Environment, Quite Classrooms	
Donovan Maretick	3/9/2018	Website	<p>High Speed Rail Implications We need to consider the change in noise pollution between High Speed Rail and the existing situation. Some of these changes are positive and others need to be mitigated. According to the HSRA, High Speed trains "generate lower noise levels than conventional trains at speeds with which most people are familiar [under 125 mph]. At higher speeds, however, HST shows a noise increase over conventional trains due to aerodynamic effects. A mitigating factor is that the high speeds enable HST noise to occur for a relatively short duration (a few seconds at the highest speeds)." In addition, "the total noise generated by a train is the combination of sounds from several individual noise generating mechanisms, each with its own characteristics, including location, intensity, frequency content, directivity, and speed dependence... These noise sources can be grouped into three categories according to the speed of the train."⁸ For low speeds, below about 40 mph (64 kph), noise emissions are dominated by the propulsion units, cooling fans, and under-car and top-of-car auxiliary equipment, such as compressors and air conditioning units. The HST would be electrically powered and considerable quieter at low speeds than conventional trains, which are usually diesel powered. In the speed range from 60 mph to about 150 mph (98–241 kph), mechanical noise resulting from wheel-rail interactions and structural vibrations dominate the noise emission from trains. In the existing rail corridors in California, conventional trains seldom exceed 79 mph (127 kph), so this speed range, which represents a medium range for HST, is the top end of noise characteristics for trains with which most people are familiar. Speed has a strong influence on noise in the medium speed range. Above approximately 170 mph (274 kph), aerodynamic noise sources tend to dominate the radiated noise from the HST. Conventional trains are not capable of attaining such speeds. HST noise in the transition speeds between each of the three foregoing ranges is a combination of the sources in each range. In addition, the noise onset is very rapid with higher speeds. Instead of a slowly approaching noise that gradually gets louder as the train approaches and then dissipates as it leaves, the velocity of a high speed train means that the noise is more sudden. Typically, rapid onset noise is considered more disruptive. The following graph demonstrates the areas of impact of rapid noise onset as a function of distance and train speed. In areas where HSR will share an existing rail corridor (e.g. Caltrain, Metrolink), grade separations should eliminate noise from horns at the existing grade crossings as well as the warning bells of the crossing guards. (Note: horns may still be used at stations.) HSR found that these sources currently dominate the noise climate in areas within a .25 mi radius of the grade crossings.⁹ However, they appear to have assumed in their analysis that this benefit would outweigh all other impacts: the potential noise impact ratings from screening were adjusted to account for segments where at-grade crossings would be eliminated for existing passenger and freight trains as part of the implementation of HST service along that alignment. A reduction in one impact rating level (high to medium or medium to low) was made only for alignments where HST speeds would be less than medium or medium to low) was made only for alignments where HST speeds would be less than 150 mph (241 kph) Train operations have an impact on noise pollution as well. Obviously, the frequency of trains increases the cumulative impact of noise. The HSR anticipates running 19 trains per hour (tph) at peak service.¹⁰ In addition, for corridors with existing commuter trains, it is important to understand the future plans for those services as well. For example, UP, BNSF, 290. 2025 anticipates an increase to 12 tph during peak hours.¹¹ (Note: the rail documentation usually talks about a tph number in each direction: eg. 6 tph in each direction. The numbers here are for both directions because that seems to make more sense to the average person.) Vertical Alignments According to HSRA, the vertical alignment of the train has an effect. "Noise from elevated trains travels twice as far as noise from trains that are 'at grade' (at ground level). The noise of underground alignment is concentrated at tunnel entrances and at vent locations."¹² The FRA provides a useful diagram that shows comparisons of the shielding corrections associated with various types of track geometries (alignments). [insert image pg 56, http://www.fra.dot.gov/downloads/RRDev/final_nv.pdf] Power Stations In addition to noise of the trains themselves, other operational structures should also be considered, such as the electric substations, venting of tunnels, transformers and catenary lines. Construction Noise Noise during construction includes similar factors as any heavy construction site. Trucks, heavy equipment, etc. will all create noise pollution as the train system is built. Early morning and nighttime operations could impact community sleep, and loud construction in sensitive areas (eg around schools) can impact the learning environment. OSHA regulations are expected to protect the people working on construction. Sources Noise Pollution Clearinghouse High Speed Train Noise Effects on Wildlife and Domestic Livestock, C.E. Hanson A Quieter School: An Enriched Learning Environment, Quite Classrooms Bay Area to Central Valley Final [Decertified] Program EIR/EIS Volume1, Section 3.4 Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Safety Margin, EPA. HST Noise and Vibration Technical Evaluation, Bay Area to Merced; and Los Angeles, Orange County and San Diego Guidelines for Community Sounds, WHO. Bay Area to Central Valley Final [Decertified] Program EIR/EIS Volume1, Section 3.4 ibid HST Noise and</p>	Refer to NV-1.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS				
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			Vibration Technical Evaluation, Bay Area to Merced HSRA Report to the Legislature, Dec 2009 (aka 2009 Business Plan) Ridership, Revenue & Operations Chapter (p 66) "This peak schematic pattern provides 57 trains in each direction in 6 hours, for an average of just under 10 trains per hour. The off-peak for the initial phase of service provides 71 trains in each direction over a 10-hour period, for an average of 7 trains an hour." Caltrain Electrification Newsletter, Summer 2009 (here) HST Noise and Vibration Technical Evaluation, Bay Area to Merced Sound Walls: Absorptive versus reflective design and effectiveness http://calhsr.com/environmental-review/noise-pollution/	
Donovan Maretick	3/9/2018	Website	Here is the one showing how ALT A is not the best in impacts. All along I was putting takings above charts and highlighting the lowest or best ALT . Just did a find for takings and this is what I came up with Is Alt A the least impact based on Takings of property and such? Table 12: Summary of Land Use Impacts per Build Alternative Alt A ties or beats others on 3 items out of 15 items. Alt C BEATS in 3 and ties in 1. Table 18: Comparison of Build Alternatives A, B and C Alt C is lower in 10 out of 17 items while ALT A is lower or ties on 3 items Table 3.7-83: Estimated Impacts to Wetlands by Build Alternative Alt A is actually the HIGHEST total of wetland crossings. Alt A is HIGHEST in number of acres temp perm Table 3.9-20: Comparison of Utility Impacts by Build Alternative Alt A is not the lowest in any of the 4 categories Table 3.13-17: Summary of Land Use Impacts by Build Alternatives Alt A is lowest only one 1 subject and tied for lowest in 2 others. Alt C Lowest in 3 and tied at zero for the 4th Table 3.18-10: Estimated Parcel and Structure Acquisitions by Build Alternative Alt A does not even have a single item its the lowest out of 10 items. ALT F is the lowest in 3 of them The above is all the items that ALT A is not the best option. Even with the bad data on noise impacts being wrong (Nothing noted in Stone gate and White Oak Falls the indicators for the house same distance one has noise marker and other one does not) We need, DEMAND, an accurate DEIS so that an informed decision can be made on impacts to local stakeholders. Current DEIS is nothing better than thrown together to get the result desired vs true and accurate (as good as it can be) to let the data dictate the projects fate. No build is the only option until these above items are corrected and a true route based on true impacts can be looked at	Comment noted.
Donovan Maretick	3/9/2018	Website	Please see the attached comment sheet. It is clear and evident that the choice for the preferred route and station location was chosen prior to the DEIS and the study was conducted to approve this route. I find it hard to believe that a private company can come in and draw lines on a map and say, FRA pick which one of these that will meet our purpose and need. I can choose six routes and pick five that are terrible and one that is good, does that justify the FRA to pick the one that is good when the six routes were selected erroneously from the beginning? This process is fatally flawed and allows a 3rd party the opportunity to selectively choose what land they want no matter what the consequences are. FRA has been pushing this project for Texas Central going against the very people that they are supposed to protect. No Build! The I-45 corridor was eliminated by the FRA before the DEIS partly due to travel time (this appears to be a violation of NEPA also as it places travel time over all other NEPA considerations, including the Clean Air Act, Historic Preservation, Environmental Justice, and Noise and Vibration): "To roughly parallel I-45 would require slower speeds around curves and would not achieve the TCR's technical requirement of a 90-minute travel time." Dallas to Houston High-Speed Rail Project Corridor Alternatives Analysis Technical Report - August 10, 2015 - p 14 The DEIS contains speed charts for the proposed HSR system: However, these times are based on "The train operates between Houston and Dallas without encountering any speed restrictions other than those imposed at the stations" DEIS 234180- AFN-REP-Conceptual Engineering Report.Docx Page 26 of 199 Noise and Vibration is a NEPA issue. One way to control the noise of the HSR is to lower the speed of the trains. Do any of the routes meet the purpose and need of 90 minutes travel time if speed has to be decreased to combat noise issues? Also, it appears that the rural counties may reject Texas Central re-routing roads over rail, or rerouting roads at all. Will this change the inclines and curves and slow the HSR down? The Travel Times must be recalculated allowing for 1) slower speeds in residential areas and 2) any changes in incline or curve due to not being able to re-route roads. If any alignment then fails the 90-minute travel time, it must be rejected as the I-45 corridor was.	Refer to BA-7, BA-8, GN-9 and NE-1.
Donovan Maretick	3/9/2018	Website	High Risk of Federal Loan Default Texas can't afford another SH-130 Bankruptcy Scenario Texas Central states on their website: "As for federal loans, the project will explore all forms of capital available to private companies to finance debt for the project, including federal loan programs like RRIF and TIFIA. These programs are specifically designed to promote private investment to improve and innovate US infrastructure." SH-130 Background: The SH 130 Concession Company, a partnership between Spain-based Cintra and San Antonio-based Zachry American Infrastructure, opened the 41-mile-long southern portion of the State Highway 130 toll road, from north of Mustang Ridge to Seguin, in October 2012 to much fanfare. Cintra received a \$438 million dollar TIFIA Loan based on its projections it submitted on how many cars would use it and their toll fee projections (Sound Familiar?). After the first year of operation they had lower-than-expected traffic which led to shortfalls in revenue. In less than three years after it was opened, the company filed for bankruptcy. According to the terms that emerged from bankruptcy court, all of the private entity's \$1.4 billion debt was wiped away, leaving federal taxpayers left holding the bag for the \$430 million federally-backed Transportation Infrastructure Finance and Innovation Act (TIFIA) loan given to the private entities. This means that us the taxpayers are on the hook. Cintra even managed to convince the Dallas Fire & Police Pension Fund to invest in its expensive, risky I-820 and I-635 toll projects. Who's risking whose money here? It sure isn't the private corporations. Do you think any	Refer to GN-4 and NE-1.

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			government will let these roads fail when its public employee pensions and such vast amounts of public money are at risk in these deals? This is yet another way to guarantee a taxpayer bailout. So you can be sure this is by design to set-up a system too big to fail. Other cases The first TIFIA loan went to the South Bay Expressway in San Diego, CA, that went bankrupt in less than years. The rosy traffic projections were off by nearly 40,000 cars a day. When the San Diego Association of Governments took over the road after it emerged from a Chapter 11 bankruptcy, the taxpayers had to take an almost \$80 million loss on the loan. No matter what, taxpayers are the 'big losers,' and unlike the reality TV show, there's no upside. On Cintra's two projects in Dallas-Ft. Worth, not only did it grab two TIFIA loans that combine to equal \$1.5 billion, it secured over \$1 billion in Private Activity Bonds (PABs, tax-exempt bonds), and \$1 billion in gas taxes for a combined project cost totaling \$4.7 billion. Indeed, on I-820, the taxpayers put more cash into the deal than Cintra. So there is simply no way any person confronted with the facts can call P3s free market in ANY way. They're a form of corporate welfare that socializes the losses while the special interests walk away with all the profits.	
Donovan Maretick	3/9/2018	Website	High Speed Rail Implications We need to consider the change in noise pollution between High Speed Rail and the existing situation. Some of these changes are positive and others need to be mitigated. According to the High Speed Rail Association, High Speed trains "generate lower noise levels than conventional trains at speeds with which most people are familiar [under 125 mph]. At higher speeds, however, HST shows a noise increase over conventional trains due to aerodynamic effects. A mitigating factor is that the high speeds enable HST noise to occur for a relatively short duration (a few seconds at the highest speeds)." In addition, "the total noise generated by a train is the combination of sounds from several individual noise generating mechanisms, each with its own characteristics, including location, intensity, frequency content, directivity, and speed dependence... 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(Note: horns may still be used at stations.) HSR found that these sources currently dominate the noise climate in areas within a .25 mi radius of the grade crossings.9 However, they appear to have assumed in their analysis that this benefit would outweigh all other impacts: the potential noise impact ratings from screening were adjusted to account for segments where at-grade crossings would be eliminated for existing passenger and freight trains as part of the implementation of HST service along that alignment. A reduction in one impact rating level (high to medium or medium to low) was made only for alignments where HST speeds would be less than 150 mph (241 kph) Train operations have an impact on noise pollution as well. Obviously, the frequency of trains increases the cumulative impact of noise. The HSR anticipates running 19 trains per hour (tph) at peak service.10 In addition, for corridors with existing commuter trains, it is important to understand the future plans for those services as well. For example, Caltrain 2025 anticipates an increase to 12 tph during peak hours.11 (Note: the rail documentation usually talks about a tph number in each direction: eg. 6 tph in each direction. The numbers here are for both directions because that seems to make more sense to the average person.) We should learn from the California High Speed Rail study which I am providing the link to below. We do not have an accurate representation in the DEIS for sound studies. No Build! http://calhsr.com/environmental-review/noise-pollution/ Sources Noise Pollution Clearinghouse High Speed Train Noise Effects on Wildlife and Domestic Livestock, C.E. Hanson A Quieter School: An Enriched Learning Environment, Quite Classrooms Bay Area to Central Valley Final [Decertified] Program EIR/EIS Volume1, Section 3.4 Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Safety Margin, EPA. HST Noise and Vibration Technical Evaluation, Bay Area to Merced; and Los Angeles, Orange County and San Diego Guidelines for Community Sounds, WHO. Bay Area to Central Valley Final [Decertified] Program EIR/EIS Volume1, Section 3.4 ibid HST Noise and Vibration Technical Evaluation, Bay Area to Merced HSRA Report to the Legislature, Dec 2009 (aka 2009 Business Plan) Ridership, Revenue & Operations Chapter (p 66) "This peak schematic pattern provides 57 trains in each direction in 6 hours, for an average of just under 10 trains per hour. The off-peak for the initial phase of service provides 71 trains in each direction over a 10-hour period, for an average of 7 trains an hour." Caltrain Electrification	Refer to NV-1.

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			Newsletter, Summer 2009 (here) HST Noise and Vibration Technical Evaluation, Bay Area to Merced Sound Walls: Absorptive versus reflective design and effectiveness	
Donovan Maretick	3/9/2018	Website	<p>Attached are comments that I support from Anastasia Norton. No Build. Children High Speed trains produce both noise and vibrations. Numerous studies show that the noise and vibration associated with these high speed trains damage children's learning, hearing and speech development. The more frequent the noise and vibrations, the bigger the effect. Children under 13 will be particularly impacted, and children with pre-existing challenges, including ADD, ADHD, or Dyslexia, will be particularly affected. Some studies have shown that there may actually be a link between the noise/vibrations and ADD/ADHD. The speech disturbances also lead to emotional problems, and long-term behavioral problems. Multiple studies have been conducted on children learning or living within 500ft of a High Speed Train, and every study's results prove that the effects are disastrous to the health of not only children, but also the elderly. For example, the Journal of Biological Psychology stated that "Background acoustic noise is detrimental to brain's auditory and speech functions. Children... are particularly vulnerable to the effects of background noise on language functions. Ongoing background noise impairs speech perception... and attention control" (pg. 142, T. Kujala, E. Brattico / Biological Psychology 81 (2009) 135--143) Children are more heavily impacted by noise and vibrations in their environment, and the noise & vibrations of HSR can lead to lifelong impairment of learning and education. In children, persistent noise (such as that from a HS train) causes impaired reading comprehension and long term memory problems, and noise negatively impacts cognitive development (especially in school age children). Noises from trains, especially elevated ones, also leads to reading difficulties and adversely affects children's academic performance. This was proven by a Cornell University study. Additional studies showed that noise impacts attention and response to stimuli, sound processing and attention control. There is a link between ADD/ADHD and children living near high speed trains. Direct damage to hearing occurs in children from upwards of 80dba (note --the proposed HSR minimum is 85 dba). The more often kids are exposed, the greater the effect. Long term results mean that HSR near children = hearing loss, speech impediments, learning difficulties, attention disorders and emotional problems. Even the Japanese recognize the impact of HSR noise, and it is HEAVILY regulated near residential areas, and is not permitted above 70 dba (https://www.env_po_ip/en/air/noise/railwav.html) SOME ADDITIONAL HEALTH CONCERNS FOR ADULTS High frequency noise and vibrations from trains can also lead to sleep disturbances in adults, and leads to cardiovascular risks in adults. Adults living near high speed rail have as much as a 35% greater chance of heart problems, including heart attacks and cardiovascular disease.</p> <p>PROPERTY VALUES A study was done called "Impacts Of Rail Transit On Property Values" that studied property values. The result - property values only increased near stations, and those rare areas that experienced an increase in value only saw at most a 5% increase in sales value. Worse yet, "For every 100 feet a property was closer to the [rail] Line, property values dropped by \$965." It was noted that the negative effect was due to such factors as noise, perceptions of crime, and visual intrusion. When the HSR was proposed in California, realtors noted properties that were unable to be sold as a result of the announcement. One property deal fell through because an appraiser noted a property along the rail corridor as being in an "area of diminishing value." and that the buyer was subsequently unable to secure a loan for that reason. FAMILIES WILL LOSE THEIR LIVELIHOOD THE LINE PROPOSED BY TCR GOES THROUGH PROPERTIES THAT, IN SOME CASES, HAVE BEEN IN THE FAMILY FOR 5 GENERATIONS. TCR has stated they intend to take only the land absolutely necessary for the project... even though this means that some land owners will no longer be able to use their property at all. There are MULTIPLE properties along the proposed route which will be cut in half and useless as a result of this project. As an example, Calvin House runs a wedding facility on his land in Waller County. TCR wants to run the train through his property, purchase only the strip where the rail line will go, and has sued him in court for refusing to allow their staff on his property. If the HSR is built, he will not be able to conduct weddings on his property with a HSR with 100 feet, which is his only source of income. Additionally, he will have no way to access the part of his land where the wedding facility is, and the value of his property will plummet. He won't be able to ever sell his property, and his livelihood will be destroyed. He was planning to pass the land to his children, like his father before him.</p> <p>In Japan, the Bullet trains operate at a loss, and are required to be supported by the government, due to a lack of riders. The company that owns/operates the Shinkansen trains has had financial difficulties from day 1, and had to be federally funded by the government of Japan in order to continue to run. Why? Because as Ken Burton Director for the Center of Transportation Policy, George Mason University noted in Urban Issues, 6th "...public transport usually underestimates cost and overestimates ridership." Because Texas Central proposes to use eminent domain, it would mean Texas homeowners, farmers and ranchers face condemnation of their private property if the HSR is permitted. This is a problem because: 1) The railroad is speculative, since there is no US market for HSR. 2) If the HSR is built, revenue for the rail would go to Japanese investors. This means the Texas government would give TCR the power to seize land from Texas landowners to support a foreign economy.</p>	Refer to ED-1, GN-1, GN-2, NE-1, NV-1, VA-1 and VA-4.
Donovan Maretick	3/9/2018	Website	NO BUILD SPEECH The DEIS says that "The No Build Alternative would not meet the specified Purpose and Need for this Project". The DEIS says that "The purpose of the privately proposed Project is to provide the public with reliable and safe high speed passenger rail	Refer to BA-6, GN-3, NE-1, NE-9 and PN-4.

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			<p>transportation between Dallas and Houston." The DEIS lists THREE functional criteria to support the Purpose and Need: Technological: bullet train vehicle and operating procedures based on the N-700I Tokaido Shinkansen system Operational: approximate 90-minute travel time between Dallas and Houston, with achievable speeds exceeding 200 mph in a fully sealed corridor Environmental: minimal impacts to the natural and built environments by maximizing adjacency to existing infrastructure ROW" So basically use a particular brand of train that should take a certain amount of time and the route selected should have minimal impacts compared to other routes studied. You could make up a Purpose and Need statement for any project anywhere and declare that NO BUILD doesn't meet the Purpose and Need statement because the Purpose and Need is to build the project. However, The Step 1 Screening of Corridor Alternative Report which was created before the DEIS and used to select the Utility Corridor, says that "The purpose of the privately proposed Project is to provide reliable, safe, and economically viable passenger rail transportation using proven high-speed rail technology between Houston and Dallas." The difference between the two statements is that the Step 1 Report includes "economically viable". In the Step 1 Report, there is a FOURTH item listed to "support the Project Purpose and Need of the Project": Economic: Achieve a favorable return on investment when weighing expected ridership and revenue against estimated project capital investments, real estate requirements, project delivery schedule, and long-term operations and maintenance expenses. Tim Keith, the CEO of Texas Central prepared a list of Frequently Asked Questions attached to the Step 1 report. In this he says "Additionally, the FRA must carry forward potential corridor alternatives that meet the Project's purpose and need, which includes the requirement that the project be "economically viable." As such, the various elements of the project's construction, including those directly impacting overall cost and the Project's impact on the human and natural environment must be considered at this and future stages of the EIS. " This criterion was used in the Step 1 Report to eliminate at least one proposed route from further study because it was "financially unviable ". The Reason Foundation Report "Texas High Speed Rail: Caution Ahead" concludes that the project will lose over \$500 million dollars a year. There is nothing in the DEIS to show that the project will be economically viable. It's telling that Texas Central and the FRA dropped the economic viability criterion for this project. Not only is NO BUILD an option, it is the only option. NO BUILD!</p>	
Donovan Maretick	3/9/2018	Website	<p>I would like all of the attached questions answered and explained by mail. This project has too many things that are being kept hidden from the public and we deserve more or NO BUILD! Ken Cope Candidate for U. S. Representative, TX District 6 www.CopeTexas.com Questions For Federal Railroad Administration (FRA) Dallas – Houston High Speed Rail (HSR) – Draft Environmental Impact Statement. My name is Ken Cope and I am a candidate for Congress representing this community. A review of the EIS has identified my anomalies that indicate either collusion between TCR and the FRA, or gross incompetence of the FRA. 1. The foundational question is who owns the EIS, the FRA or TCR? How much did the FRA rely upon information provided by TCR? 2. If TCR is found to have presented false or misleading information to the FRA as part of their application with the sole purpose of obtaining permits and, or, federal funding, what are the penalties for TCR and their respective executives? What are the legal consequences for the Japanese (Foreign Corporation)? 3. What are the responsibilities of FRA employees to report misleading and incorrect information presented by the TCR? To whom are they required to report this information? What incorrect or misleading information have FRA employees reported to date? 4. What are the legal consequences and liabilities of FRA employees that fail to fulfill their respective judiciary responsibilities for American citizens? 5. What prohibitions are in place that preclude FRA employees from working for the any entity that is involved in this project? How long must a FRA employee that leaves the FRA employment wait before taking a position with any entity that is involved in this project? Please explain any specifics that Texas citizens should be aware of. 6. What is the final decision process for the FRA EIS? Who is the final decision maker for the FRA EIS? What is the FRA EIS decision timeline of events from February 2018 through August 2019? 7. What is the organizational structure of TCR? What is the ownership structure of TCR? How much financial funding has the Japanese provided to TCR to date? What is the total level of financial support is the Japanese committed to providing to this project and when? 8. Is TCR exempt from any American law because it is majority owned by a foreign Japanese corporation? If so, what exemptions with the TCR enjoy? 9. What are the political action committees organized by the Japanese, TCR, TCRR? Who have these organizations made contributions to, when and how much? 10. Who in the federal Department of Transportation will be the final decision maker for each federal grant that TCR is applying? When are these grants projected to be awarded? What is the application and decision process and timeline for these grants? How does the timing of these grants relate to the proposed construction time table for this project? What are the values of these federal grants? What are the "matching" fund requirements of the private TCR before construction begins? What federal requirements will be in effect to ensure that the private funds are deposited before the construction can begin? Are these grants subject to Congressional oversight? Have the federal funds been appropriated for these grants? When? What federal appropriation(s) has approved the funding of these grants? 11. How can the FRA present a draft security statement in the EIS that is based upon data that hasn't been updated since 2014? Why hasn't this evaluation been updated with the current threat assessment? 12. Where did the FRA establish that the TCR ridership projections were accurate and feasible? What is the detail of this analysis and how much was based upon TCR provided data? 13. Why hasn't the FRA, or TCR, performed any coordination with local government officials about TCR's security or emergency reaction plans? How can the FRA approve a plan that it and/or TCR has failed to coordinate? What evidence has TCR provided that</p>	<p>Refer to AQ-1, BA-4, BA-6, ED-1, ED-5, EH-1, EU-2, EU-3, EU-4, GN-1, GN-2, GN-4, NE-1, NE-2, NE-4, NE-6, NE-8, PI-1, SC-6, SC-7, SC-20, SG-4, SS-3, SS-5, SS-18, SS-21, SS-23, TC-2, TC-6, TR-8 and WW-1. The economic analysis described in Section 3.14.5.2.3, Socioeconomics and Community Facilities, Environmental Consequences, Economic Impacts assesses potential tax revenue impacts for five defined economic analysis areas (see Section 3.14.3, Socioeconomics and Community Facilities, Methodology.) Economic activity is not confined to jurisdictional boundaries and, as such, this analysis does not include county-specific impacts. Black panthers do not occur in the United States. The Florida panther, a sub species of the mountain lion (Puma concolor) is considered endangered but only occurs in Florida and is spotted. "Black Panther" typically refers to a color morph of the jaguar (Panthera onca). They comprise a small percentage of the Jaguar population, generally restricted to South America, and have never been documented within the United States. Spotted jaguars once occupied much of Texas but have been extirpated from the state since the 1940s. The last jaguar known in Texas was shot and killed in 1948 near Kingsville. There are only a few individual jaguars known to exist north of the Mexican border, discovered recently in southern Arizona. None are known to occur in Texas (Schmidly and Bradley's "The Mammals of Texas" copyright 2016 by the Texas Parks and Wildlife Department). The Bald Eagle is listed as threatened by the Texas Parks and Wildlife Department. For information regarding the Bald and Golden Eagle Protection Act and this species, please see Section 3.6.2, Natural Ecological Systems and Protected Species, Regulatory Context. Maps include locations of Bald Eagle records provided by the Texas Parks and Wildlife Department's (TPWD) Texas Natural Diversity Database (TXNDD).</p>

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			<p>detail coordination has been completed? How much will the added levels of local emergency responders be reimbursed for the increased levels of required support? Who will be paying for these costs? 14. Why hasn't the TCR, or FRA, briefed local school districts about the impacts of FRA preferred route A on each of the communities between Dallas and Harris counties? How much will the local school districts have to pay for the reorganizing of school districts driven by proposed road re-routing and closures? 15. This project is being sold as a "Public" project. When will TCR release the basis of their financial projections, ridership, funding sources, risks, opportunities, return on investment analysis, etc.? Who will this information be provided to for independent validation? 16. The FRA energy assessment indicates that ERCOT has a 13% reserve capacity that can be used by TCR. If ERCOT has a 13% reserve, then how is it the Texas is experiencing so many "Brown Outs" during both Winter and Summer months? The EIS states that additional energy resources will be required, and on-line, by 2029. Who will pay and how much will the added capacity requirements cost? How much of the added capacity will be dedicated to this project? Texas uses coal fired plants, so how much greenhouse gases will be generated by these plants in order to support this project? If nuclear power plants are the source of future energy, when will new plants be available and at what cost? How will FRA/TCR bridge the energy requirement gap between first operations and the FRA projected on-line date of 2029? Where will the TCR be placed in the priority of energy during brown out periods and why? 17. Why hasn't the FRA incorporated independent economic analysis that reflect a negative 20%+ impact to all the counties between Dallas and Harris? What negative economic impacts has the FRA incorporated into their analysis? If any, what are they and how was these values determined? Who did the FRA coordinate with at the county levels to obtain the financial impacts in the local communities? 18. The FRA preferred route A appears to violate federal law by impacting habitat of endangered species. Why hasn't the FRA addressed these missing endangered species? These include bald eagles and black panthers. 19. Use of eminent domain will generate landowner lawsuits that would not have occurred except for this project. How much with TCR fund to support the local governments who will be required to pay for legal services for landowners? When will this funding be provided to the local governments and how? 20. Wild hogs are a real safety concern for Texas. Who performed a safety threat analysis of wild hogs getting on the HSR rails and impacting a train traveling 205 MPH? 21. The EIS says that 60% of this project will be viaduct. The EIS also states that the entire system will be enclosed. True viaducts allow for trans versing under the viaduct; however, a fully enclosed system negates any benefits of the viaducts. Which is it? Viaducts, or fully enclosed? If both, then why is TCR attempting to sell Texans with photos of viaducts without the enclosure fencing? 22. The TCR has publicly stated that it will not need government funds. The FRA EIS says that federal grants will be pursued by TCR. Which is it? If federal funds are being pursued, how much funds are being requested and why? What is the true level of financial investment from the Japanese? How much of the Japanese investing pool is from the Japanese government? 23. What is the net effect of the increased property tax revenues for Ellis County when offset by the negative impacts on sales tax revenue? 24. Where will the HSR trains (Cars) be manufactured? How will the come into the United States and where will the final assembly be located? Who will perform the final assembly and what are their contractual arrangements with TCR and the Japanese? Are any of the manufacturing processes subject to import or export restrictions, and why? 25. What are the materials used to manufacture the trains and are they subject to technology restrictions? 26. How much of the trains will be "Made in America"? Explain. 27. What intellectual property rights are being reserved by the Japanese and why? 28. How many trains will be required from day 1 through full capacity? 29. What are the minimum quality standards of the steel used to manufacture the rails that will be used on the railway? What is the source of this steel? 30. If a disruption occurs during normal operations, what are the procedures to halt all trains and to recover all passengers to safety? What happens if loss of power occurs during 100-degree summer days and passengers are stranded in remote locations away from emergency responders and on an elevated viaduct? How long can passengers survive when suspended above ground, without electricity? 31. What backup electrical resources will be installed and where will they be located? What will trigger their usage? 32. Can the TCR still obtain federal eminent domain authority? If so, how? Who would have to approve federal eminent domain? 33. What is the maximum downward force of a fully loaded train traveling at 205 MPH? 34. How much will the Japanese and TCR place in a "performance bond" to protect the citizens of Texas through full construction? 35. What are the financial arrangements of insurance and warranties the TCR will be required to maintain and protect the citizens of Texas from the risk of failures? 36. Texas is considering additional taxes on railroads that travel in excess of 125 MPH to protect its citizens from unexpected costs that are not covered in the TCR plan. What affect will an additional 25% sales tax on every ticket have on the viability of this project? 37. Electrical power lines will be required to be "relocated". What is the financial costs of these relocations by county? Who will be required to pay for these relocations? Will these costs flow through to the citizens of Texas? 38. Plumbing and Water lines will be required to be "relocated". What is the financial costs of these relocations by county? Who will be required to pay for these relocations? Will these costs flow through to the citizens of Texas? 39. Fiber optics and communication lines will be required to be "relocated". What is the financial costs of these relocations by county? Who will be required to pay for these relocations? Will these costs flow through to the citizens of Texas? 40. What is the minimum composition ingredients (materials) of the railroad roadway base? What are the sources of these materials? How much is required for the construction of the roadway base? 41. What kind of water retention structures will be built along the railway? Where will these be constructed (identify whether it will be on the</p>	<p>Additionally, for mitigation information please see Section 3.6.6.1 Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and NR-CM#2: Bald and Golden Eagle Protection Act Compliance. Detailed schedules for the Project have not yet been finalized, however it is anticipated that vehicles would make between 20 to 30 trips per day, with between 30 and 60 minutes between departures. Emergency access to trains would be provided at station areas, maintenance facilities, and at vertical access points placed periodically along elevated track at an interval consistent with the federal rule making process. All public roads would either be built over the Project (road over rail), maintained under the Project (road under rail), or would be rerouted to cross the Project. Temporary construction of a road is not considered a closure. If the road is modified by a reroute or road over rail, it would remain open but realigned. Design and locations of retention structures will be developed during detailed design. Preliminary locations for retention structures occur along northbound and southbound sides of the railway, as applicable to minimize and avoid impacts to existing drainage.</p>

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			northbound or southbound sides of the railway)? 42. What international manufacturing quality standards is the train manufacturer certified to perform? What is the quality record of the train manufacturer? 43. Why did the FRA present aerial maps of proposed routes that are outdated? Who prepared these maps? How did the FRA validate the impacts of the preferred route A against these aerial maps? 44. How did FRA validate the road closures, by county? How did the FRA validate TXDOT data to aerial overviews of the proposed routes? Why did the FRA not conduct 100% helicopter surveys and impact analysis of each proposed route? If the FRA did, where are the results of these inspections? 45. Why are “re-routes” not considered “closures”? FRA road closures and reroutes appear to be significantly understated when compared to actual physical characteristics. Why is this? 46. How will the FRA remedy over/under pass design characteristics (14’) that do not meet the needs of the farm & ranching equipment requirements of the local residents? 47. The executive summary states that the “No Build” alternative does not meet the criteria of the “purpose” of the study. This means this option is not a possible outcome of this EIS. Why has the FRA already ruled out an alternative that rural Texas favors? 48. What design alternatives to the N700 Japanese rail system has the FRA investigated and weighed in this EIS? Why have all newer technologies been ruled out of this EIS? What DARPA alternative plans would potentially meet the criteria of the “Purpose” of this EIS and why have they been ruled out? 49. With 53-Year-old technology and designs, how is the N700 designed? Via paper drawings or by computer generated design tools? If computer generated design tools, which ones and what software versions are the current designs controlled? 50. Are the N700 trains currently being manufactured in Japan? If not, then when was the last one manufactured? Where? What is their manufacturing history and how many have they produced annually for the last five years? Will the Japanese be required to re-tool their factories to manufacture the trains for Texas? If so, why and how much capitalization funding must they perform to achieve these manufacturing requirements? What is the timeline for these modifications and how does this relate to the TCR operational commitments? When did the FRA observe the manufacturing process? Who represented the FRA and what manufacturing experience did these individual possess? 51. What manufacturing oversight will the FRA possess of the Japanese manufacturing operations? Is there an organization similar to the Federal Aviation Administration (FAA) which will have international safety, quality and operational control of this project? If so, then who and explain their roles & responsibilities. If not, then why not and how will the FRA guarantee the safety of Texans? 52. How does the TCR structure shield the Japanese from product liability claims? Catastrophic claims? How are Texans being protected from the Japanese washing their hands of financial and insurance claims? 53. What will be the minimum financial reserve requirements that will be placed upon the TCR? How was this figure determined? If none, then why not? As a foreign held corporation, TCR must be required to maintain federally mandated financial reserves and quarterly independent audits must be required. 54. As a “private” project for “PUBLIC” use, what are the projected profit margins of the TCR and how will they be monitored going forward? As a public project, this private foreign entity should be required to meet corporation requirements for publicly traded corporations. If not, then why not? 55. What level of automated manufacturing techniques is currently in operation for the manufacture of the N700? What are these automated tools and how are they used to control the quality of the N700 products? 56. What is the vehicle density of Japan versus the vehicle density of Texas? How was this information used in the FRA investigation of the TCR ridership projections? 57. How does maglev technology design, construction and operational costs compare to that of this EIS proposal? Why hasn’t the FRA performed this comparison? If they did, what are the results of their study? 58. How does “loop” technology design construction, security and operational costs compare to that of this proposal? Why hasn’t the FRA performed this comparison? If they did, what are the results of their study? 59. How much financial assistance, conception to date, has been provided by Texas Department of Transportation for this project? To whom have they provided this support? 60. How much financial assistance, conception to date, has been provided by Councils of Governments (For each individual Texas COG) for this project? How much was federal funds? How were proceeds derived from Texas toll roads? Which toll roads provided funds to support the COG study and marketing activities? 61. How much of this project will meet the criteria of a “public private partnership” (P3)? If any, what are the terms and conditions of the proposed P3 agreement? What are the proposed financial distribution of the respective parties? 62. With federal funds comes federal procurement and acquisition rules. What federal mandates will be placed on this project for hiring Americans, veterans, small business, women owed business, minority owned business, unions, etc.? If none, then why not? 63. How will the American’s Disabilities Act be enforced in the design, construction and operation of this railroad? Are any of these requirements being waived? If so, which ones and why? Do these exemptions provide the Japanese with a competitive advantage in the American marketplace? Why and how? 64. More to come.....	
Donovan Maretick	3/9/2018	Website	Who owns this EIS statement? Is it the FRA or TCR? How much did the FRA rely upon information provided by TCR? What information did the FRA generate? This is important because of the errors and misstatements that are in the EIS. Next, has TCR made any false or misleading claims? If so, what are they and what are the penalties for TCR and their executives? What are the responsibilities of FRA employees to report misleading and incorrect information presented by the TCR? What is the final decision process for the EIS? Who is the final decision maker and what is the EIS decision timeline from now until August 2019? Is TCR exempt from any American law because it is majority owned by a Japanese corporation? If so, what exemptions will TCR enjoy? When it comes to the massive electrical usage required by the HSR, where will	Refer to EU-3, EU-4, GN-1, GN-4, NE-1, NE-2, SC-14 and SC-15. TCR is not exempt from any U.S. federal, state or local laws. A summary of the permits, approvals and authorizations; the agency responsible for the permit and/or approval; the permit, compliance or review required; and the relevant laws and regulations is included in Table 8-1: Applicable Laws, Permits and Authorizations. The

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			the train be placed in the priority list for energy during brownout periods and why? What is the net effect of the increased property tax revenues for Ellis County when offset by the negative impacts of lost sales tax revenue from local businesses, farmers, and ranchers? Does the TCR structure shield the Japanese from product liability claims, and if so how? How are Texans protected from the Japanese washing their hands of financial losses and insurance claims? Are the federal grants that the TRC is applying for subject to Congressional oversight? Have federal funds been appropriated for these grants? If so, how much and when?	economic analysis described in Section 3.14.5.2.3, Socioeconomics and Community Facilities, Build Alternatives assesses potential tax revenue impacts for five defined economic analysis areas. See Section 3.14.3.2, Socioeconomics and Community Facilities, Economic Conditions , economic activity is not confined to jurisdictional boundaries and, as such, this analysis does not include county-specific impacts.
Donovan Maretick	3/9/2018	Website	Tract number TX-WA-01-024.000 which is my land in Waller County has Brushy Creek running through it. Texas Central wishes to run their high speed rail over Brushy Creek on a viaduct but on either side of our land they plan on placing it on berms which could greatly impact my property and cause the floods to worsen and make it where I can no longer build a home there due to flood waters. Attached is a picture of how bad the flooding can be at brushy creek. It is known to go outside its banks up to four to five feet. We do not need to increase our chances of flooding because of this rail. No build	Refer to FP-1, WW-1 and WW-2. The route crossing Brushy Creek would be constructed on viaduct and no berm would be placed adjacent to the route in those areas.
Donovan Maretick	3/9/2018	Website	According to sections listed below the FRA has an obligation to vet the presumed financial aspects of the applicant. "Section 1501.6. Section 1501.7 on "scoping" also provides that all affected Federal agencies are to be invited to participate in scoping the environmental issues and to identify the various environmental review and consultation requirements that may apply to the proposed action. Further, Section 1502.25(b) requires that the draft EIS list all the federal permits, licenses and other entitlements that are needed to implement the proposal. These provisions create an affirmative obligation on federal agencies to inquire early, and to the maximum degree possible, to ascertain whether an applicant is or will be seeking other federal assistance or approval, or whether the applicant is waiting until a proposal has been substantially developed before requesting federal aid or approval" Since the FRA and Kevin Wright know that TCR will be seeking federal funding, then additional economic studies and requirements will be necessary during this NEPA process. The FRA should have already ascertained this to be the case and Kevin Wright has told people that they will be seeking federal funding. He stated that they wanted to get through this environmental process before asking for federal funds to skip necessary steps in the NEPA process. If the FRA knows that they will seek federal funding the entire process needs to be completed including necessary economic studies. Otherwise this violates NEPA and provides the groundwork for litigation. It is the responsibility of the FRA to assess the likelihood of an entity seeking federal dollars and to take the appropriate steps in the NEPA process with this information. The DEIS should be rescinded and started over. If not NO BUILD	Refer to GN-4 and NE-1.
Donovan Maretick	3/9/2018	Website	Currently I live in Cypress Texas close to Cypress Creek which is extremely prone to flooding. With the recent widening of US 290 and now the project to build a train that runs along 290 at Huffmeister, this will increase our chances of flooding which is simply unacceptable. Houston needs flood prevention infrastructure. According to Brock Long with FEMA, the federal government says that local and state agencies must provide funding for flood prevention as they only handle disaster relief. All levels of government should contribute, but the state should help fund some flood control. Over 60 inches of rain in some areas SHOULD qualify as enough rain to tap into the Rainy Day Fund. Without flood prevention, we will stay in a constant rebuilding mode. Local property taxes are collected from structures built in the floodways, flood pools, etc., then FEMA (federal) money pays billions. This system is not sustainable without change. Flood prevention would be cheaper than rescuing citizens, paying for temporary housing and clothing, debris removal, and rebuilding. The Cypress Creek Watershed has been ignored despite its tremendous population growth. We need a third reservoir, but that would require buying land from many owners, and land is quickly being developed. Since the county has not purchased a large land area for a third reservoir, we need several detention ponds dredged before spring 2018. Detention basins could be dredged in low-lying flood-prone areas in western and northern Harris County. This could be completed before the next hurricane season and would be fiscally responsible. Some Cypress Creek reservoir or levee proposals would retain the water in the Cypress Creek watershed. That may help the Addicks area, but it would devastate the Cypress Creek area. We need solutions for everyone. Take a look at our neighborhood during the recent Hurricane Harvey event that was not addressed in the DEIS study. The old floodmaps that are used are no longer applicable just like the maps used that were from 2014. This project needs to use the latest and greatest data and boots on the ground which it has not or NO BUILD!	Refer to FP-1, SS-17, WW-1 and WW-2. Cypress Creek and the majority of the surrounding route will be constructed on viaduct minimizing/avoiding impacts to waters and floodplains in this area.
Kelly Maretick	12/27/2017	Email	In executive summary (ES-II) is states "FRA compared these baseline noise measurements against modeled noise levels for both construction and operation of the HSR system." No where in the sound studies does it reflect the noise experienced due to the Bernoulli principle when two trains pass each other at 200 plus MPH. The sides of the trains, as they are moving quickly, invoke the Bernoulli principle, resulting in low pressure between the trains to contrast with the high pressure around the fronts of the trains. https://physics.stackexchange.com/questions/259639/slapping&#8226;sound-when-trains-pass-each-other .	Refer to NV-1 and NV-10.
Kelly Maretick	12/27/2017	Email	In the Executive Summary (ES-7) you state "Coordination with other municipalities, businesses and community groups along the Build Alternatives allowed TCRR to consider and coordinate the design with future corridor development plans." Texas Central has not coordinated	Refer to PI-1.

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			with any county besides Harris and Dallas. Texas Central is not even allowed to survey on any of their county roads unless they get a permit proving eminent domain authority which they have not.	
Kelly Maretick	1/18/2018	Email	Will you make the "proprietary market demand study undertaken by the TCRR" information public so that all parties involved can trust that the information is not skewed in the best interest of TCRR?	Refer to GN-2.
Kelly Maretick	1/18/2018	Email	In Section ES.8 of the Executive Summary (pg ES-8) it is stated that the "No Build Alternative" is provided as a baseline to compare to the Build Alternatives. My first concern is who enabled the FRA with the right to make the choice on the purpose/need of a private company over those of the land owner and their needs and rights. Also there was never a public need/necessity established by TCRR or the FRA. Lastly, TCRR stated in public meetings that the project would NOT solve congestion issues between Dallas and Houston, especially around the cities.	Refer to GN-2, NE-1 and PN-3.
Kelly Maretick	1/18/2018	Website	Appendix F: Dallas to Houston High-Speed Rail Final Draft Conceptual Engineering Report - FDCEv7Set 1 of 2 Section 3.3 Right of Way (ROW) page 36 of 199 In this section the statement was made that "Ownership and maintenance responsibilities for new roads constructed for the purpose of HSR maintenance or private property access may be retained by the Project or transferred to an adjacent property owner or to an appropriate roadway authority." Who will be the regulative authority to determine what party will maintain the roads after construction is complete?	Refer to TR-7.
Kelly Maretick	1/23/2018	Email	1 Dallas to Houston High Speed Rail DEIS MAIN TEXT I.pdf Section 3.2.3.2.2 Regarding vehicle emissions. 14,630 vehicles per day at 7.2 mil passengers 89% car at 1.2 per car it states 14% of the 2035 AADT of 106,475 from the 59-39 mph chart used in STB taking 14,630 off the road In the middle which is a larger market share than that shows not feasible. So, iftoday service at 5 mil and 89% is by car that would equate to about 10,205 cars a day. That is well over 30 of traffic counts on middle 45 also that is total traffic counts for semi and local feeder traffic. Federal Railroad Administration	Refer to AQ-3.
Kelly Maretick	1/23/2018	Email	1 Dallas to Houston High Speed Rail DEIS MAIN TEXT I.pdf Section 1.2.2.5 TCR used bus in doorto door travel times but here we have Vonlane is 3.5 hours and the Greyhound bus at more than 4 hours weighted in the door to door to capacity or equal weight for mode of travel? Goes back to the 59-39 from 2002 and in 2017 the Vonlane is 3.5 hr. The data Texas Central poses to the FRA is flawed and needs to be investigated. It is clear they are skewing the results.	Travel times for both Greyhound and Vonland bus services are based on the published and ticketed travel times between their respective Dallas and Houston stations. This information can be found at https://www.greyhound.com/en/ecommerce/schedule and https://www.vonlane.com/user/booking/index/
Kelly Maretick	1/23/2018	Email	Regarding 1 Dallas to Houston High Speed Rail DEIS MAIN TEXT I.pdf 2.2.2.4 Looking at the TxDOT traffic deaths by type of road the Dallas and Harris counties has over 2/3rd of total deaths vs the middle counties. Middle only had 45. Harris and Dallas have lots of interstates so its hard to compare.	Comment noted.
Kelly Maretick	1/23/2018	Email	Regarding 1 Dallas to Houston High Speed Rail DEIS MAIN TEXT I.pdf 2.2.2.3 59 to 39 mph. from STB that chart it referred too was 2002 actual to 2035 projected we are 15 years into this and speeds are still 59 or better avg. Traffic increase should be 100% vs 200%? It doubles and its weighted by AADT traffic length stations the middle 83h34 station (might be 82/h34) is going up less than 1% from 2000 to 2015 bad data.	Refer to NE-1.
Kelly Maretick	1/23/2018	Website	Dallas to Houston High Speed Rail DEIS MAIN TEXT I.pdf Section 3.2.3.2.2 Are 1.2 people per car an accurate reflection for vehicle emissions. Where is the support for this evidence?	Refer to AQ-4.
Kelly Maretick	2/5/2018	Oral	Good evening, everybody. And my name is Kelly Maretick. Yes, that was my husband. Anyway, so I'm opposed to the Texas Central High-Speed Rail Project. I feel that the information in the draft environmental impact study is flawed and is a patchwork of outdated surveys as well as data not indicative to Texas but to Japan. Specifically, Section 17.2.2 of the DEIS in regards to the noise level data uses data gathered from the Shinkansen train to support TCRR's analysis of potential noise impacts. According to the International Journal of Environmental Research and Public Health, many of the inhabitants along the area of railways have been disturbed by noise and ground vibrations from the trains. Additionally, the Shinkansen railway emits a higher level of ground vibration than conventional railways at the same noise level. These findings imply that the vibrations affect living environments as significantly as the associated noise. Therefore, it is imperative to quantify the effects of noise and vibration exposures on the annoyance of simultaneous exposures. There are seven schools in the path of the train, and that included Cy Falls High School. As a student, our son is autistic, and studies have shown that the noise and vibrations associated with these high-speed trains damage children's learning, hearing, and speech development. Children under 13 will be particularly impacted, and children with pre-existing challenges, including ADD, HDD, and dyslexia will also suffer. Speech disturbances also lead to emotional problems and long-term behavioral problems. Multiple studies have been conducted on children living within 500 feet of a high-speed rail, and these studies prove that the effects are disastrous to the health of not only the children but the elderly. Talking about the noise leading to sleep disturbances and cardiovascular results, we have North Cypress Hospital right up the road. How is that going to be affected by the train? Thank you.	Refer to GN-1, NV-1, NV-5, NV-6 and SC-8.
Kelly Maretick	2/12/2018	Website	The DEIS states that once new roads/ overpasses are built that they will be turned over to the local authority be it city county or state so that they could maintain them in the future. This is forcing these entities to maintain roads that were not there previously which will increase costs in these regions which will be passed on to the taxpayers. The closest thing we have to compare to this is the recently constructed private	Refer to GN-3, PI-1, SC-6, SC-7, SC-8, SS-23 and TR-7.

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			<p>Railroad Brightline. In the below article: http://www.thsrc.com/single-post/2018/01/23/Florida-senator-says-Brightline-high-speed-rail-is-not-taxpayers-responsibility "State Sen. Debbie Mayfield (R-Melbourne) said All Aboard Florida's Brightline trains will cost taxpayers. Specifically, more trains on the tracks means more maintenance, especially at rail crossings. When maintenance is done on public at-grade crossings, FEC passes all of those costs onto local municipalities, counties and the state. "It's inappropriate," Mayfield said. "All Aboard Florida should bear the cost of maintaining the equipment they've installed to run their trains and not push that cost off on the taxpayer." On the same day News 6 met with Mayfield, she had just finished a meeting with a representative of one municipality that had recently received a \$400,000 bill from FEC for track maintenance. "That's a cost that a lot of the taxpayers don't understand," Mayfield said. "The railroad kind of just gives them a bill and says, 'Here's your bill, this is what you owe us.'" We need to learn from their mistakes and hold Texas Central accountable for all costs that are associated with what is in place today. If they alter routes which cause a rise in maintenance, school routes, emergency response times or anything that will add a financial burden to the taxpayer, then these costs should be borne by Texas Central. These need to be accounted for in the DEIS rather than just pushed upon the state and local municipalities.</p>	
Kelly Maretick	2/12/2018	Website	<p>Below is an excerpt from http://www.thsrc.com/single-post/2018/01/23/Florida-senator-says-Brightline-high-speed-rail-is-not-taxpayers-responsibility "Mayfield told News 6 she wants to make sure maintenance and safety costs for Brightline and any other high-speed rail is not dumped on the taxpayers, who "receive no financial benefit from the rail system." SB 572, The Florida High-Speed Passenger Rail Act, introduced by Mayfield and co-sponsored by state Sen. George Gainer (R) Panama City, is expected to be heard in Tallahassee this session. The bill would require any company operating a high-speed passenger rail system in the state "to be solely responsible for certain maintenance, improvement and upgrade costs." Those areas include being accountable and repairing "railroad roadbed, track, and railroad culverts within the confines of the public street or highway," and "streets or pedestrian grade crossings lying between the rails and for a distance outside the rails of one-foot beyond the end of the railroad tie." Mayfield's office calculated that there are 349 at-grade public crossings between Miami and Cocoa affecting approximately one million taxpayers living in those areas. "You know, when this train leaves Palm Beach it will not stop until it gets to Orlando," Mayfield said. "So the train will just be coming through (those communities) without any stops." SB 572 also provides for a measure of regulation, mandating that any high-speed rail system in the state would fall under the regulatory jurisdiction of the Florida Department of Transportation (where the authority is not pre-empted by the federal government). We need to ensure that Texas Central is required to be solely responsible for certain maintenance, improvement and upgrade costs. Their responsibilities should include being accountable and repairing "railroad roadbed, track, and railroad culverts within the confines of the public street or highway. We need to ensure that the state, county, city or municipality does not have to pay for anything related to the high speed rail system. If the counties, cities or municipalities will have increased costs then that needs to be calculated prior to the EIS as this will have a potential negative impact on the counties and the taxpayers to budget and account for these costs. If this is not done and agreed to prior to then the only choice is a no build!</p>	<p>Refer to GN-5 and TR-7. Florida Senate Bill 572, The Florida High-Speed Passenger Rail Act was withdrawn from consideration on March 10, 2018. Furthermore, any state bills or regulations outside of the State of Texas would not be applicable to this project.</p>
Kelly Maretick	2/26/2018	Website	<p>The DEIS does not address the negative impacts on our bird populations especially the Bald Eagle which is protected under the Bald and Golden Eagle Protection Act which I am including below. Studies have shown that birds are negatively impacted along thousands of kilometers of railways with trains operating at speeds of more than 155 mph and can generate unwanted effects, such as the mortality of birds, a fact that until now had not been analyzed or quantified. I am including this study here. The High Speed Rail will most certainly impact this species based on the population of bald eagles along this route. In 2018 alone, a total of 24 Bald Eagles have been reported in the first two months of the year in Harris, Dallas, Waller, Navarro, Freestone, Limestone, Ellis and Leon Counties all of which are along the path of the high speed rail. These findings can be reviewed on the aviary website: https://ebird.org/tx/region/US-TX/regions?yr=cur&changeDate=Set The Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c), enacted in 1940, and amended several times since then, prohibits anyone, without a permit issued by the Secretary of the Interior, from "taking" bald eagles, including their parts, nests, or eggs. The Act provides criminal penalties for persons who "take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export or import, at any time or any manner, any bald eagle ... [or any golden eagle], alive or dead, or any part, nest, or egg thereof." The Act defines "take" as "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb." "Disturb" means: "to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle, 2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior, or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior." In addition to immediate impacts, this definition also covers impacts that result from</p>	<p>Refer to NR-2 and NR-3.</p>

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			human-induced alterations initiated around a previously used nest site during a time when eagles are not present, if, upon the eagle's return, such alterations agitate or bother an eagle to a degree that interferes with or interrupts normal breeding, feeding, or sheltering habits, and causes injury, death or nest abandonment. A violation of the Act can result in a fine of \$100,000 (\$200,000 for organizations), imprisonment for one year, or both, for a first offense. Penalties increase substantially for additional offenses, and a second violation of this Act is a felony. No Build#	
Kelly Maretick	1/23/2018	Email	Dallas to Houston High Speed Rail DEIS MAIN TEXT I.pdf 2.2.2.2 IN regards to the NY study on super commuters which included commutes of 90 min or 180 miles. 90 min should not be counted as a super commuter as that might be just Huntsville to south side of Houston this is different from the 218% increase from 2002-2009 that a NY study did that AADT counts in the middle actually dropped from 26k to 24 k in that same time period. This data is flawed and should be open to public scrutiny as it can easily be skewed	Refer to PN-3 The term "super-commuter" is a reference from the cited literature (Mitchell L. Moss and Carson Qing, "The Emergence of the Super-Commuter," New York University Rudin Center for Transportation, Wagner School of Public Service, February 2012) and is not defined or modified by FRA.
Donovan Maretick	1/24/2018	Email	Regarding 3 Dallas to Houston High Speed Rail DEIS MAIN TEXT III.pdf Section 3.11.4.8 Data is skewed as the date of collection was during the Texas Renaissance Fair. TXDOT traffic counts for the same year 2015 was almost 20% less than TCR info. DEIS 30 5600, 90 5100. TXDOT 2015 4599/4527. TXDOT 2016 5212/4083 Use data that represents the norm rather than inflated facts and figures. No build	As reported in Table 3.11-27: Brazos Valley Intermediate Station Intersection LOS (Delay in Seconds per Vehicle) , level of service at SH 30 and SH 90 was deemed an acceptable level of B. The intersection of the two rural highways, SH 30 and SH 90, is a four-way stop. The intersection is in a rural location and does not experience substantial congestion.
Suzanne Maretick	1/25/2018	Website	The high-speed train CANNOT COME FAST ENOUGH!!! Just look at the CONSTANT TRAFFIC travelling to/from Dallas EVERY DAY!!	Comment noted.
Gladys Maria	3/1/2018	Email	Have y'all thought the negative impact you will be bringing to communities? The noise, the health hazard, the dirt, the traffic, the ugliness of it all? By the way, do any of you live within the 2 miles mentioned? I do! Are you going to take my house too? This train will be good to only a few - but will destroy the lives of many! Makes no sense! Why not put down the rails on 1-45 .. isn't that the way we go to Dallas? And to think that y'all think this is a good idea .. one way ticket \$199? Have y'all checked Southwest fares? Someone has to be cashing in on this ... this is truly ridiculous!	Refer to NE-1, NE-9 and SC-3.
Julie Marinucci	3/5/2018	Oral	Hi. My comments are directed to the FRA. I'm Julie Marinucci. I'm the president of the Inwood Forest Community Improvement Association. I'm a member of Super Neighborhood 5 and the Houston High-Speed Rail Watch. I want to thank you for having this meeting in the City of Houston. In talking to people that live and work in the area, it's clear that many Houstonians do not understand what this project is or what it will look like. For example, they do not know that the rail will be on an elevated structure as it comes into Houston. More community outreach is really needed. I have comments on three items. The first one has to do with funding and connectivity. In the Draft Environmental Impact Study, the FRA states that their evaluation of the purpose and need for this project will include an examination of how the project will integrate in the city's existing forms of transportation. Texas Central has said in various public meetings that high-speed rail passengers can get a rental car or take Uber once they arrive in Houston. This cannot be the primary way to move riders around. TCRR was relieved when the FRA ruled out taking the high-speed to downtown in the November 2015 Alignment Alternatives Analysis Report. The cost per mile to take the high-speed rail inside the 610 Loop would have been much more expensive for them than any other part of the line. We believe that the cost savings to Texas Central of not taking the line into downtown Houston is an opportunity to address some of those funds to address connectivity issues in a public private partnership with Metro and the City of Houston. Identification of preferred routes is another item. I think Texas Central needs to reach out to the communities around the Northwest Mall area and develop preferred routes to be used by those who will drive to and from the proposed Northwest Mall terminus. The 290/610/I-10 interchanges are very congested and the closest access to the freeways is often on the border of neighborhoods or sometimes through them. Preferred routes need to be developed. Hempstead Highway is my third issue. The railroad crossings all along Hempstead Highway have issues. What's the plan to keep the freight trains from blocking traffic either arriving or leaving the proposed terminus area? A couple of Fridays ago at 2:00 o'clock in the afternoon I sat on West 34th Street for 20 minutes while railcars were unhooked, moved, hooked, hooked up, moved. This is not an unusual occurrence. I'd like to know how that issue is going to be dealt with. And lastly, the Hempstead Highway is currently a four-lane undivided road with limited turning lanes. How will Hempstead Highway be improved to handle additional traffic in the area? Neighborhoods and businesses in that area need to be consulted. As some of my other Houston High-Speed Rail Watch members have said, this is the first-of-a-kind project in the U.S. and it should have first-of-its-kind planning to make sure that this project benefits the area it will impact. The only way to do this is to ensure that community representation is at the table when decisions are being made. Thank you.	Refer to GN-6, GN-9, PN-3, TC-7, TR-4, TR-5 and TR-12. The Project is fully-enclosed and vehicles would not have to wait for the train to pass. It would be unlike the freight train delays referenced in the comment. TCRR would not be responsible for fixing freight train delays or traffic congestion in the area. TCRR has been in ongoing coordination with major stakeholders in the area, including TXDOT and the freight rail operator UPRR. For more information about transportation impacts and the proposed Houston stations, see Section 3.11.5, Transportation, Environmental Consequences .
Julie Marinucci	3/9/2018	Email	I am Julie Marinucci. I am the president Of the Inwood Forest Community Improvement Association and a member Of both Super Neighborhood 5 and the Houston HSR Watch. Thank you for this public meeting in the city of Houston. In talking to people that live or work in	Refer to PI-1, PI-10, PN-3, TC-7, TR-4, TR-5 and TR-12. The Project is fully-enclosed and vehicles would not have to wait for

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			<p>this area, it is clear that many Houstonians do not understand what this project is or what it will 100k like. For example, they do not know that the rail will be on an elevated structure as it comes into Houston. More community outreach is needed. I have comments on three items: In the draft environmental impact study, the FRA states that their evaluation Of the purpose and need of this project will include an examination of how the project will integrate in the city's existing forms of transportation. Texas Central Rail (TCR) has said in various public meetings that high-speed rail (HSR) passengers can get a rental car or take Uber once they arrive in Houston. This can't be the primary way to move riders around, TCR was relieved when the FRA ruled out taking the HSR to downtown in the November 2015 Alignment Alternatives Analysis Report. The cost per mile to take the high-speed rail line inside the 610 loop would have been much more expensive for them than any other part of the line. We believe that the cost savings to TCR of not taking the line into downtown Houston is an opportunity to direct some Of those funds to address connectivity issues in a public/private partnership with METRO and the city of Houston.</p> <p>I think TC needs to reach out to the communities around the NW Mall area and develop preferred routes to be used by those that Will drive to and from the proposed NW Mall terminus. The 290/610/1-10 interchanges are very congested and the closest access to these freeways is often on the border of neighborhoods or sometimes through them. Preferred routes need to be developed that are not disruptive to nearby neighborhoods.</p> <p>The railroad crossings all along Hempstead Hwy — What is the plan to keep freight trains from blocking traffic either arriving or leaving the proposed terminus area ? A couple of Fridays ago at 2 O'clock in the afternoon, I sat on W 34th street for 20 minutes while rail cars were unhooked, moved, hooked up, moved.... This is not an unusual occurrence. How will this issue be dealt with?</p> <p>Hempstead Hwy is currently a 4 lane undivided road with limited turning lanes. How will Hempstead Hwy be improved to handle additional traffic in the area. Neighborhoods and businesses in the area need to be consulted.</p> <p>If this project is the first of its kind in the US, it should have first of its kind planning to make sure the project benefits the area it will impact. The only way to do this is to ensure community representation is at the table when decisions are being made.</p>	<p>the train to pass. It would be unlike the freight train delays referenced in the comment. TCRR would not be responsible for fixing freight train delays or traffic congestion in the area. TCRR has been in ongoing coordination with major stakeholders in the area, including TXDOT and the freight rail operator UPRR. For more information about transportation impacts and the proposed Houston stations, see Section 3.11.5, Transportation, Environmental Consequences.</p>
Therese Markham	2/16/2018	Website	I am in support of the speed train. It would greatly enhance business and personal commutes to south Texas from Dallas. This would be a great assist to our state and city of Dallas.	Comment noted.
David Markle	3/8/2018	Website	I am not opposed to the train and think that we should network the entire country with them. However please finish 90 East from I-10 to the Beltway first... It is extremely unsafe in its current condition. DKM	Comment noted.
Carolyn Marks	2/5/2018	Website	The Federal Rail Administration (FRA) has improperly selected one build alternative (Utility Corridor) and one alignment (HC-4) through Waller County without conducting the necessary comparative analysis of alternatives pursuant to NEPA. Specifically, we are requesting that your agency call upon the FRA to step back and conduct a programmatic EIS for the four build corridors (BNSF, UPRR, I-45, Utility) that met the "Purpose and Need" of the project identified in the Corridor Alternatives Analysis Technical Report (August 2015). Doing so is the only way that the FRA can fulfill its responsibility to advance an alternative that resolves the conflicts the project creates in Waller County. (40 C.F.R. Â§ 1501.2(c)). This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to BA-3, BA-5, BA-7, BA-8, BA-9, BA-10, EJ-1, NE-1, NE-8, NE-9 and PI-1.
Carolyn Marks	2/5/2018	Website	A recent study entitled, "Texas High Speed Rail: Caution Ahead" by Baruch Feigenbaum, the Assistant Director of Transportation Policy at the Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 million a year, and that TCR has severely underestimated the costs to build the project and the overestimated the projected ridership. The Report stated: "We truly hope that high-speed rail becomes a reality in the United States, and we would prefer that it be developed and implemented by the private sector," writes Feigenbaum. "However, based on our experience and analysis we are concerned that Texas Central's project will fail so spectacularly that privately financed U.S. high-speed rail lines may never be given a second chance." Given the irreversible impacts this project could have on our community, we should not building a project that does not meet feasibility requirements under NEPA and other federal laws. In effect, this project will either become a burden on taxpayers in terms of subsidies, or a bridge to nowhere...	Refer to GN-3.
Carolyn Marks	2/5/2018	Website	The Waller Harris Emergency Services District No. 200 ("ESD) provides emergency services throughout the impacted area of the proposed alignment of the High Speed Rail. These services could be negatively impacted by the HSR line, due to its potential impact on county and private roads, many of which are used for emergency vehicles that now service the District and provide an 8-minute response time. The HSR will disrupt this service and increase the response time to dangerous and unacceptable levels. The District is funded with ad valorem taxation and any diminution of value due to the HSR will cause a tax increase to cover expenses and budgets. Each fire department costs \$4.5 million for the building, equipment and staffing. An ambulance costs \$300,000 and staff is needed 24/7 for 365 days. New fire stations and emergency services will be needed should the HSR divide the District. However, currently the District cannot prepare for this and other needs because of the FRA's actions. Right now, the District has 10 fire departments and will need more if the HSR is built. The District is also very concerned with catastrophic accidents that may occur from an HSR accident. Hundreds of ambulances, life flights, and emergency services will be needed and the District will not be able to handle this type of emergency. This will place an undue burden on the District. To date there has	Refer to SS-12, SS-18, SS-23 and SS-26.

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			been no discussion with the FRA as to how they will resolve these conflicts. This issue was brought to the attention of the FRA by Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	
Carolyn Marks	2/5/2018	Website	The City of Waller has a population of approximately 2,400 people and is located in both Waller and Harris counties. The City is a general law city under the 5,000 threshold and is limited in growth strategies compared to home rule cities. This means it is important to maximize the development of the geographical area available to the city. The HC-4 Route passes through the City's extraterritorial jurisdiction and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990-acre tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility currently under construction, a heating and air conditioning, \$410 million facility that will be 4.2 million square feet in size, the largest industrial facility under one roof in the State of Texas, and employ 4,000 people in 2016 and 6,000 by 2018. The City is part of a Greater Houston Partnership task force to support Daikin/Goodman in their effort to bring their key suppliers to the Waller area. It is estimated that the suppliers will add another 2-4,000 employees. There is concern that the HSR will create a barrier between Waller and the Goodman facility and cause the city to lose much needed tax base from these suppliers. The barrier will cause suppliers to locate to the east of the HSR in the unincorporated area, causing a proliferation of onsite water and wastewater facilities rather than using city utilities, resulting in a much less efficient usage of land and resources. Goodman Manufacturing has stated their position on the HSR route HC-4 this way: "..., we would be concerned with any route that disrupts Waller plans to provide Goodman employees (residents and non-residents) with support services such as housing and retail options." Waller Town Center (WTC) is a joint venture being marketed by Cullinan Properties, a national developer operating in Illinois, Missouri, Georgia, and Texas. The WTC is an integral part of the City's development strategies to reach retailers. The Texas Legislature created a municipal management district (MMD) specifically for this development. The 462-acre project is a \$280 million investment that will include a power center, lifestyle walkable retail, entertainment, hotel/conference centers, medical facilities, and housing. The city of Waller has a retail "leakage" of \$352 million in their primary trade area and \$584 million in our secondary trade area. The WTC is critical to the City's closing this leakage. This build out investment would double the City's property valuation and could potentially double the City's sales tax revenue. This would allow the City to decrease its tax rate while improving City services. HC-4 slices through this entire planned WTC project impacting 500 housing units delaying our residential growth and retail development creating extremely significant negative impacts on the economic development plans for the City of Waller. Waller Town Center (WTC) is a joint venture being marketed by Cullinan Properties, a national developer operating in Illinois, Missouri, Georgia, and Texas. The WTC is an integral part of the City's development strategies to reach retailers. The Texas Legislature created a municipal management district (MMD) specifically for this development. The 462-acre project is a \$280 million investment that will include a power center, lifestyle walkable retail, entertainment, hotel/conference centers, medical facilities, and housing. The city of Waller has a retail "leakage" of \$352 million in their primary trade area and \$584 million in our secondary trade area. The WTC is critical to the City's closing this leakage. This build out investment would double the City's property valuation and could potentially double the City's sales tax revenue. This would allow the City to decrease its tax rate while improving City services. HC-4 slices through this entire planned WTC project impacting 500 housing units delaying our residential growth and retail development creating extremely significant negative impacts on the economic development plans for the City of Waller. Waller City Council has opposed the HSR project in Resolution 2016-6, passed on January 25, 2016. The Resolution addresses the fact that HC-4 was selected without public comment as the single route through Waller County, splitting the WTC creating significant detrimental impacts on the City's retail strategy and destroying the economic value of the City, and negatively impacting both property values and development opportunities. All of the above impacts on the city of Waller was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to BA-5, BA-7, BA-8, BA-9, BA-10, ED-2, EJ-1, LU-4, NE-1, NE-8, NE-9 and PI-1.
Carolyn Marks	2/5/2018	Website	One more major impact will be on the Hewlett Packard Data Center facility, which houses 1,500 servers that will be within 1,000 feet of the HC-4 route. When notified of the route, HP's management team and legal department stated: "Hewlett Packard Enterprise is currently not in a position to approve or disapprove the proposed route...However...the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property. If we determine that is the case, then we would have no choice, but to vigorously oppose this proposed route." This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SC-11.
Carolyn Marks	2/5/2018	Website	The proposed alignment will run through a large portion of Waller ISD's district, which could negatively impact bus routes, which may cause Waller ISD to purchase additional school buses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SC-5.
Carolyn Marks	2/5/2018	Website	The proposed alignment of the HSR will run through a portion of Waller County that is currently experienced a high rate of commercial and residential development. As a result, the areas that could be impacted are areas that have and should continue to see high increases in	Refer to EJ-1, LU-4, SC-19 and VA-1.

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			property valuations due to positive development taking place in these areas, including high-end residential development. This project will create an obsolescence that will negatively impact the property values in Waller County. Bankers and appraisers heavily discount property values in situations like this, which destroys the market value of all properties. Because of this loss in value, ad valorem taxation will decrease causing WISD to lose \$3.6 million in annual revenue, \$1.8 million will be lost to the Municipal Management District discussed in No. 2 above, the City of Waller will lose \$1.3 million and property tax collected by the county appraiser will be reduced by between \$279,000 to \$1.6 million annually from developments that will be ruined by the train passing through or near them. The HSR will prevent the highest and best use of hundreds of properties throughout Waller and Harris Counties where the area is experiencing some of the fastest growth in the state. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. This results in a disparate impact on Waller County, which has a majority minority population. These issues were brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	
Carolyn Marks	2/5/2018	Website	Quality of Life issues include people living within noise and vibration distance, as well as, sight, particularly if the train track is elevated. Depending on location and height of track, there will be loss of disposable income for the increase in travel time because people will not want to live within five to ten miles of the train track causing them to spend more time driving longer distances. Mr. T. J. Johnson, President of the Waller County Advocacy Group, estimates quality of life spent driving behind the wheel of their vehicles will be reduced by 5,000 man-hours per year for residents in Waller County and cost an additional loss of disposable income up to \$3 million. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to AS-1, NV-1, NV-5, TR-6 and TR-8.
Carolyn Marks	2/5/2018	Website	Katy Prairie Conservancy owns the Warren Ranch, a 6400 acre preserve that provides essential habitat for migratory birds and is designated as a Global Important Bird Area. Warren Ranch is a critical part of the Katy Prairie Preserve, a vast collection of protected properties owned or managed by the nonprofit land trust Katy Prairie Conservancy (KPC). KPC is diligently working to protect this land for generations to come. The prairie is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one mile of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands exist that will be directly or indirectly affected by a HSR corridor. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to NR-2, NR-3, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Carolyn Marks	2/5/2018	Website	Kickapoo Preserve is a high-end development for 500 new homes for Daiken/Goodman employees that is under construction development. The proposed alignment will be just west of homes that are currently occupied and others that are under construction and other that are for sale. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SC-12.
Carolyn Marks	2/5/2018	Website	Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest and Six Pines - all developments for nearly 500 homes, 50 of which have already been built with four or five more in the works are all now cancelled because of the route. The HC-4 route travels right through the developments and destroys the economic viability of them and the value of everyone's property. Also, within these developments are four horse riding trails that the train will cross. This will destroy any viability of the equestrian facility and create dangerous situations for anyone riding in the area, especially children	Refer to LU-3, LU-4, RF-1 and VA-1.
Carolyn Marks	2/5/2018	Website	The proposed alignment will impact all future road and thoroughfares through the northern portion of the County. Dozens of roads are planned, but none will be able to be completed if the train cuts through stifling all future economic development in that area. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to TR-8.
Carolyn Marks	2/5/2018	Website	Local Environmental Impact include the Spring Creek Watershed where five creeks will cross the track of the HSR. This watershed will be directly impacted by the train and the track depending on how it's built. Tropical Storm Allison, the Tax Day Floods, the flooding event in May of 2016, and Hurricane Harvey have shown that if any impediments to water flow occur through the watershed, the area will experience major flooding and damage to property if the track is not properly studied and engineered. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to FP-1, SS-17, WW-1, WW-2 and WW-8.
Carolyn Marks	2/5/2018	Website	Recreational and Sport duck hunting will be directly affected by any noise, vibration and possible 96 trains running through the area. The route cuts through the north end of one of the major wetlands in the region where duck hunting is vital to the economy and where water fowl	Refer to NR-1, NR-2, RF-2 and WW-2.

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			and their hunting will be diminished, if not destroyed by a high speed train. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	
Carolyn Marks	2/5/2018	Website	At the coordination meeting with TXDOT on or about February 9, 2016, Mr. Rick Welch and Tom Gleason discussed historical significant locations and objects and cultural resources within Waller County and the location where the rail is selected to traverse. Mr. Welch told of Benaiah "Yankee" Jones, III, born in Massachusetts in 1795 and moved to Texas in the 1830's to early 1840's. He ended up in the area that is now northeast Waller County where he bought 1,100 acres. On this land, he built a stage coach Inn that became a famous stage coach route that is still visible today in the Kickapoo Preserve. Jones and his family are also buried on the family cemetery located in the Kickapoo Preserve. HC-4 runs right over this land and very close, if not directly over this old Inn and Stage Coach site and cemetery. When Kickapoo Preserve was established, they were required to perform an archeological survey, which produced the "Kickapoo Archeological Survey Report of April, 2010." For this report, the developer was required to obtain an Army Corps of Engineers Section 4 Permit. This report revealed four archeological sites and two pre-historic/historic sites considered for inclusion in the National Register of Historical Places. Mr. Welch has historical maps indicating historical boundaries, roads, stage coach routes, written historic interviews of "old timers," and all the historical sites on the Kickapoo Preserve. These documents show where the sites were for historical Stage Coach Road that was created between the 1830's and 1840's that came from in the original town of Harrisburg (now Houston) and went northwest through Mr. Jones' land. These are all historical sites that should not be destroyed by the HSR. All of this information was provided. All of this information was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to CR-2 and CR-9.
Carolyn Marks	2/5/2018	Website	At the coordination meeting between WCSRPC and TXDOT on February 9, 2016, Mr. Tom Gleason discussed the Atmos Energy Turbine Powered Natural Gas Compression Station, which uses a jet engine to pressure up to a 30 inch natural gas pipeline between Waxahachie and Katy Texas. The pipeline is pressured up to 930 psi and was installed in 2006. There have been at least three known accidental releases of natural gas: May 24, 2007 - 18,000 lbs released, May 30, 2007 - 20,000 lbs released, and June 11, 2007 - unknown quantity. On August 9, 2011, there was a planned Emergency Shutdown Simulation that released thousands of pounds of gas that Mr. Gleason and other neighbors experienced over a mile away. It turns out that Atmos has to perform emergency simulations twice a year creating potential hazardous situations, especially with an electric train traveling nearby. What would happen during one of these accidental or planned events should a train traveling 200 mph ignite the natural gas and cause a catastrophic accident? This will cause an unprecedented catastrophe with tremendous loss of life, damage to private property and environmental destruction to Waller County or any other county should this occur. The train adds the ignition source to an already volatile and potentially dangerous scenario that creates an unacceptable risk to the health, safety and welfare of our community and local residents, as well as, the passengers on the train should an explosion occur. All of this information was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to EU-6, SS-18 and SS-19.
Carolyn Marks	2/6/2018	Handwritten	<ol style="list-style-type: none"> 1. Creates problem for developer of housing & commercial in or near Waller (hurts tax base). 2. Problem for ESD district zoo (emergency services) 3. Problem for Hewlett Packard facility negative impact. 4. Waller ISD bus route negative impact. 5. Quality of life - noise/vibration moved to county for peace & quiet. 6. Katy Prairie conservancy - damage to habitat 7. Kickapoo Preserve - impact negatively on potential housing & tax base 8. Negative impact on Saddle Creek Forest 9. Potential of road closings in county 10. Flooding potential (Harvey, for example) 11. Recreational hunting (duck) could have negative impact 	Refer to FP-1, LU-3, LU-4, NR-1, NR-2, NV-1, RF-2, RF-4, SC-5, SC-11, SS-17, TR-8, VA-1, WW-1 and WW-2. Impacts to wildlife in Saddle Creek Forest would be minimized by locating the HSR infrastructure adjacent to existing transportation infrastructure, utility corridors and other development. Additionally, the majority of the infrastructure passing through Saddle Creek Forest will be on viaduct, allowing for wildlife to pass under the rail. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Carolyn Marks	2/6/2018	Handwritten	<ol style="list-style-type: none"> 1. Creates problem for developers of housing & commercial in or near Waller (hurts tax base). 2. Problem for ESD District zoon (emergency services) 3. Problem for Hewlett Packard facility - negative impact. 4. Waller ISD bus route negative impact. 	Refer to FP-1, LU-3, LU-4, NR-1, NR-2, NV-1, RF-2, RF-4, SC-5, SC-11, SS-17, TR-8, VA-1, WW-1 and WW-2. Impacts to wildlife in Saddle Creek Forest would be minimized by locating the HSR infrastructure adjacent to existing transportation

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			5. Quality of life - noise/vibration - moved to country for peace & quiet. 6. Katy Prairie conservancy - damage to habitat 7. Kickapoo preserve - impact negatively on potential housing & tax base 8. negative impact on saddle creek forest 9. Potential of road closing in county 10. flooding potential (Harvey, for example) 11. Recreational hunting (duck) could have negative impact	infrastructure, utility corridors and other development. Additionally, the majority of the infrastructure passing through Saddle Creek Forest will be on viaduct, allowing for wildlife to pass under the rail. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Gil Marmol	3/6/2018	Website	The high speed rail connection needs to be built. The development of the Texas economy depends on timely, fast, and cost effective connections between Dallas and Houston. High speed rail can and will provide this service if it is built	Comment noted.
Kathy Marrack	2/5/2018	Oral	I don't have much else to say. Everyone has said it. But I do want to speak to you, the Federal Railroad Association. What really bothers me is the lack of transparency and getting the data right, because a 2005 landmark Supreme Court case, Kelo versus New London, Connecticut, what happened there, a private corporation was allowed to take all these people's homes, and all of those homes were destroyed. And guess what. The private corporation never did get -- the developers never did get the financial funds to -- and so these people lost. And that's what I'm so afraid of. We were sued. We were offered money at the same time. We have a beautiful historic place, and it's just gorgeous, and this just makes me sick. Thank you.	Refer to ED-1.
Kathy Marrack	2/9/2018	Website	I am against this project because it is illegal for a private corporation with no proof of economic viability or financial transparency to say they are a railroad and say they are doing something for public use. This company is not a railroad, and their project is not for public use. They may have paid a few hundred dollars to say they are and they may say they have money, but do they? And what is public need? I believe their project is a desire, not need.	Refer to ED-1, NE-1 and PN-3.
Kathy Marrack	2/9/2018	Website	Ridership for bullet train based upon common sense: 1. College student in Texas, say living in Cypress, TX? Are they really going to fight traffic on HW 290 into downtown Houston, about an 1 1/2 hour, then go through security, catch a train to 30 miles outside Texas A&M University, then find a way into the university perhaps with waiting times. That is about a 3 hour plus trip versus 90 minutes via car with no waiting or inconvenience. Which would you choose? 2. I was once a heavy business traveler. My typical week might be from Houston to Dallas on Monday, Chicago on Tuesday, New Jersey on Wednesday, Toronto on Thursday, and back to Houston on Friday. I would choose air travel without any hesitation. Moreover, when I would arrive at a terminal, I generally would drive up to 3 hours to a destination instead of flying. The reason was I was able to see some of the countryside, sometimes stopping at a significant place like the Liberty Bell on our way, and it was convenient. 3. What if I went to Dallas everyday on business? I would move to Dallas. Businesses let travel go first when there are tight economic times. 4. What if I sometimes went to Dallas on business? I would have a conference call via computer/telecommunications, and around the world too. For that matter, most of the time. 5. What about a family trip? No way, I would take my car so I could save money and spend time with my family or friends. A side note, I have always wanted to take a pleasure trip on Amtrak, and have looked at it numerous times, but do you know what stops me every time? - the cost. This bullet train would be a novelty at first like all things, but the price would have to drop in order to get people to choose it. When the price drops, it will fail, and will need to be subsidized.	Refer to BA-12, GN-2, GN-4, NE-1, PN-3 and SC-3.
Kathy Marrack	2/9/2018	Website	We have a home that you have mentioned in the draft EIS as historic. It is and will be destroyed if Texas Central has its way. What can we do to save it?	Refer to CR-4.
Kathy Marrack	2/9/2018	Website	Site HA.004a is listed as eligible for listing in the NRHP under Criterion C in "3 Dallas to Houston High Speed Rail DEIS_MAIN TEXT III.pdf". In "30 Dallas to Houston High Speed Rail DEIS Appendix E_Combined Tech Memos_Set 2 of 2.pdf" listed incorrectly as HA.004b.	Comment noted.
Kathy Marrack	2/9/2018	Website	I do not believe the pipeline very close to us that runs parallel to the proposed track was mentioned in the draft. https://primis.phmsa.dot.gov/comm/publications/PIPA/Land Development Near Transmission Pipelines Checklist 05102012.pdf https://primis.phmsa.dot.gov/comm/publications/pipa/PIPA-Report-Final-20101117.pdf "Local government actions may include: * Constraints on activities on or near transmission pipeline rights-of-way; * Restrictions on the types of land use and development that is allowed along transmission pipeline rights-of-way; * Specific design or construction features of the development; * Measures to facilitate emergency response and evacuation in the event of a transmission pipeline incident. When weighing the potential risks of hazardous materials releases in areas proposed for development, local governments should obtain all	Refer to EU-1, EU-2, HZ-5, PI-1 and SS-18.

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			available information and base decisions on a balanced consideration of all risks. This includes consideration of all modes of hazardous materials transportation in the area, including roads, railway transportation, and transmission pipelines." But FRA did not speak with local governments from what I understood at a meeting at Prairie View A&M University in Prairie View, TX.	
Paul Marrack	2/5/2018	Oral	Good evening. My name is Paul Marrack, and I live in far northwest Harris County at Binford and Castle Road. If built, this project will cause my family financial harm, devastate our future plans, and as mentioned in DEIS, destroy our 1920s craftsman style home. In Texas we do things in a big way. As have been said, the high-speed rail is the next big thing. The Astrodome was a big thing; one of -- the first of its kind. NASA is a big thing, the only one of its kind. I'm sorry. I think you probably can hear me anyway. The medical center is a big thing, the best of its kind. The high-speed rail is not a big thing. It's a has-been thing. It's a 60-year-old technology that will be obsolete in 10 years. The need. The premise for construction of the HRS is to relieve traffic congestion on I-45. The EIS identified eight places on I-45 that are traffic problems; six of them in Harris County. If you look further, the majority of traffic congestion is not between Houston and Dallas; it's in Houston and Dallas. Thus, the high-speed rail will not relieve any traffic congestion. Texas does not have the population to support the high-speed rail. In Japan, where the high-speed rail is marginally profitable, it has eight times the population density of Texas. We hear Texas Central tout a thousand permanent jobs that will be created, but what we don't hear is the jobs that will be lost. More will be lost than added. The places that make Texas special, the farms, the ranches, the countryside wedding venues, and the bed and breakfasts will lose their livelihoods. The rhetoric from Texas Central is hype and lack of transparency. What they promise in their open house meetings is not what's in the EIS. They said they would not close roads. They are closing and rerouting numerous roads. They said they would only take 3,000 acres, yet they are taking 8,000 acres. They said they will not take public funding, yet seeking taxpayer-backed federal loans. They say they will work with landowners, and I don't know how you can sit here and say that you will work with landowners. The only thing I've heard is a suit. In reality, this land development project is a land development project with a side of rail. To our elected officials here tonight, let's learn from California, let's look at the Reason Foundation. Texas, Houston, and Harris County deserve and expect better. Thank you.	Refer to ED-2, GN-3, GN-4, NE-1, LU-14, PN-3, SC-21, TC-2 and TR-8.
Paul Marrack	3/9/2018	Email	<p>Please see the attached comments on the FRA's DEIS on the Dallas to Houston high speed rail project. I live at [...] in Harris County on the property indicated in the DEIS as HA.004. If carried out, this project will result in financial harm, devastate future plans, and as mentioned in the DEIS destroy our historic 1920's craftsmen style home (HA.04).</p> <p>My concerns are the following (refer to pages 2-4):</p> <ol style="list-style-type: none"> 1. How the HC-4 route was selected for Harris and Waller counties 2. Financial viability and longevity of the technology 3. Hazards and exclusion of pipeline and utility crossings 4. Coordination with the Waller County Sub-Regional Planning Commission <p>In addition to these concerns, I protest the length of the public comment period for the DEIS, even though it was extended to only March 9th. Texas Central Rail and the FRA have been working together on this DEIS since 2014. Landowners such as neighbors and myself were blindsided by the sudden choice of the HC-4 route without any proper NEPA review or public notice before chosen. We had no open comment period until the December 22, 2017, release of the DEIS, 3 years later.</p> <p>For the following reasons the only action for the FRA for the proposed Texas High Speed Rail proposal is the NO BUILD option.</p> <ol style="list-style-type: none"> 1. The Selection of the HC-4 and NEPA. <p>The HC-4 route selected for Harris and Waller counties was never presented to the public for comment. Only the Hegar Road path was presented during the scoping process as the corridor was portrayed as the only route that would go through Harris and Waller counties. The HC-4 route was suddenly announced well after the scoping process and the public comment period had ended. The alternative "alignments" were never released to the public and no opportunity was given to review and comment on them before the preferred alternative alignments chosen as the Build Alternatives. Citizens effected by this new HC-4 route were denied their right to participate in the DEIS process. The whole manner in which this EIS process has proceeded violates National Environmental Policy Act (NEPA) and its intent.</p> <p>The ROW for any additional transportation to Houston / Dallas is I-45. Cost is not an adequate or acceptable reason for not using this route. If I-45 is not straight enough, deviate from I-45 as needed. The lack of public input is a violation of the NEPA process and the only reparation for this action is the NO BUILD option.</p> <ol style="list-style-type: none"> 2. Financial Viability and Longevity of the Technology. <p>First, the DEIS provides no analysis for the financial viability of this project. Currently TCR refuses to divulge their ridership studies citing confidentiality from competitors. The published ridership of 5 to 7 million is grossly overestimated, and the costs to construct this project, \$10 – 12 BN, are underestimated. Recently, costs are estimated to be in excess of \$20 BN. The Reason report (link below) shows clearly that the viability of this project is very suspect and will fail spectacularly. There are only two HSRs in the world that come close to being profitable and</p>	Refer to BA-4, EU-1, EU-2, EU-6, EU-8, GN-2, GN-3, GN-4, NE-1, NV-5, PI-1 and TC-2.

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			<p>these do not include construction cost. If built, the HSR will become a tax burden to state and federal taxpayers. https://reason.org/wp-content/uploads/files/texas_high_speed_rail.pdf Second, the use of antiquated and sole sourcing of the rolling Texas Central HSR stock is disturbing. Much more flexible and less evasive technologies will come to fruition over the next 10 years making the 60-year-old HSR obsolete. The proposed Japanese HSR trains are the only rolling stock able to be used on the constructed tracks thus creating a dependency on Japan. For these reasons, the only option is the NO BUILD option.</p> <p>3. Hazards of Pipeline and Utility Crossings Route HC-4 was selected by TCR. Because of this, there was no opportunity for local input from the public or local governmental entities to address those factors impacting their selected route. In addition to many pipelines that are not considered in the DEIS, there are two large high pressure natural gas pipelines that run through this area, owned by Spectra Energy and Atmos Energy. The Atmos pipeline runs largely north and south and parallels the HC-4 route over a long distance through Harris and Waller Counties. Where the two pipelines intersect is a pipeline compressor station, a short distance to Texas Central’s selected route. This pipeline is a 30 inch diameter pipeline that operates at a nominal pressure of close to 1,000 psig. Pipeline and Hazardous Material Safety Administration (PHMSA) regulates natural gas pipelines and compressor stations. PHMSA regulations require all compressor stations have ESD systems in place that will, in the event of an emergency, totally shut down the compressor station and blowdown all of the high-pressure natural gas within the station, venting it to the atmosphere. In addition, it is required that each compressor station, at least once each year, perform an ESD procedure to verify the functionality of the system. The 60-year-old technology of the proposed Texas Central high-speed rail poses a serious and hazardous ignition source for any intentional or unintentional natural gas releases. The train operates on electricity using overhead catenary power lines and train mounted pantographs that slide along the overhead wires to provide power to the electric motors. The operating voltage of the catenary system is 25,000 volts. The only mention of electrical sparking in the DEIS has to do with a simple statement of electrically connecting the two pantographs on each trainset to help reduce sparking for the purposes of limiting nuisance noise. There is no mention of it being a possible ignition source for volatile gases and no mention of, nor any consideration given to, avoiding placing the route of the train away from possible sources of releases of large volumes of natural gas. While there are listings of oil and gas pipelines larger than 12 inches in diameter that the train would cross or closely parallel, there is no mention of gas pipeline compressor stations, underground natural gas pipelines, natural gas liquid storage facilities, natural gas processing facilities or any other possible source of releases of large volumes of explosive gases. This is a grievous safety omission and the FRA can only select the NO BUILD option.</p> <p>4. Coordination with the Waller County Sub-Regional Planning Commission The Waller County Sub-Regional Planning Commission (WCSRPC) was created under the authority of Texas Local Government Code Chapter 391 in 2008. Its members include Waller County, the Cities of Waller, Hempstead, Prairie View, Pine Island, Patt ison, Katy, and the Waller Independent School District, the Brookshire Katy Drainage District, and includes parts of Harris county. As a legally formed governmental entity, it has the right to request coordination with other governmental agencies on projects that affect the Commission’s long term planning for the region. Section 391.001(c) of the Texas Local Government Code expressly provides that agencies “shall, to the greatest extent feasible, coordinate planning with sub-regional planning commissions to ensure effective and orderly implementation of state programs at the regional level.” WCSRPC has repeatedly requested coordination from the FRA and TxDOT (as co-lead agency) on the TCR high speed rail project. The FRA has steadfastly refused any such coordination with WCSRPC, despite the requirements of NEPA. Reluctantly, TxDOT agreed to appear at a WCSRPC coordination meeting on February 9, 2016. At the February 9, 2016 coordination meeting, WCSRPC presented numerous concerns to TxDOT officials on detrimental impacts that the HSR proposal would have on the Waller regional area and WCSRPC’s long term planning. The legislative intent of the whole NEPA EIS process is to lay out different alternatives, identify impacts presented by the various alternatives, and to use those in decision making on choosing the best and least impactful alternative. However, the FRA has violated the intent of the process in developing the DEIS. The FRA has no other justifiable choice than to select the NO BUILD option for the final EIS because they directed a state agency to violate state law by requiring that state agency to not coordinate with the WCSRPC.</p>	
Leslie Marroni	2/7/2018	Email	<p>H. C Chandler and Son, Inc. Last night at meeting I was given information to find the full property map of our facility on the below website. I was instructed to website, than to Go to Appendix G, Volume 2-1, CVL-HN-0117S, Station Number HN2 3600+00. I am unable to locate Appendix G on site. Can you please advise or send me the full map for our Station Number? Thank you for your time and assistance.</p>	<p>There are multiple links on the FRA website for Appendix G. For your particular Volume it is located here: https://www.fra.dot.gov/eLib/Details/L19235</p>

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Jacqueline Marroquin	2/6/2018	Website	Adding a High Speed Rail at 290 will cause more congestion for surrounding neighborhoods. I personally drive on 290 every morning and traffic is always backed up from 6am-10am. It currently takes me roughly about 40 minutes to get to work when it should take me 15 minutes. I believe if a high speed rail is added, they should focus on adding the rail on I-45 and avoid 290.	The Project would cross US 290 in Harris County. No lanes would be removed. See Table 3.11-31: Roadways in Harris County Study Area for a list of the roads that would be impacted by the Project in this area.
Joanthan Marsh	3/4/2018	Website	Why not follow the existing electrical transmission lines easement that already exists? I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to BA-5, BA-8 and LU-5.
Jonathan Marsh	2/23/2018	Website	To the FRA and Texas Central Rail, I would like to make comments regarding the proposed route for the High Speed Rail as proposed by the FRA. Seriously, there is an existing utility easement for power lines. It makes no sense that all the work and effort that went into acquiring land for that can't be piggy backed upon. I have serious concerns about the proposed route in portions of Navarro County. I understand that overall the southern most route proposed may be the most appropriate as compared to the other two proposed routes however I believe the portion which travels south of 3194, not along the utility easement as suggested in the middle route, would create significant adverse environmental, economic and cultural history problems. The proposed route parallels a county route which would require a large berm blocking access to property south of 3194. This would also create maintenance, water shed and inclement weather problems in my opinion. The proposed route could also block expansion of 3194 and future development along 3194. The proposed route intersects a three-way intersection requiring significant engineering and rerouting of county roads and the access roads to surrounding properties. Given the topography of the area surrounding CR 709 and 3194 the train would both be significantly below grade and then rapidly elevated creating watershed issues, access issues, and cosmetically detractive issues. If the proposed route was blended in this small area with the already vetted middle route, both the train and tall high-tension power lines would run parallel thus creating less environmental and esthetic impact. It seems much more appropriate to run the train next to a high voltage power grid already existing rather than run more high towers. If this small move is made the train would cross 709 at an already existing utility easement and would not adversely affect the three way intersection and would not limit CR 3194. Ongoing road maintenance would be simplified as would water shed. My final and major concern is that the proposed route would destroy a highly developed economic, charitable and cultural Navarro County Ranch. Listed on tax roles as Morgan Legacy Farms. If the proposed route is utilized the rail project would cause the destruction of two of the homes on the ranch, the destruction of one of the first (if not the first) rodeo arenas ever built in Navarro County. Access to the horse barns, parking and Lodge would be lost rendering the ranch unusable for it's primary purpose. Just in the last 5 years the ranch has been visited by over 900 guests as a charitable property. Churches, Girl Scouts, Boy Scouts, Military Personnel, Police, Fire and various city leaders as well as disadvantaged children from natural disasters. There is no other property like this facility located in Navarro County and perhaps within 100 miles. To destroy this icon rather than move the train route slightly north on an existing utility easement would create irreparable losses and damage to the county and those who benefit from the property.	Refer to LU-5.
Jonathan Marsh	3/2/2018	Website	I understand there is another proposed map that makes SO MUCH MORE sense. I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5 and NR-2.
Jonathan Marsh	3/2/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a	Refer to LU-5, WW-1 and WW-2.

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Jonathan Marsh	3/3/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. There is an existing power line in this area that has already gone through the approval process. Why can't you just use the easements of the powerline?	Refer to LU-5 and NR-2.
Jonathan Marsh	3/4/2018	Website	Please consider using the existing easement of the existing electrical easement. I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5.
Jonathan Marsh	3/4/2018	Website	Alternative route maps show a much more elegant solution and a better and lower cost. I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5.
Jonathan Marsh	3/4/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
Jonathan Marsh	3/4/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.

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Jonathan Marsh	3/5/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5 and NR-2.
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Paige Marsh	2/19/2018	Website	Dear FRA, I have recently reviewed the proposed route as shown on the high speed rail website. The route shows it crossing the property directly behind ours. I wanted to express my disapproval of this project with reasons I feel are valid. My husband and I purchased our land shortly after having our children. Our dream was to own land and raise our children in the secluded, quiet country. Most people our age are either still living at home with their parents or coming out of college and renting apartments. We decided to work hard towards our goal and purchase the most acreage we could within our budget. We sacrificed and saved to make that dream happen. Shortly after we were settled and living the life we imagined; we heard about the route of the high speed rail. I strongly feel that this project would take away from the quality of life we worked so hard for. This project is only serving a small percentage of people and our local communities are not benefiting from it. With all of the different transportation options available I feel this project is unnecessary. This project would be a huge noise burden and take our peace and quiet away. This would also take away from our beautiful scenic views. This project might be convenient, benefit and make profit for a few in the metropolitan areas; but it would also take away from our quality of life in the Rual community. Sincerely, Paige Marsh	Refer to AS-1, BA-4, NV-1 and SC-19.
Samuel Marsh	2/16/2018	Website	This rail project would be far more convenient than either driving or flying, and would increase competition for airlines, creating better service by both the rail and the airlines, and discourage airlines from beating passengers as United is wont to do.	Comment noted.
Thomas Marsh	3/8/2018	Website	I support construction of the Dallas to Houston HSR project. The HSR project will: 1. Lessen the strain on surface infrastructure by lowering the number of road trips between the end points; 2. Lessen congestion at end-point airports; 3. Provide a transportation alternative for individuals who cannot or will not drive or fly; 4. Provide environmental benefits compared to automobile and air traffic; 5. Provide construction jobs; 6. Provide permanent operations jobs. Let's get a move on!	Comment noted.
Carlton Marshall	2/28/2018	Email	I am writing with concerns about the Dallas to Houston High Speed Rail and how it will affect my family and myself and the impact to my property values. I live on a ten acre rural Dallas County property and possess various types of livestock. My residence and property run directly parallel to the proposed route for the high speed rail and will only be about fifty to seventy-five yards from its location. The location of this high speed rail will have significant negative impacts to our property values, quality of life and potential impacts to our various livestock. I have lived near a railroad many years ago and am aware of how much noise they can make. My understanding is the high speed rail will be running its route every thirty minutes. That noise, while bothersome during the day will most certainly cause interruption of sleep for my family and cause unknown effects on my livestock. At the very least, if my property will not be purchased, sound barriers need to be constructed along the full length of the rail system starting and ending approximately 100 yards on either side of the residential areas where it comes within the proximity of those residential areas by one quarter mile or less. This would assist with sound issues and privacy. If my property is purchased by Flur Enterprise it can be held and utilized in various ways until the Route 9 is constructed and then possibly sold for commercial or residential developments. Flur Enterprise will then recover their money on the back end.	Refer to NR-1, NV-1 and VA-1. All parcel acquisition and structure displacements resulting from Build Alternatives would be negotiated between the landowner and TCRR. This analysis assumes that negotiated prices would reflect the fair market value of displaced residences and/or businesses, allowing for investment in new or similar areas outside the LOD. As detailed within Section 3.14.5.2, Socioeconomics and Community Facilities, Build Alternatives , potential impacts to individual property valuations were beyond the scope of this analysis; it is not likely that these would produce a significant impact for the regional economy. Generally, the factors most cited in the literature that correlate to

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				adverse property value impacts are near train tracks with the presence of potentially hazardous materials carried by freight rail, and nuisance factors like noise and vibration. This Project will be a passenger railroad only, with its own dedicated track, therefore no freight or hazardous materials will be transported. Section 3.4.6, Noise and Vibration, Avoidance, Minimization and Mitigation identifies a number of avoidance, minimization and mitigation measures to minimize impacts to properties in areas where higher noise or vibration levels may be present. As a result of minimal noise and vibration impacts and the absence of freight traffic on the proposed right-of-way, adverse effects on the values of adjacent properties would likely be minimal and could be offset by the additional tax revenue generated by TCRR's property on the proposed right-of-way. The Project is unlikely to result in a loss of property tax income to the jurisdictions it operates in. The potential for negative property value impacts would be limited and would be offset by an equally likely potential for a positive station area impacts that would exceed expectations. As a result, no macro-level economic effects are anticipated.
Jerry Marshall	1/24/2018	Email	This proect is not cost effective or cost efficient unless it is 99% USA.	Comment noted.
Todd Marshall	1/25/2018	Email	1000 characters? If it wasn't stupid government bureaucrats I'm sending this to I would say "you must be joking!" I've sent by alternate channels. Go pound sand! Why did W\8226 TC7 fall down? Do you really think we're that stupid as to believe the NIST report?	Comment noted.
Todd B. Marshall	1/25/2018	Letter	Why are you helping a private enterprise?	Refer to NE-1.
Carlton Marshall	2/28/2018	Email	I was a police officer in Dallas for twenty-one years when shot in the line of duty. As a result of that shooting I am now a quadriplegic. The home I reside in was specifically built to accommodate my condition. As most homes are not built for the wheelchair handicap, I cannot just go out and buy another home and certainly not on acreage property where my livestock can be kept. As a result, I must have a new home built to accommodate my needs on an acreage property we subsequently purchase. My property value will be significantly affected negatively because of the high speed rail and as such I could not get the fair market value for my home. I stringently request the private entity, Flur Enterprises and Lane Construction, who is purchasing the property for the installation of the high speed rail or the FRA buy my property at the high end of the fair market value or should be fairly compensated for the loss of property value. Further, if my property is purchased, I request to be allowed to reside at said residence for approximately six months or until a new home can be built to accommodate my needs. This project is several billion dollars in construction. It would only be a drop in the bucket to buy my property at fair market value and it is only fair and appropriate that this should be done.	Refer to ED-2, VA-1 and VA-2.
Carlton Marshall	2/28/2018	Email	I am writing with concerns about the Dallas to Houston High Speed Rail and how it will affect my family and myself and the impact to my property values. I live on a ten acre rural Dallas County property and possess various types of livestock. My residence and property run directly parallel to the proposed route for the high speed rail and will only be about fifty to seventy-five yards from its location. The location of this high speed rail will have significant negative impacts to our property values, quality of life and potential impacts to our various livestock. I have lived near a railroad many years ago and am aware of how much noise they can make. My understanding is the high speed rail will be running its route every thirty minutes. That noise, while bothersome during the day will most certainly cause interruption of sleep for my family and cause unknown effects on my livestock. I was a police officer in Dallas for twenty-one years when shot in the line of duty. As a result of that shooting I am now a quadriplegic. The home I reside in was specifically built to accommodate my condition. As most homes are not built for the wheelchair handicap, I cannot just go out and buy another home and certainly not on acreage property where my livestock can be kept. As a result, I must have a new home built to accommodate my needs on an acreage property we subsequently purchase. My property value will be significantly affected negatively because of the high speed rail and as such I could not get the fair market value for my home. I stringently request the private entity, Texas Central Partners President Tim Keith and CEO Carlos Aguilar who are purchasing the property for the installation of the high speed rail or the FRA buy my property at the high end of the fair market value or I should be fairly compensated for the loss of property value. Further, if my property is purchased, I request to be allowed to reside at said residence for approximately six months or until a new home can be built to accommodate my needs. This project is several billion dollars in construction. It	Refer to ED-2, NR-1, VA-1 and VA-2.

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Brad Martens	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
George Martin	3/9/2018	Website	HELL NO DON'T WANT IT DON'T NEED IT NOR DO WE EVEN CARE FOR IT.THE PROJECT IS USLESS ALL IT;S GOING TO DO IS COST LIVES OR MAKE IT EASIER FOR CRIMINALS TOO LEAVE TOWN QUICK OR DERAIL CAUSING ALOT OF LIVES. OR STORM COMES AND PEOPLE GETS TRAPPED THIS PROJECT IS A DEAD TRAP WAITING TO HAPPEN	Refer to SS-3, SS-12, SS-13 and SS-18.
Kenneth Martin	2/7/2018	Website	I fully support hi speed rail throughout the United States as an alternative to building more highways and putting more people in the air. Environmentally economically and socially it is the way to move people. Rail investment has proven to improve accessibility to our core cities and increase the value of real estate and improve the quality of life. Private capital investment in railinfrastructure is is the ultimate plus. I ride and support rail passenger service and would urge the the federal government to promote and develop hi speed rail investment.	Refer to GN-4.
Michael Martin	3/9/2018	Website	Automobile pollution is a major contributor to poor air quality in the Houston Metropolitan Region. It's easy to understand that in the Houston Metropolitan Region the pollution created by both private and commercial aircraft added to that created by automobiles presents a serious and almost intractable problem. Lacking viable alternatives in many areas of the region citizens are forced to turn to their trusted automobiles to travel across the vast expanse of this region. When commuting between the various population centers of Texas the same alternatives of the automobile and aviation confront the traveler. Even when seeking to travel outside the Houston Metropolitan region citizens typically rely on the automobile just to access our airports.((I'm going to lay this issue out in reverse order. The proposed terminal for the Houston High-Speed rail is to be located in one of the most traffic congested areas of the entire Houston Metro region. Access to the Northwest Mall is, to put it mildly, a nightmare for commuters. This alone was a major contributing factor to the demise of the Mall and the surrounding neighborhoods. I speak from personal experience as the headquarters of the counseling center where I once worked was at T.C.Jester and 610. The only remotely convenient times for accessing this office was during windows of opportunity between peak commuting times. That was over 10 years ago. Traffic through this area has increased many times over since that time.((This is due in no small part to the growth of West and Northwest Houston and Harris Counties and adjacent counties. Both I-10 and 290 are virtually impassible during significant parts of every weekday. Projections are that this problem will only increase even with the new construction of the adjoining 610 area tying the two thoroughfares together. This area will continue to grow as one of the major traffic choke points in the Houston Metro region. ((This is not some new revelation. It is well understood by our citizens to avoid this area at all costs. Unfortunately for a major population of commuters, avoiding this area is not an option and they have resigned themselves to watching significant parts of their lives tick away as they negotiate this area in their daily commute. Fortunately, others are not forced to endure this daily horror story.((Now we come to the location of the proposed terminal for the proposed and long awaited high-speed rail between Texas' two major metropolitan regions, Houston and Dallas. Our citizens have dreamed of our region joining the rest of the developed world in offering high-speed rail to provide fast and efficient transportation for our citizens. I won't even bother to discuss the advantages of high-speed rail over other modes of transportation. All one has to do is travel to Europe and have the experience of using this marvelous mode of transportation and no further explanation will be necessary.((But our dreams were soon dashed as we realized first the insidious route chosen for the rail system and then the location of the terminal site necessitated by this route. Instead of the commute for high-speed rail taking the assumed 1 hour of travel time, we were told (with a straight face, mind you) that this trip between Houston and Dallas would be one hour and thirty minutes. This is a	Refer to GN-9, NE-9, TC-4 and TR-5. Refer to Section 3.2, Air Quality and Section 3.21, Greenhouse Gas Emissions for more information about air quality issues.

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			<p>full fifty percent longer to make the trip than should be reasonably required.((reasonably required. ((Then we learned that this is all to the good because in our need to travel to Dallas we would be afforded an opportunity to travel to and through the Bryan-College Station area. Many if not most prospective riders of the still proposed high-speed rail were less than excited by this prospect. The majority of those commuting to Dallas from Houston are business travelers. We have zero interest in being routed through College Station. ((While travel to Houston Hobby is not without its challenges, on the whole it is a vastly better experience than being anywhere near I-10 or the 610 West Loop at ANY time of day. I for one would greatly prefer the comfort and convenience of high-speed rail over anything to do with flying. I am certainly not alone in this preference as evidenced by the excitement at the prospect of having the option of high-speed rail. ((Moreover, revisit my use of Europe as an example. I have ridden both trains and high-speed rail in Europe. And while there are air alternatives to any type of rail, European travelers who have an option overwhelmingly choose rail. This speaks volumes and is not lost on the American traveling public. I could digress into a discussion of how the proposed Houston-Dallas route was hijacked, presumably by special interest groups. However, the issues of the impact upon the environment will themselves prevail in the minds of reasonable people.</p> <p>1. As noted, the proposed terminal at the now defunct Northwest Mall will itself present a compelling argument regarding the undesirability of this location. This area is already choked with cars operating with internal combustion engines operating within their lowest ranges of efficiency: low RPMs and they creep along the various freeways at typical commuting speeds. Now add to that the increased congestion from whatever the projected ridership of the high-speed rail will bring. I will leave it to others to crunch the numbers. The principle is the issue here. The rest is only math and statistics.</p> <p>2. Add to this the full 50% increase in travel time required by the insidious route proposed by the high-speed rail developers. As a retired therapist I can assure you this carries with it an increase in the stress of traveling which equates favorably with the burning of fossil fuels. Nor is this increased route an "energy-free" proposition. Travel requires energy and energy requires fuel, whether that fuel is directly consumed by the internal combustion chambers of an automobile or by a coal or otherwise fueled power plant to generate electricity. The electricity to power these trains must come from somewhere. Thus, there must be an increased environmental impact by the increased, and I might add, unnecessary, 50% lengthening of the train's trip.</p> <p>3. Should this project not come to fruition due to asinine and predictable political power struggles of special interest groups, make no mistake that there will continue to be a steady increase in travelers falling back on the tried and true mode of commuting between Houston and Dallas: Southwest Airlines. And along with that I assume that the negative impact upon our environment from the burning of fuel by these commercial airplanes will also increase. The alternative to the proposed route and the terminal which it demands is quite simple. Now, long ago I stopped equating simple with "easy". They can be mutually exclusive. Nevertheless, the obvious solution to this problem is to run these trains up and down the I-45 corridor. The commuting time would be competitive with that of Southwest Airlines, ONE hour, a savings of time and energy of fifty percent. That is not negligible. The access to any proposed terminal AT WORST will be at least comparable to the currently proposed terminal. At best it can be vastly superior, especially given the budding light rail infrastructure in both Downtown Houston and the area north of Downtown. And finally, a common sense perspective. As noted the majority of travelers who commute between Dallas and Houston are not tourists. They are business travelers and to them time is money. And time involves both the commute to the transportation terminal as well as the time of the trip itself. And never overlook issues of convenience for these business people. So, assuming the development of the high-speed rail proceeds as currently proposed. The train is open and running. A business person has a need to travel to Dallas for a meeting with hopes of returning the same day. The thinking goes like this: OK, gotta run up to Dallas for a meeting tomorrow. God willing I hope to be able to return same day. Let's see, both Southwest and that train are options. Hmmm. Southwest takes one hour. Prices about the same. And OMG, I don't want to drive anywhere near 610 and I-10. Plus, that train takes 1.5 hours longer. That's strange. OK, I'll just use my app and book a seat on Southwest. Done. Pretty simple. Play that over a few million times. Then let's talk about "environmental impact".</p>	
Will Martin	3/8/2018	Website	This should have been done several decades ago. It will make a great contribution if it is started now, without delay, so the many benefits to the area and the nation will be realized. It is a brilliant solution to several problems and will increase business activity in the Dallas-Houston areas. Just do it!	Comment noted.
Kristin Martin-Evans	2/5/2018	Website	This train is a must. Not only will it create jobs but it also will decrease the commuting on our roads, help with companies and individuals who work throughout the state of Texas we can manage our travel load and work load, meaning work life balance. There are thousands of individuals who have to travel the state for work and the train will help. This also can help with schools and the ability of travel for students. The train can also help commerce and tourism in our state. The list is endless and as a transplant for over 10 years and growing up in the northeast where public transportation is readily available I see this as a very important resourceful piece to our agriculture, our industrial needs and will overall be of great use in our state. We have had so many people move to the Lonestar state in the past 10 years and they are not stopping. The traffic is becoming very troublesome.	Comment noted.

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David Martinez	3/5/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
Megan Martinez	2/27/2018	Website	I have lived in Corsicana, Texas - in the Corbet, Texas community for 47 years and in Corbet, Texas for 33 years. This proposed train would greatly disrupt the entire community and most especially the beautiful Morgan Legacy Farm. The Morgan family have opened their Farm to many charitable organizations for numerous uses for those charitable organizations to raise money. For example, Catholic Charities of Dallas hosted 2 very successful dinners for individuals who purchased same at a yearly fund raiser. Several small inter city schools have also been blessed with help from the Morgan Legacy Farm. To tear up and destroy a beautiful working farm, for any high speed transportation that certainly can be rerouted is a travesty. We see absolutely no good that will come from this high speed train, but do see tremendous destruction if implemented.	Refer to LU-5.
Megan Martinez	2/28/2018	Website	I would like to make a couple of comments regarding the proposed route for the High Speed Rail proposed by the FRA. The route chosen crosses several local roads and divides several properties - which will cause disruption to numerous county roads, causing at times, tremendous hardship to the 1000's of families in this rural area. This proposed route will also divide family properties that go back 4 and 5 generations. This is not progress. One of the valued properties in the FRA's path is the Morgan Legacy Farm which has hosted and continues to host hundreds of groups of children and adults in opportunities to experience and be exposed to true Texas farm and ranch life - at no cost to anyone who attends. Many nonprofits have benefited greatly from the hospitality and numerous activities that the Morgan Legacy Farm provides for free to the nonprofits donors, such as Catholic Charities of Dallas and many intercity schools. Running the train right through the middle of this beautiful well maintained property would literally make these events no longer possible. Alternatively, there is a nearby high-tension power line that seems to be a logical route for the rail to follow. It seems much more appropriate to run the train next to a high voltage power grid which already exists and where no one lives and fewer roads, if any, would be disrupted.	Refer to LU-5.
Megan Martinez	3/3/2018	Website	I believe that running a high speed rail through the rural area in Corsicana/Corbet, including the Morgan Legacy Farm is a big mistake for numerous reasons. The entire area is filled with numerous working ranches and farms, as is the Morgan's. The Morgan's farm has always been a place for numerous children from YMCA programs, Boy Scouts, and many intercity schools have visited the Morgan Farm and been exposed to many educational opportunities at literally no cost to any of the organizations. The children have learned about wildlife, plants specific to Texas and the Navarro county area, fishing, and many other environmental education areas. The proposed rail would disrupt and alter many of the rural roads that many many families depend on for deliveries and transportation to and from work. Progress is not progress if you destroy thousands of acres of land many people depend on for a rail that is not a necessity in our State. I truly believe that saving the Morgan Legacy Farm is much more important than any kind of high speed rail system.	Refer to LU-5, TR-6, TR-7 and TR-8.
Megan Martinez	3/5/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. A move to the north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. This ranch serves as a retreat, free of charge, to many medical service providers, first responders, nurses, physicians, students and others.	Refer to LU-5.
Megan Martinez	3/8/2018	Website	I would like to send a complaint on the new FRA proposed railway that would run through the Morgan Legacy Ranch in Corbet, Texas. This is a family owned and operated farm that has served as a retreat for many children and organizations which work with inter city children and many children with hardship backgrounds, through the YMCA and several other organizations that work with emotionally challenged children. It also has been a great "project" place for many Boy Scout projects and a great retreat for our first responders in the field. The Morgan Ranch is full of wild life, some from protected classes like the bald eagle, and all the wild life would be greatly disrupted. Equally important is that the Morgan family came to the Navarro County community, took land that had been vacant for years, reworked it at great expense and made it a haven for 1000's of other people. The Corbet community is filled with family owned and operated farms that have been family owned for 100's of years. Absolutely no good would come from running a high speed train through such a beautiful family owned home.	Refer to LU-5.
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Megan Martinez	3/8/2018	Website	I would like to send a complaint on the new FRA proposed railway that would run through the Mogran Legacy Racnch in Corbet, Texas. This is a family owned and operated farm that has served as a retreat for many children and organizations which work with inter city children and many children with hardship backgrounds, through the YMCA and several other organizations that work with emotionally challenged children. It also has been a great "project" place for many Boy Scout projects and a great retreat for our first responders in the field. The Morgan Ranch is full of wild life, some from protected classes like the bald eagle, and all the wild life would be greatly disrupted. Equally important is that the Morgan family came to the Navarro County community, took land that had been vacant for years, reworked it at great expense and made it a haven for 1000's of other people. The Corbet community if filled with family owned and operated farms that have been family owned for 100's of years. Absolutely no good would come from running a high speed train through such a beautiful family owned home.	Refer to LU-5.
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Roger J Marzulla	1/19/2018	Letter	The purpose of this letter is to request a ninety-day extension of the comment period for the pending Notice of Availability Dallas to Houston High Speed Rail draft EIS, announced in the Federal Register on December 22, 2017 at 82 FR 60723. This request to extend the comment period is made on behalf of our client, Texans Against High Speed Rail, Inc. (TAHSR), a non-profit 501c(4) (application pending) organization formed in early 2015 as a coordinated statewide-grass-roots effort to protect property, property rights and values, and to prevent the expense of taxpayer dollars or public subsidies for high-speed rail transportation in Texas. TAHSR was formed after plans for the Dallas to Houston route by Texas Central quietly began to surface in late 2014. Supporters include residents, private property owners, business owners and elected officials from all across Texas who share the core belief of combating eminent domain for private use and opposition to any tax-subsidized passenger railway. We make this request to allow adequate time for the public, including TAHSR, local governments and other organizations, to adequately review and provide useful comments on the Federal Railroad Administration's proposed Dallas to Houston High Speed Rail draft EIS. The current Notice of Availability, published December 22,2017, allows a minimal60-day comment period, with a drop-dead date of February 20, 2018. Meanwhile, the U.S. Army Corps of Engineers has published Public Notice for two wetlands permit	Refer to PI-3, PI-8 and PI-12. For approximately 48 hours during the public comment period, the FRA website generated a non-delivery message in response to emails with yahoo.com or aol.com addresses. As soon as this problem was brought to FRA's attention, the problem was remedied. However, this brief issue did not affect other comment tools available to interested parties. These tools included sending an email directly to FRA staff or the project email (DallasHoustonHSR@urs.com) or sending a letter to FRA.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS				
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			<p>applications under Section 404 of the Clean Water Act for this same project, with exactly the same truncated deadline for public comments of February 20, 2018. These simultaneous, short comment periods, which commenced during the holidays, allow insufficient time for meaningful public participation in the NEPA process. NEPA requires that an agency prepare an EIS for any "major Federal actions significantly affecting the quality of the human environment."1 And "[t]he EIS is a procedural obligation designed to assure that agencies give proper consideration to the environmental consequences of their actions. The EIS also insures that the public is informed about the environmental impact of proposed agency actions."2 To accomplish this purpose, NEPA regulations require that the agency (here, the Federal Railroad Administration) prepare and submit for public comment a draft EIS, and that Federal Railroad Administration take into account those public comments in preparing the final EIS. In addition to the inadequate time Federal Railroad Administration has allowed for public comment on this EIS, the process has been so confusing and changed so many times that full public participation has been nearly impossible. On December 22, 2017, AECOM, the environmental contractor, distributed a notice of availability of the draft EIS. The notice listed the location and time for public hearings in each of the 10 impacted counties. The same list was, and still is currently, published on Federal Railroad Administration's website. The January issue of On Track, the Dallas to Houston High-Speed Rail newsletter, lists changes in venue for public hearings in Madison and Grimes County. It also corrected the address of the hearing in Limestone County. On January 17, 2018, a notice was published in the Madisonville Meteor listing only the change to the Madison County venue. None of these changes are reflected on the list of public hearings on the Federal Railroad Administration's website. Additionally, several members of the public have received a notice of delivery failure when attempting to submit their comments via email to the address listed on Federal Railroad Administration's website for public comments, DallasHoustonHSR@urs.com. The issues relating to the submission of public comments are not limited to the comments submitted via email- the online form for submitting comments has also rejected comments. Some landowners have property in multiple impacted counties, the current public hearing schedule for several counties overlap and occur at the same time. This does not allow those landowners the opportunity to participate at the hearings for all of the counties that they own land in. In addition, at close of business on January 19, 2018, the Congress has not yet passed a continuing resolution, and a federal government shutdown looms at midnight. Should this shutdown occur, it will further disrupt the schedule for public hearings and the ability of the public to provide meaningful information to Federal Railroad Administration regarding the environmental impacts of this major federal project. Accordingly, on behalf of the interested public, and particularly T AHSR and its members, we request a ninety-day extension of the comment period to May 21, 2018 on this critically important EIS.</p>	
Roger J Marzulla	1/30/2018	Letter	<p>On January 19, 2018, I sent a letter (a copy of which is attached) to Kevin Wright, the Federal Railroad Administration's contact for the Dallas to Houston High-Speed Rail Draft Environmental Impact Statement. The purpose of that letter was to request a 90-day extension of the comment period for the pending Notice of Availability Dallas to Houston High Speed Rail draft EIS, announced in the Federal Register on December 22, 2017. 1 This request to extend the comment period was made on behalf of our client, Texans Against High Speed Rail, Inc. (TAHSR), a non-profit 501c(4) (application pending) organization formed in early 2015 as a coordinated statewide-grass-roots effort to protect property, property rights and values, and to prevent the expense of taxpayer dollars or public subsidies for high-speed rail transportation in Texas. I understand that the extension request has been forwarded to you. TAHSR was formed after plans for the Dallas to Houston route by Texas Central quietly began to surface in late 2014. Supporters include residents, private property owners, business owners, and elected officials from all across Texas who share the core belief of combating eminent domain for private use and opposing any tax-subsidized passenger railway. We made the request to allow adequate time for the public, including T AHSR, local governments, and other organizations, to adequately review and provide useful comments on the Federal Railroad Administration's proposed Dallas to Houston High Speed Rail Draft EIS . At the first public hearing held yesterday, the Federal Railroad Administration announced that the public comment period would be extended until March 9, 2018, a 17-day extension. Because that brief extension of the public comment period falls far short of providing the public adequate time to study and provide meaningful comment on the draft EIS, TAHSR renews its initial request for a 90-day extension until May 21, 2018 to allow sufficient time for meaningful public participation in the NEPA process. The Notice of Availability was published December 22, 2017, the same date the U.S. Army Corps of Engineers published Public Notice for two wetlands permit applications under Section 404 of the Clean Water Act for this same project, with exactly the same truncated deadline for public comments of February 20, 2018. Each of these wetlands permit applications, in addition to the approximately 5,600-page Draft EIS, deserve proper and thorough review by the public. It is for this purpose that TAHSR requests a 90-day extension of the comment period be granted. NEPA requires that an agency prepare an EIS for any "major Federal actions significantly affecting the quality of the human environment."2 And "[t]he EIS is a procedural obligation designed to assure that agencies give proper consideration to the environmental consequences of their actions. The EIS also insures that the public is informed about the environmental impact of proposed agency actions."3 To accomplish this purpose, NEPA regulations require that the agency (here, the Federal Railroad Administration) prepare and submit for public comment a draft EIS, and that the Federal Railroad Administration take into account those public comments in preparing the final EIS. In addition to the inadequate time the Federal</p>	<p>Refer to ED-1, NE-6, PI-3 and PI-8. For approximately 48 hours during the public comment period, the FRA website generated a non-delivery message in response to emails with yahoo.com or aol.com addresses. As soon as this problem was brought to FRA's attention, the problem was remedied. However, this brief issue did not affect other comment tools available to interested parties. These tools included sending an email directly to FRA staff or the project email (DallasHoustonHSR@urs.com) or sending a letter to FRA.</p>

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			Railroad Administration has allowed for public comment on this Draft EIS, the process has been so confusing and changed so many times that full public participation has been nearly impossible. The January 19, 2018 letter to Mr. Wright describes in detail the numerous changes and outdated postings and publications of public hearing dates, even including the Federal Railroad Administration's own website. Some landowners have property in multiple impacted counties. The current public hearing schedule for several counties overlap and occur at the same time. This does not allow those landowners the opportunity to participate at the hearings for all of the counties that they own land in. Additionally, for weeks several members of the public received a notice of delivery failure when attempting to submit their comments via email to the address listed for public comments on the Federal Railroad Administration's website, DallasHoustonHSR@urs.com. The issue relating to the submission of public comments was not limited to the comments submitted via email-the online form for submitting comments on the Federal Railroad Administration's website also rejected comments. In addition to the many environmental effects, the final decision on this project will greatly impact the future of thousands of Texas residents. We believe that a 90-day extension will allow for those impacted the adequate time to research, review, and provide their comments on this critically important Draft EIS. On behalf of the interested public, and particularly TAHSR and its members, we request that the Federal Railroad Administration take into consideration the issues raised in this letter and grant a 90-day extension of the original comment period to May 21, 2018.	
Roger J Marzulla	3/5/2018	Letter	On January 19, 2018, and again on January 30, 2018, I wrote you requesting an extension of time to provide meaningful and thoughtful comments on the draft environmental impact statement for the Texas Central railroad project, published in the Federal Railroad Administration's Notice of Availability Dallas to Houston High Speed Rail draft EIS, announced in the Federal Register on December 22, 2017. In those letters, copies attached, I explained that the Federal Railroad Administration's Notice, which provided the minimum allowable period of 60 days for comment on the draft EIS-including Christmas and New Year-simply allowed insufficient time for my client, Texans Against High Speed Rail, Inc. (TAHSR), to review and comment on this lengthy document, regarding a multi-billion-dollar project extending over 240 miles and affecting many thousands of Texas residents. I further explained that our client, TAHSR, is a non-profit 501c(4) (application pending) organization formed in early 2015 as a coordinated statewide-grass-roots effort to protect property, property rights and values, and to prevent the expense of taxpayer dollars or public subsidies for high-speed rail transportation in Texas. I did not receive a response to these requests, but understand that the Federal Railroad Administration announced a 17 -day extension, through March 9, 2018. Because that brief extension of the public comment period falls far short of providing the public adequate time to study and provide meaningful comments on the draft EIS, TAHSR again renews its initial request for a 90-day extension until May 21 , 2018 to allow sufficient time for meaningful public participation in the NEPA process. Our initial review of the draft EIS reveals numerous shortcomings in its evaluation of the impacts this massive construction project would have on the quality of the human environment-impacts that NEPA requires the Federal Railroad Administration to analyze before the agency grants authorization to the project. If the Federal Railroad Administration proceeds on the basis of this inadequate study of the environmental impacts of the Texas Central railroad project, that action will not comply with NEPA or the Administrative Procedure Act. Meanwhile, you should be aware that Texas Central is subverting the comment process by offering prizes to people who will send you letters of support:	Refer to NE-9, PI-3 and PI-4.
David Mason	1/31/2018	Oral	It's going to be hard to follow that one. And, by the way. My name is David Mason, and like any of you, my family at one time had four generations living on our place. My wife spoke a minute ago, and my 19-year old -- or, 20-year old son spoke last night in Leon. The land is our livelihood. That's what we live for. It's the prettiest place you've ever seen anywhere around. There is no money, you know, to purchase it. There's just -- there's just not that much in the world. But what I want to say briefly, we've been coming to these meetings for quite awhile, and it's just amazing to just take them in and listen to what's said to many of us when you ask a question. On one side of the room, you're going to get one answer. If you walk directly across the other side of the room and ask the same question, you get a different answer. "Come to this side, and we'll lie to you". Well, one thing that was said, a lady asked one of the representatives, "So, what are you going to tell your investors, you know, if the train --if it doesn't make it, that we all agree it's not, you know, economically viable?" And he said, "Well, you know one thing about investors, if it fails for the next group, it's just a third cheaper". So, even their representatives feel like it's not going to make it, and we're all going to pay the price.	Refer to GN-4 and NE-1.
David Mason	2/5/2018	Oral	I'm David Mason and I am from Limestone County and I guess I will attend as many of these as it takes for the sake of them. I will say this, you ought to be proud of your county for the turnout you had tonight. We had to wait 30 minutes to get in here, so obviously a lot of people didn't get a chance to get in here to say their peace. But much like many of you, my family's land is directly affected. And it means as much to me as it does to you. I have five children. All five of my children were born the old way, at our home, in our home. It's a safer place. You know, for me and my family, the land is not only the place we feel the closest to our family Father and it's a place where I teach them when they wake up every day and I teach them when they rise and to walk by the way. and it's just like the pastor that spoke earlier, it's where I feel a peace. And I think if in the U.S. you are at a place o worship, I think you should be protected. And that's the way I feel about it. My name is David Mason and I am with Texans against the high speed rail.	Refer to PI-6, PI-8 and PI-11.

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Lauren Mason	1/31/2018	Oral	I have a written statement. My name is Lauren Mason, and I'm a landowner living in eastern Limestone County in the historic community of Fair Oaks. We live on what is commonly referred to as Beechnut Road. I'm a homesteader, a farmer, raising children, as well as organic produce and meat on our roughly 150-acre farm. My children are the fourth generation of family to live on this land that my grandparents, Joe and Nan Ainsworth, spent and sacrificed to acquire. Our property encompasses an old wagon road that used to connect the communities of New Hope and Fair Oaks, where my grandfather walked, or rode daily to school in the 1920's. It was his childhood dream to own the property where I now live, and I think he would be shocked to see how much of his precious land has been eroded over time; not by natural processes, but through the nefarious acquisition of portions of it by eminent domain from various entities. In the early 70's, we lost 50-foot of right-of-way off in front of our property for a county road. In the late 70's, the Brazos River Authority took 16 acres of our bottomland to flood for Lake Limestone. In the 2000's, when gas production was at its peak in this county, XTO destroyed 15 acres of woodland for a gas well path and pipeline production. Our land has been devastated over and over through the years, and now we have a private company who masquerades itself as a railroad trying to steal our land and destroy our way of life. My husband and I made the choice to move to our family farm after college graduation because we wanted a quiet, and simple way of life away from the hustle and bustle of big businesses and big cities, a safe haven to raise our children, as part of a real community, and we found that on Beechnut Road. While my property is not currently slated to be under the rail alignment, it does lie adjacent to the track, and it certainly falls within the one to two-mile land grab that Texas Central is asking for rights to on either side of the ramp. I-45 is not congested up and down its corridor as Texas Central would have you believe. It's only congested when one nears one of the major cities they are trying to connect with this high-speed rail boondoggle. It is my opinion that no car or truck-owning Texan is going to drive their vehicle into the congestion in Houston or Dallas, pay to park, pay \$199 for a one-way ticket to the opposite city, pay to rent a car when they get there, and then repeat that process in reverse just so they can say they rode a 205 mile an hour train that saved them two hours on the freeway. Surely as a people, as a community, and as a state, we have more sense than this. Thank you.	Refer to ED-1, ED-2, PN-3 and LU-14.
Heidi Massey	3/9/2018	Website	I don't think the projected rider numbers are accurate. I feel that the tax payers will get stuck w bill after the first round of private funding is exhausted. Not having a station in downtown Houston or cities south of houston along 45 seems pointless. Great idea just barely half baked right now. Don't support at this time.	Refer to GN-2, GN-4, GN-7 and NE-1.
Chris Masters	1/29/2018	Handwritten	The TCP Team has been a good North Texas partner as they continue to make ongoing design accommodations for future high speed rail expansion. Working closely with NCTOG, TCP's Dallas HSR station concept provides track and platform capacity and alignment to allow for future high-speed rail continuation to Fort Worth via the core express service corridor. TCP is committed to provide accommodation throughout the life of the project and to coordinate with NCTOG, City of Dallas, TXDOT and DART as design and construction advances.	Comment noted.
Conrad Masterson	3/3/2018	Website	I fully support the Texas Highspeed Rail project. This will be as important as construction of the DFW Airport and Mayberry as transformative as the founding of Southwest Airlines. Being privately funded is a strong positive in my view.	Comment noted.
Koshy Mathew	1/30/2018	Email	Another milestone to the history of US Railway. Move Forward.....	Comment noted.
Jim Mathews	2/7/2018	Website	The Rail Passengers Association (RPA) is writing you on behalf of our thousands of Texas members, and all 28,000 members nationwide, to voice support for Texas Central Railway's (TCR) Houston - Dallas high-speed rail corridor project As the Federal Railroad Administration (FRA) prepares the Environmental Impact Statement (EIS) for this transformative project, we hope that you'll consider the full breadth and width of benefits to the people of Texas, Americans at large, the regional passenger rail network, and the U.S. economy. Nearly 50,000 Texans currently travel between Dallas and Houston at least once a week. The 240-mile trek along Interstate-45 currently takes four hours. With Texas' population rapidly growing, that drive-time will grow to 6.5 hours by 2035 Texas' population is expected to double by the year 2050, further exacerbating problems. TCRs service will connect Dallas and Houston with frequent, 200mph service, cutting the trip-time to 90 minutes. TCR's Houston Dallas rail service will also close a significant gap in the regional rail network, directly connecting Oklahoma City to Houston via Amtrak's Heartland Flyer, and Dallas to New Orleans via Amtrak's Sunset Limited, providing greater connectivity throughout the south-central U S. while linking cities that play a vital role in domestic energy production. Beyond its direct transportation impacts, the TCR project-backed entirely by private sector capital-is exactly the kind of innovative infrastructure venture the Trump Administration has called for. The project will inject an estimated \$36 billion into the Texas economy during the next 25 years into, creating 40,000 construction jobs over the life of the project, and 1,000 permanent jobs in operations and maintenance The railroad will also pay \$25 billion in state, county, and school taxes over that same period. In consideration of the specific alignments discussed within the EIS RPA would emphasize the following points: RPA supports TCR's proposed Houston station at the Northwest Mall site, but with the recognition that it needs to be connected to the rest of the city through convenient, frequent, reliable transit, preferably light rail, to major business centers. These business centers include Downtown, Uptown/Galleria, and the Energy Corridor. These transit connections will facilitate the movement of passengers out of the station area while minimizing the impact of additional traffic volume on the surrounding neighborhoods, which already suffer an overloaded highway network. The transit connections	Refer to GN-8, TR-3 and TR-4.

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			between TCR and downtown must include a stop at the Amtrak station on Washington Avenue This direct transit link will facilitate connections between Amtrak's National Network and TCRs Dallas - Houston, expanding the project's benefits to include passengers in Oklahoma, Arkansas, Louisiana, and beyond.	
Mark Mathis	2/16/2018	Website	Please note that I support this project to provide transportation options to the citizen of the State of Texas.	Comment noted.
John Maybury	2/7/2018	Website	THANK YOU FOR LEADING THE WAY ON HIGH-SPEED RAIL IN AMERICA. YOU ARE SETTING A GOOD EXAMPLE TO THE REST OF THE NATION.	Comment noted.
Michael Maywald	2/9/2018	Email	My family owns a 47 acre farm on Waller Spring Creek just East of Binford Rd, about 118th of mile from the site of the proposed high speed rail track. This farm has been in my family since the 1930s. Due to the noise and vibration this train will decrease the value of our property. It will be difficult to sell. No family will want to live here. And I am not sure even a business will be interested in building this close to the train. Our son and his family also live on this farm. His kids go to school in Waller. This train will mean that they will have to travel miles Out Of the way just to get to a school that is four miles from our property. This train will mar the landscape of Texas and put an end to the peace and tranquility of our countryside. If there is a derailment, and sooner or later there will be, it will be catastrophic. Emergency vehicles will have to go miles out of the way to get to victims. The ridership will not be enough to pay for this train And when it fails, we, the people of Texas will have to foot the bill. WE DO NOT NEED, NOR DO WE WANT HIGH SPEED RAIL IN TEXAS!	Refer to GN-2, NE-1, NV-1, SC-5, SC-7, SS-1, SS-12, SS-13 and VA-1.
Kathy A. Mazzaferro	2/12/2018	Email	It is virtually impossible for the average lay to comprehend and digest, especially in the time frame given, the massive DEIS put for consideration. Therefore, our limited observations are as follows: The "NO Build" alternative appears not an option it does not "...meet the specified Purpose and Need this Project..." We assert that the "Need" is overstated and the "Purpose" is not embraced by the majority Of Texans. In addition, from an environmental aspect. the scope of this project is massive and will adversely impact every plant, insect, animal and human in its path, not mention water and air. The entire social, natural, physical and cultural environment of the route for this high speed rail will be forever altered from its existing state to accommodate the perceived "Need". Please note... Texas is not Japan. Texans do not embrace mass transit. Texans drive. Rural Texans love their land. This DEIS is garbage. Computer programs can be fed whatever input is needed to spit out the desired result. Garbage garbage out. Any alteration Of the land along the route the project inherently and negatively alters the environment surrounding the Project. The Project will destroy the environment as it presently exists. We believe that Texas should be preserving rural land, not carving it up with financially unviable transportation projects. No Build is the only alternative.	Refer to BA-6, NE-1, NE-9 and PN-3.
John Mcadams	2/1/2018	Email	I dont want the Dallas to Houston high speed rail.	Comment noted.
Dan McAuliffe	1/18/2018	Email	please keep me updated on Dallas County ROW acquisition process	Refer to ED-2.
T McC	2/13/2018	Website	I do NOT want this high speed rail in my area. It is a complete waste of money.	Comment noted.
Morgan Legacy Farm	2/26/2018	Website	I would request the FRA consider moving a small portion of the preferred route crossing FM 709 at 3194 slightly north of an existing high power line easement. Morgan Legacy Farm is a highly developed facility supporting the local economy and charities. It hosts multiple individuals often giving them the only time to rest and relax in a peaceful environment. Police, fire and healthcare workers routinely stay at the ranch. Always at no cost. The guest homes, rodeo arena, horse barn, colt barn, pavilion and lodge all are within walking distance. However the preferred route cleaves directly in between these amenities destroying their ability to continue the mission of the ranch. Further the bottom portion of the ranch provided a beautiful panoramic vision of undeveloped land as far as the eye can see. The train is proposed to also travel directly in front of the pristine and quiet meditation point. I would ask that given the loss of purpose for this charitable facility serving literally thousands of guests and given the pristine undeveloped area on the bottom half of the ranch that it would be more appropriate to have the train run parallel to the existing easement northeast of the ranch.	Refer to LU-5.
Kevin McCabe	2/26/2018	Website	I would request the FRA consider moving a small portion of the preferred route crossing FM 709 at 3194 slightly north of an existing high power line easement. Morgan Legacy Farm is a highly developed facility supporting the local economy and charities. It hosts multiple individuals often giving them the only time to rest and relax in a peaceful environment. Police, fire and healthcare workers routinely stay at the ranch. Always at no cost. The guest homes, rodeo arena, horse barn, colt barn, pavilion and lodge all are within walking distance. However the preferred route cleaves directly in between these amenities destroying their ability to continue the mission of the ranch. Further the bottom portion of the ranch provided a beautiful panoramic vision of undeveloped land as far as the eye can see. The train is proposed to also travel directly in front of the pristine and quiet meditation point. I would ask that given the loss of purpose for this charitable facility serving literally thousands of guests and given the pristine undeveloped area on the bottom half of the ranch that it would be more appropriate to have the train run parallel to the existing easement northeast of the ranch.	Refer to LU-5.
Kevin McCabe	3/8/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. I currently (and for the past 8 years) reside on the property. It is my home and is special to me and so many others. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse	Refer to FP-1, LU-5, WW-1 and WW-2.

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			barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military	
Kevin McCabe	3/8/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. Also, my family and I currently reside on the property. We care for the ranch and all the animals on it. The property has sentimental value to not only us but so many others.	Refer to FP-1, LU-5, WW-1 and WW-2.
Kevin McCabe	3/8/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. Also, my family and I currently reside on the property. We care for the ranch and all the animals on it. The property has sentimental value to not only us but so many others.	Refer to FP-1, LU-5, NR-2, WW-1 and WW-2.
Kevin McCabe	3/8/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. Also, my family and I currently reside on the property. We care for the ranch and all the animals on it.	Refer to FP-1, LU-5, NR-2, WW-1 and WW-2.
Joy McCaffety	3/9/2018	Website	I am against the High-Speed Rail and object to the Environmental effect. As a tax payer and land owner this private project is attempting to diminish my rights. How is the Federal Railroad a part of this private project? I hold liable the private entity and the Federal Railroad for their parts in the manipulation of public opinion in withholding and suppressing the tax burden that will be attached to it.	Refer to NE-1.
Louis McCarter	2/16/2018	Website	Superb idea! Probably should have been constructed much earlier. Looking forward to riding on it to the OU/UT football game and on numerous other occasions.	Comment noted.
Louis McCarter	3/9/2018	Website	Great idea, can't believe it hasn't been done years ago. I look forward to riding it, should be much less hassle than flying or driving. I can't understand why some folks oppose it. Would they have opposed the invention of the wheel? computers? airplanes? electricity? Cherry pie? Condemnation of property for a reasonable price was how our highways were constructed and continue to be.	Comment noted.
Gregory Paul McCarthy	3/9/2018	Website	Yes, please go ahead with this project. There needs to be a land-based easy and quick way for Texans to go from Dallas to Houston and vice versa. Travel needs to be reasonable and safe and efficient. Competition with others ways to travel is important to develop economic development and employment while allowing Texans choice in travel options. Thank you, GMcCarthy 03/0/2018	Comment noted.
Lucius McCelvey III	1/29/2018	Website	I am a resident of NW Houston that would use this service, and I know others would as well. I-45 between Houston, and Dallas, without relief like this very soon will have all weekends as crowded as a Holiday Weekend. That means travel time of 6-7 hours between cities. I travel often for work too, and I'd much rather ride high speed rail between cities than deal with the headaches of an airport.	Comment noted.

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Camille McClanahan	1/29/2018	Handwritten	This purposed high-speed rail serves NO purpose to anyone who lives in Ellis, Navarro, Freestone, Limestone, Leon or Madison counties. It will divide peoples personal property, cut off roads for access for the public as well as emergency personnel/vehicles, I would ask that the US Dept of Transportation refuse to have anything to do with this, refuse funding or helping build this monstrosity. No matter how much the "private investors" say this won't be a burden to tax payers- I don't believe that for one minute! It Will Be a Burden. When you have to find other routes-more gas for your vehicles, for emergency transportation - the list is endless - school busses etc. We are NOT Japan - nor should the United States of America try to imitate them or that country's rail system. Need we remind the US dept of Transportation what happened with the rail system in Washington State recently? I think that should be lesson enough.	Refer to GN-4, NE-1, SC-6 and SS-23.
Anita McClosky	3/9/2018	Website	I am sending you my opinion of the high speed rail. I do not believe it is a project that will benefit Texas. I think they want to come in and take private land for their own personal gain without any consideration for the landowners. Every time I hear about how they are going to build it their plans have changed. The train will disrupt local travel, wildlife corridors, water flow and add to response time for first responders. They say they are going to be self sufficient, but as far as I know there is not any that are in the world. Texas does not need to be subsidizing it. Also we have plenty of existing easements and roadways that the state owns that they could use instead of trying to take our private land. What's wrong with Gov. Abbott's idea of an automated freight rail system that would take the 18 wheelers off the freeways and use existing right of ways? I vote no build to the high speed rail.	Refer to BA-4, GN-4, NR-2, NR-5, SC-19, SS-23, and TR-6.
James McClosky	2/6/2018	Handwritten	Have No Faith in Your Numbers working, Do Not think that your train will be able to exist without outside subsidy I Think That Texas is Too Spread out and People are Not Going to use the Train Enough & you will end up Bankrupt All you are doing is making a Big land Grab @ Destroying Peoples Homes	Refer to GN-2, GN-4 and NE-1.
James McClosky	3/9/2018	Email	I am sending you my opinion of the high speed rail. I do not believe it is a project that will benefit Texas. I think they want to come in and take private land for their own personal gain without any consideration for the landowners. Every time hear about how they are going to build it their plans have changed. The train will disrupt local travel, wildlife corridors and water flow and add to response time for first responders. They say they are going to be self sufficient and as far as I know there is not any that are in the world. Texas does not need to be subsidizing it. Also we have plenty of existing easements and roadways that the state owns that they could use instead of trying to take our private land. What's wrong with Gov. Abbott's idea of an automated freight rail system that would take the 18 wheelers off the freeways and use existing right of ways. I vote no build to the high speed rail.	Refer to BA-3, BA-4, BA-5, BA-8, ED-2, GN-4, PN-3, SC-19, SS-23, TR-8 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Wes McClure	1/26/2018	Website	I support the concept and routing of the proposed High Speed Rail. This travel alternative is an important one as IH 45 becomes more congested and airport travel more burdensome due to weather and security. The Japanese system has a perfect safety record and will be readily adapted to Texas. The proposed design with no at-grade crossings will readily allow for crossings by highways, other railroads, and within farm properties. The proposed station site near Lamar St in Dallas will enhance that area and create connecting opportunities for people in Dallas County.	Comment noted.
Russell McCollom	2/28/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
Dana McCombs	3/5/2018	Website	I am totally against the Texas Central Railway being built. It will destroy land that has been in families for hundreds of years. It will cut off access to properties for some landowners. Their incomes will be affected, due to decreased cattle and hay production. It will change current routes for our roads, making it hard to access their land. I myself own land in Freestone County. This rail will come within 1/3 mile of my property. This is another complaint. Being that close, I believe my land was trespassed upon to do the EIS. The railway has no financial benefit to the landowners whose property it will destroy. No jobs will be created locally. Jobs will be lost due to decreased traffic on Interstate 45. Our county will lose property taxes due to decreased value of our land. The Freestone County Sheriff says he has still not been contacted by TCR about security. Our safety is at risk. I have not seen any evidence that this railway can support the expenses incurred with operation! I	Refer to ED-2, GN-1, GN-2, GN-4, GN-5, LU-11, NE-1, NE-8, PI-1, SC-15, SS-18, SC-19, SS-21, SC-22, SS-23, TR-8, TR-10 and VA-1.

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			believe the projected ridership is exaggerated. The State of Texas will wind up bailing out the company. TCR has no benefit to me, my fellow landowners, Teague, TX and Freestone County. Do not let it be built!!	
Elisa McCool	2/8/2018	Website	As a former Texan who still visits family in Texas frequently, I highly support this high-speed rail project. I hope that across the US we can continue to develop and support rail as an efficient and climate-friendly transportation option.	Comment noted.
Ann McCoslin	3/9/2018	Website	The proposed Hish Speed Rail is not something we want, and certainly not something we need. The monetary gain that is envisioned is a far cry from the disaster that it will turn out to be. I'm not opposed to progress. However, I am opposed to pushing an idea on citizens, and then having it fail and fall to the taxpayers. Your predictions are under budget and we don't want to pay for it. I'm a teacher at Leon, and I know the negative impact your proposed train will have on me and my students. We won't safe at school. First we have to worry about active shooters, and now we might have to worry about a 200 mile an hour train hitting us...every 30 minutes. I don't think so. Please leave!	Refer to GN-2, GN-4, NE-1, PN-3, SC-6, SC-8, SC-22, SS-12 and SS-13.
Louise McCoy	1/31/2018	Oral	I welcome the train. I think it's a fabulous idea. There is too much misinformation from people. It's not noisy. I just think it's sorely needed for the state of Texas and I have support it wholeheartedly. I think if people understood and got informed about the environmental impact they will change their mind. I also, at some point would like to see future stops on the rail, I understand as per ridership increases. Thank you.	Comment noted.
Matt McCoy	3/5/2018	Website	I am opposed to the path running through the Morgan Creek Ranch near Coriscana	Refer to LU-5.
Catherine McCreight	2/16/2018	Website	I love the idea of a HS rail. Hurry up and build it.	Comment noted.
Kristin McCumber	2/6/2018	Oral	I'm Kristin McCumber: and I'm a native of Dallas. I'm a resident of Field Store, and the property that lies within a thousand feet of the train. And rm a real estate broker selling property across the State of Texas. There are so many issues with this project that it's hard to pick a place to start. So let me stan with one that's familiar: one that involves my profession, real estate. Texas has been long known for and prides itself on having some of the most protected property rights in the United States. We place a very high value on that alone. Chapter 21 of the Texas Property Code tells us that we are entitled to adequate compensation when it invoke eminent domain. How do you compensate for land in a family for seven generations that have to be handed down to the next generation? You don't. I'm affected by this train in so many ways, but it breaks my heart for all of my all of my neighbors that were born and grew up on the land that they call home. I risk losing my neighbors and my land: and they risk losing their heritage: which is far worse than the value that I'm going to lose on my land. How do you place a value on the social relationships that are developed within a neighborhood? You don't. There's not a damn dime you could give any of us that's going to replace that in our communities. Nothing. You know: I could sit here and tell you to get your checkbook out here and write me a check right now: but it's not going to change the wrong that you're doing to every family in this county and all the other counties across the State of Texas. In addition to this: you can't just look at the 200 feet wide of the 240 miles. You have to look at the whole picture. And when you look at that: ifs devastating. Property values will see a minimal loss of 30 to 40 percent across the State of Texas. New: young homeowners who just purchased their homes will be upside down in the value of their homes. People who plan to retire with the value of their investments in their places will no longer be able to do so. Many people within a minimum of 2 miles of this eyesore will be part of that dead zone I'm in that dead zone. I'll be done in just a minute. Moving on to the larger scale of an estimated mile on each side of this rail: we're not talking about 8,000 acres; we're talking about 3072000 acres across the State of Texas. We not talking about 8,000 acres. We're talking about the lives that you ruin in every county across this state. You know, if — we've heard it's estimated to be twice that. I mean: 300,000 acres is bad enough. For those of you that favor this project: how dare you? How dare you tell us that our property rights that we have put everything we've worked for are worth the price of a novelty ticket so you can sit on your ass in that seat, enjoy the beautiful properties that we worked for that are being taken against our will. I'm not going to get staffed about flood issues that will added for the infrastructure of this train. It will increase loss-of-life possibilities beyond what we saw during Hurricane Harvey, which was really h01Tible_ The decibel sound on a regular basis for many of us will be unbearable. The effect it will have on our wildlife and our livestock will be devastating. The hundred miles of berm will interrupt the migration patterns further: placing these animals under duress and will no doubt cause a reduction of offspring: furthering losses for those who depend on livestock for income. Concerns have been raised by environmentalists who suggest high noise levels adjacent to a rail corridor can cause impacts such as interference with communication, mass (inaudible), startling and fright in all animal life. I'm begging you: Do not build this rail in Texas.	Refer to AS-1, ED-, ED-2, NR-1, NR-6, LU-14, SS-16, SS-17 and VA-1.
Conrad McCutcheon	12/27/2018	Email	As a 56 year old lifetime resident of Houston with 4 children also in Texas, I can count the number of times my I have been to Dallas on one hand. My 80 year old mother confirms she has been there less than 5 times in her lifetime as well. Only one of my children has ever been to Dallas. I know of no one who goes to Dallas with any frequency and no one in Texas rides trains. I can see this project folding and many Texas landowners with marred property. A very bad idea for Texas.	Refer to ED-2, GN-2, LU-11, NE-1, PN-3 and TR-8.
Clara McDade	1/29/2018	Email	17 Residence to be affected by this project near the Highland Hills Community \u8226 Bullet train is Electric \u8226 Train will be East of I-45 \u8226 308 ft of train \u8226 60% of track on Viaduct \u8226 No at-grade crossings \u8226 240 miles of track \u8226 90 Minute of travel \u8226 Train will be traveling @205 miles per hr. \u8226 Any other questions please see info below:	Comment noted.

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Bob McDaniel	2/6/2018	Oral	I'd like for someone to explain to me why it is that the FRA has not made any attempt to coordinate with any of the 391 commissions in the route that's proposed for this train -- on any of the routes that may be proposed on this train. It seems like there is a federal law and there is also a state law that it needs to be done. So if someone could please answer that question, that would be very helpful. In addition, I'd like to know why it is that they're trying to build something that looks like it's not going to be feasibly -- be feasible economically. The price is way too high for what they plan on doing. The land that they're going to need to acquire is going to cost them a great deal of money and I do not want the taxpayers of the state of Texas that have no access whatsoever to this rail to have to foot the bill at some point in the future. And based on what I see with respect to high-speed rails all over the world, not just in the United States, that will be the case. So I believe that the FRA should come up with the absolute no-build option. No route between these two cities is feasible at the prices they would have to pay and have to charge.	Refer to GN-2, GN-4, NE-1, PI-1 and SC-3.
Bob McDaniel	2/6/2018	Oral	Well, I'm Bob McDaniel. I live in Grimes County. Been here for about five years. And I want to quote something I think you've all probably heard. UNIDENTIFIED MALE: Use the microphone. Sorry. I usually don't even need a microphone. Anyway, I want to quote something that I think everyone of you have heard before. It goes like this. "We hold these truths to be self-evident that all men are created equal, and that they are endowed by their creator with certain inalienable rights; that among these are life, liberty, and the pursuit of happiness." Anyone in this room has the right to all three of those, especially the happiness part. This train is a joke. I have looked at this several times over the past several years, and I can assure you, first of all, coming from a transportation background--I worked for 20 years for Continental Airlines--you can go to Dallas for considerably less than \$200 per person any time you want. The only reason why the airlines are not fighting this is because Southwest Airlines made a deal with the City of Houston that they could get the land at the airport in Hobby and the City of Houston would build the terminal for them to have international routes. Otherwise, they would be fighting this along with us. And that's Southwest Airlines and that's a fact. So what it boils down to is this. This thing is not going to make any money, and you're going to wind up having to pay for it. There's no way I could compete with some of the information that's been given here tonight, but I can assure you it makes absolutely no sense.	Refer to GN-4, NE-1 and SC-3.
Bob McDaniel	3/5/2018	Oral	I think the no-build option for the high-speed rail is the only option that makes any sense. The reason why that I take that position today is because it took me almost two hours to get here today simply because of two wrecks on two freeways and it's a distance of about 40 miles. And the location that they believe, at least the mayor of Houston believes where they are going to put the terminal here in Houston at the intersection of 290 and the West Loop North or North Loop West, whichever you want to pick, is a bad location, not because of the construction that's going on today. That construction today is to simply let the freeway traffic move better than it has in the past. Prior to this construction about three years ago before any of it started any of this, this area was very hard to get to. It's probably as busy on this part of the North Loop -- excuse me -- this part of the West Loop as it is at the notorious Westheimer and the West Loop intersection. There are so many cars, especially on 290. This is a bad location. It's a bad idea. And for anybody in Houston that might live within three or four miles of where Terminal B is. This is going to take forever. To get out, if you add an hour to and it would take an hour easily on a slow day, plus the three hours to get to Dallas, 90 minutes to get to Dallas and, I can assure you, other things are going to cause problems. It's much faster to fly and it's almost as fast to drive all the way and you can change your mind and go to your real destination, which is not in the middle of Dallas, Texas.	Refer to BA-6, GN-7, NE-1, PN-3 and TR-5.
Bob McDaniel	3/5/2018	Oral	I think the no-build option for the high-speed rail is the only option that makes any sense. The reason why that I take that position today is because it took me almost two hours to get here today simply because of two wrecks on two freeways and it's a distance of about 40 miles. That's a long time. And the location that they believe, at least the mayor of Houston believes where they are going to put the terminal here in Houston at the intersection of 290 and the West Loop North or North Loop West, whichever you want to pick, is a bad location, not because of the construction that's going on today. That construction today is to simply let the freeway traffic move better than it has in the past. Prior to this construction about three years ago before any of it started any of this, this area was very hard to get to. It's probably as busy on this part of the North Loop -- excuse me -- this part of the West Loop as it is at the notorious Westheimer and the West Loop intersection. There are so many cars, especially on 290. This is a bad location. It's a bad idea. And for anybody in Houston that might live within three or four miles of where Terminal B is. This is going to take forever. To get out, if you add an hour to and it would take an hour easily on a slow day, plus the three hours to get to Dallas, 90 minutes to get to Dallas and, I can assure you, other things are going to cause problems. It's much faster to fly and it's almost as fast to drive all the way and you can change your mind and go to your real destination, which is not in the middle of Dallas, Texas.	Refer to GN-9, PN-3, TR-4 and TR-5.
Bob McDaniel	3/9/2018	Website	I object to the building if a HSR between Houston and Dallas. It will be a property devaluation magnet. Just look st doll properties any in the country or cities. No one wants to live near these loud eyesores, especially one built on a berm or a reused track. Only option is NO BUILD !!! Thank you	Refer to AS-1, BA-6 and VA-1.

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Lynne McDermott	2/19/2018	Website	I would love to see a high speed rail from Houston to Dallas. However, feel the price is a little high	Refer to SC-3 and SC-22.
Bob McDaniel	3/9/2018	Email	From: Howard Robinson Date: March 3, 2018 at 10:32:06 AM CST To: Howard Robinson Subject: High speed rail Reply-To: Howard Robinson THE DEADLINE FOR LODGING OBJECTIONS TO THE DRAFT ENVIRONMENTAL IMPACT STUDY INTO THE PROPOSED HIGH SPEED RAIL IS FRIDAY 9TH MARCH Make your voice heard and submit your objections to the proposed scheme by email to dallashoustonhsr@urs.com or DallasHoustonHSR@urs.com Submit ONE objection per email. A small amount of time spent now may well prevent a disastrous project effecting Texas for generations to come.	Comment noted.
Bruce McDonald	1/24/2018	Email	I cant understand why the texas high speed rail continues to alter there routes ro go through grimes county. The people of grimes county the representative and judge all oppose the rural of the county. Its not right for a private company to use eminent domain to take generations of family farms away from them. ultimately the taxpayers will be on the hook for the construction and maintenance for this project in the end look at California high speed as a example. We texans take great pride in pur family farms for high speed rail to take that away from thousands of texans is unacceptable way to use taxpayer funds. We will go to great lengths to make sure this project, never has a chance to even break ground on our soil.	Refer to ED-1, GN-2, GN-4, GN-5 and NE-1.
Caleigh McDonald	1/31/2018	Website	This railway is not going to make money. We have planes and most people would rather drive and pay gas then for these expensive tickets. What makes you think people will use this? I was at the public hearing on the 29th. Whoever did this environmental check should be fired. Our wild hogs will eat and block your railway. These are 400 pound animals and they travel in herds. Your 200 MPH train ain't nothing compared. No endangered species will be effected??? What about our bald eagles? I won't even get into the moral issues because clearly y'all are ignorant. I'm from New York and I didn't know anything about Texas life until I lived here for about 2 years. Educate yourself because right now your just making a bad business deal.	Refer to NR-3 and NR-6. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Norann McDonald	1/30/2018	Oral	Hi, I am Noran McDonald and I am from Madison County and I live close to the Walker's directly across the street from me. In Madison County we have three cemeteries that this train will impact. And the last time I checked the only thing the State of Texas can do anything -- when somebody in a cemetery. I am beyond appalled that the railroad commission would not try to place something like this in New York where they already have train ridership. There are only two high-speed rails in the whole world and we all know that this is not going to be a profitable one and everyone knows we will end up paying for this. The last thing that we want is something like what's going on in California where they are seven years behind schedule and billions of dollars over budget and they are going to end up picking up the tab for it or that thing will never be finished. That's nothing we want in this state. The people here are hard working. Raise your hand if have more that two jobs? A ranch and you work on top of it. And the people here in the county almost have three. They work, they ranch, and they side hustle. So their land is their livelihood. I just really want you guys to hear how against we are of this.	Refer to CR-6, GN-2, GN-4 and NE-1.
Norann McDonnell	2/5/2018	Oral	Hi, many name is Norann McDonnell. I have attended several meetings with the high speed raid and several of these public comments meetings. I am highly against the rail. And for those of you who may not be directly impacted, you have heard before, there are two miles on each 4 side of the rail. Get your neighbors involved, get people involved so we can stand up against this. My issues for the county, some of them, is only the cost to the county. We have destruction of EMS services and we will also suffer from a loss of income. Properties beside the rail will all decrease in value which will affect our taxes. Additionally we will lose jobs. Madison County has people who are ranchers who are paid who have dear leases, who also have businesses on their properties. And all this will be impacted when the high-speed rail takes those properties away from us. Additionally, the number that's been thrown out over these 8000 acres is that it will affect three percent of the cattle production in Texas. And I think that's a huge number. Secondly there's more. The upkeep for overpasses and for the new roads constructed by the train it says this in several places, is the responsibility of the county. We all know that our dollars are tight, strained and for us to be responsible for things we don't want, I think is terrible. Take your comment cards and you can send them in and you can send in more than one, just overload them. Overload this as we do not want this high-speed rail.	Refer to LU-2, LU-11, LU-14, SS-23, SC-21, TR-7 and VA-1.
Norann McDonnell	2/5/2018	Handwritten	I think this expensive study is using out of date (2014), you have major oil and gas pipelines with rights of way you are trying to build over and you have a coal mine that is unstable that you are trying to build over. We do not want this train in Madison county.	Refer to EU-2, GN-1 and SG-2.

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Lee Mcelyea	2/23/2018	Website	As an East Texan I fully support the building of high speed trains across Texas. I also support the use of eminent domain to procure the land necessary for the project.	Comment noted.
Marcus McFarland	2/16/2018	Website	Please let's do this soon!!! Like yesterday....It is greatly needed..!!	Comment noted.
Laura McGee	1/29/2018	Handwritten	Property Taxes.- it would go without saying the HSR would impact property values within a mile or better of the rail. Your information shows up to 30 trains between the hours of 5:20a & 11:30pm with little to no sound mitigation. Although the real value of real estate would be hammered. The property would continued to be taxed at current or higher rates. The folks at the Navarro county Tax Assessors office figures taxes or a National Average so it conclusion the value will remain the same or higher. NO!! NO!! NO!!	Refer to TC-4 and VA-1.
Adam mcgill	3/9/2018	Website	I am a supporter of the Dallas to Houston High-Speed Rail and believe it will be a benefit to both regions, the state, and even the country.	Comment noted.
Stacey McGinney	1/29/2018	Email	I am for the rail, but please remember that a LARGE percentage of the "DFW Metroplex" is in Fort Worth and the surrounding cities. I would love for the plan to include a Fort Worth link that would go into and join up with the T system and the TRE train in Fort Worth, perhaps via a "Y" intersection stop/link in Ellis County. We west-siders have to get to Houston too.	Refer to BA-1 and GN-7.
Ken McGinty	12/30/2017	Email	News of this project has already lowered the value of my property.The path will not touch my place,but it is so close buyers do not want to live or invest.	Refer to VA-1.
Chris Mcglothlin	1/25/2018	Website	I am sending my support in for the railway. I believe that this would be an economic boom for everyone involved. The railway will provide untold economic opportunities. I live in the Huntsville area and believe that it would even provide a economic boost to this area as well. It could open up job opportunities in Dallas for someone such as myself. Federal Railroad Administration	Comment noted.
Terence McGuinness	NA	Website	I've been on the train from London to Brussels and it was exhilarating. Too from the Narita airport to Tokyo. America is so far behind regarding high speed rail that it is embarrassing. We must move into the 21st century even if some farmers are complaining about bogus fears attributed to trains.	Comment noted.
Constance McGuire	2/2/2018	Email	What if any restrictions apply to the landowners adjacent to the Railroad right of way? To what distance from the right of way do these restrictions apply?	The ROW will be fenced and access restricted. There would be no restrictions on use of parcels adjacent to the ROW.
Constance McGuire	12/18/2018	Email	The maps are nice, but there should be an overall key map that graphically shows how to find specific locations by milepost. Maps then should have mileposts in the file names. There are too many maps to look through each one to find how a 300' section of RR might affect a specific parcel. (Or maybe I haven't found the key map?)	Refer to GN-1. Mapbooks (Appendix D) included an inset map to aide in locating general areas along the route.
Stephen McGuire	2/8/2018	Website	Will there be any restrictions on hunting or shooting firearms near the train route? If so, what will the restrictions be and how far from the train route will they extend?	Refer to RF-2.
Andrew McHargue	2/20/2018	Website	Why were the multiple endangered or threatened species not listed in this report?	For information regarding the Endangered Species Act and federally listed species with potential to occur within the Project see Section 3.6.4, Natural Ecological Systems and Protected Species, Affected Environment. Section 3.6.4.4.2, Natural Ecological Systems and Protected Species, Protected Wildlife Species discusses federally and state-listed species reported by USFWS and TPWD. All species listed as threatened or endangered either by USFWS or TPWD are included in Table 3.6-8: Protected Wildlife Species with Potential to Occur within the Study Area.
Andrew McHargue	2/20/2018	Website	Why were the threatened or endangered animals we have in navarro county not listed on this report?	For information regarding the Endangered Species Act and federally listed species with potential to occur within the Project see Section 3.6.4, Natural Ecological Systems and Protected Species, Affected Environment. Section 3.6.4.4.2, Natural Ecological Systems and Protected Species, Protected Wildlife Species discusses federally and state-listed species reported by USFWS and TPWD. All species listed as threatened or endangered either by USFWS or TPWD are included in Table 3.6-8: Protected Wildlife Species with Potential to Occur within the Study Area.
Andrew McHargue	2/20/2018	Website	What steps are you taking in protecting our endangered species we have in Navarro county, such as the bald eagle?	Refer to NR-3 and NR-5.
Andrew McHargue	2/20/2018	Website	How do you plan on protecting the hsr from the gigantic hogs we have in navarro county?	Refer to SS-2 and SS-12.

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Andrew McHargue	2/20/2018	Website	How do you plan to protect the rail system from the yearly flood waters we get right on the preferred path here in Navarro county?	Refer to SS-16.
Andrew McHargue	2/20/2018	Website	Whats steps are being taken to protect our livestock from the noise and threat of being hit by the train in navarro county?	Refer to NR-1 and NR-6.
Beverly McHargue	1/30/2018	Email	I just wanted to say that my husband David and I moved to Richland, Texas in May of 1993. We moved to the Country from the Dallas area, we wanted to get away from the City life and we wanted to raise our children in the Country. We have a 1000 acre Cattle Ranch. We raise Black Angus Cattle and I also have chickens as well. I am have also been a breeder of AKC Siberian Huskies for over 20 years. We also help control the wild Hog populations and we also hunt on our land we eat what we hunt. I have raised 2 daughters and 1 son and we have planned to pass on our Cattle Ranch to our children and their spouses. My whole family is against this High Speed Rail and we all are going to fight y'all with every thing we got. You are in for the fight and a fight you Will get! DON'T MESS WITH TEXAS, Oh also REMEMBER THE ALAMO!	Refer to LU-11.
Beverly McHargue	2/3/2018	Website	I am not for this High-Speed Rail, my husband David and I own a 1000 acer Cattle Ranch in Navarro County and we do not want it near or on our land. You can just stop shoving this High Speed Rail right down our throats, you need to shut it down now! Texans here around were you have pick to put it will fight you with everything we got. My maiden name is Seguin and I am a direct descendent to Juan Seguin who fought along side Sam Houston in the battle of Texas independents! "Remember The Alamo!" Oh and by the way do y'all remember the Bundy's from Nevada or even Rubi Ridge?	Comment noted.
David McHargue	1/31/2018	Oral	Hello, folks. My name is David McHargue. I live in Navarro County. And these people here aren't telling you everything on this -- building this railroad. There is \$13 billion up for grabs for it. If you don't believe me, go to a website, www.KenCope, C-o-p-e. He's been working on this project for four years, and he'll show -- tell you everything about it that you want to know. And furthermore, if you don't want these people on your property, y'all need to put some purple paint on each post of your -- border of your property to keep them out. I've had them come out wanting to come on mine, wanting me to sign a piece of paper to let them in. I either let them in verbally, or not at all. They haven't come out at all, but they wanted to send me a nasty letter out trying to sue me to let me let them come in. So, I got that settled already. But don't trust what they're trying to do to you out here, because they are taking you to the cleaners on all of this. And that's all I've got to say. God Bless Texas.	Refer to NE-8.
Crystal McHargue Tucker	2/3/2018	Website	We DON'T want it here. My parents own property in the area where they want to put it. We do all our hunting and fishing and recreational business here. We also have a cattle business. This will NOT benefit us in any way. The HSR is NOT needed here in Texas. The California HSR Project is a disaster WE DON'T WANT IT!!!!!!!!!!!!!!!!!!!!!!	Refer to LU-11, PN-3, RF-2 and SC-19.
Crystal McHargue Tucker	2/3/2018	Website	We DON'T want it here. My parents own property in the area where they want to put it. We do all our hunting and fishing and recreational business here. We also have a cattle business. This will NOT benefit us in any way. The HSR is NOT needed here in Texas. The California HSR Project is a disaster WE DON'T WANT IT!!!!!!!!!!!!!!!!!!!!!!	Comment noted.
Paul McIntyre	3/4/2018	Website	I am a strong supporter of this high speed rail project in Texas. My wife and I are American citizens who have lived in England as Expatriates. During our time living there, we experienced many times the benefits of high speed rail across the United Kingdom and Europe. High speed rail should be a top infrastructure priority in the United States. The world's leading innovation country should have high speed rail connecting our major cities. This Texas project can lead the way. Paul McIntyre	Comment noted.
Sherry McIntyre	2/7/2018	Website	I have questions that where not address in the documents that I saw and they should have bearing on the outcome of this decision. 1. How many separately owned pieces of property will be impacted from this project? 2. Who allowed access to their property to do surveys? 3. How many refused access to their property? 4. What is the plan for putting the land back to its original state? 5. Where is the report on how this is going to affect our property values and our taxes? 6. What are the consequences if this project fails midstream? Who will be responsible?	Refer to LU-10, NE-1, NE-8, SS-5 and VA-1. Parcels impacted are detailed in in Appendix E, Land Use Technical Memorandum . To protect the privacy of private landowners, specifics regarding who allowed or denied survey permission is not included in the Final EIS.
Corinne McKay	2/11/2018	Website	Since 2011 I have been driving back and forth from Humble to Frisco and now from Frisco to Fairfield using I45 highway. I would like to know if there will be stops along the route, in particular in Fairfield or IAH airport. It currently takes two hours or more with traffic to get from Frisco to Fairfield and four-plus hours to get to Humble Texas. I am looking forward to cutting my driving time and gas costs. What is the estimated price for a round-trip ticket to Houston from Dallas? And do you plan to have the train follow further north into Frisco? Thank you, Corinne McKay.	Refer to GN-7, NE-1, PN-3 and SC-3.
George McKee	3/9/2018	Website	I've reviewed much of the Draft EIS; it's quite comprehensive and should address many concerns about the impact of the TCRR on the landscape. But appears to omit a few issues that I have special concerns about. My concerns may already be addressed in the DEIS, however because my review was not exhaustive, I may have missed the response. 1. The visual impact depictions of the catenary stanchions, e.g. fig.3.10-57, are significantly more pleasant to view than many of the depictions of Shinkansen trackways. I did not find any commitment from	Refer to AS-1, NR-1 and NR-6. As detailed in the Final EIS, the typical figures (Figure 2-2: Level II, Stage I Environmental Criteria and Figure 2-3: Dallas TMF Results) in Chapter 2.0, Alternatives Considered and the simulated figures in

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			TCRR to adhere to this design rather than others. The exemplar of stanchion design, in my view, is the lighting structures in the Post Oak District of Houston. TCRR designers should use these as design goals for portions of the route that traverse populated areas. 2. I was pleased to see that wildlife crossings discussed in sec. 3.6.6, NR-MM#9. While the discussion in Appendix E is encouraging, I was unable to find evaluation of whether there would be a sufficient number of crossings to significantly mitigate the effects of habitat fragmentation relative to construction alternatives with no specialized crossings. Simply elevating the track structures and leaving the ground underneath as raw dirt or gravel presents a significant barrier to many wildlife species. 3. Previous efforts to develop high-speed rail in central Texas were adversely affected by concerns that the trains would 'scare the cows.' I found no discussion of effects on livestock productivity of right of way barriers and the noise of train passage. Naively one would expect these effects to be less than the effects on deer and other large wildlife, but it would be valuable to see this concern addressed directly. Would large animal wildlife crossings be designed to accommodate the much larger number of livestock that might use them? Thanks for your consideration, - George McKee	Section 3.10, Aesthetics and Scenic Resources are all based on design specifications proposed by TCRR, as detailed within the TCRR Final Conceptual Engineering Design and Constructability Reports, Appendix F.
Michael McKee	2/27/2018	Website	I support this important infrastructure project which will benefit not only Texans like me who travel between Dallas and Houston, but also the jobs created to build and support this line, as well as the pollution avoided. Please do the right and visionary thing and move this project forward! Thanks!	Comment noted.
Jane McKetta	2/9/2018	Website	I don't think the train is a good idea and I am opposed to its construction. Texans are not going to use this in place of their car! There are little, if any, advantages...the time, money, and inconvenience will deter most commuters from using the train. In Houston/Dallas traffic, it could take hours just to get to the terminal, then you have to purchase a ticket, wait for the train, ride the train for 90 minutes, then travel to your final destination. It would be much easier to drive or fly! The thought of ruining all the land sickens me!	Refer to GN-2, GN-4, GN-6, PN-3 and TR-4.
Jane McKetta	2/9/2018	Email	I don't think the train is a good idea. There is little if any time advantage, and the cost in money, time, and inconvenience will deter most commuters from using the train. In Houston traffic, it could take hours just to get to the terminal, then you have to buy a ticket, wait for train, ride the train for 90 minutes, then on arrival you would have to get some type of transportation to get to your final destination. It is easier to drive or fly! The thought of ruining all the land for the train sickens me!	Refer to BA-4, BA-12, GN-2, GN-6, NE-1, PN-3 and TR-4.
Jeff McKinney	3/8/2018	Website	I've followed up with interns and chief residents, and I couldn't be more pleased with what this years pediatric intern retreat seems to have allowed. Your site directly helped us offer something unique to our newest cohort of residents who we have recruited to Texas to work as pediatricians caring for patients at Children's Medical Center in Dallas. Your ranch gave us a unique natural and built environment that brought Out remarkable personal reflections and conversations about the stresses and complex ethical dimensions involved in front line medical care being offered at one of the busiest hospitals in the United States. I've done this for several years with successive cohorts of physicians. and nothing has come close to the impact that you and your ranch helped us achieve with our annual intern retreat and training sessions. The intentional design you have put into the site's development offered us a special environment with access to natural resources that I think proved central to the retreat and its positive impact. The donation of your ranch infrastructure and your time allowed us to use your ranch as a wekXYning home. I've never seen anything quie like this: an intentionally designed civic and natural resource that is open to others, combined With a personalized home-like welcoming environment Your ranch and its natural resources were extremely supportive of the mental health, wellbeing, and of our latest class of new pediatricians. It is a wonderful resource for others, and I am grateful for your generosity in opening it to our long-term viability. as a highly valuable civic for a wide array of users for years to come.	Refer to LU-5.
Johnnie McMahan	2/5/2018	Oral	Everybody knows me by Bud McMahan. I'm just here tonight because this is my home and they're taking our home. I want to thank that man that went to the Army and thank your family for your service. Madison County is proud to have you. But I want to tell you something. This is a pyramid 2scheme. And we're not on the corner. All I can say is, I'm upset there's no state representative. Nobody is here to take care of us. Nobody is interested in us. These people are just hires, and you know what, they'll get their check when they go home. But somebody, and it's going to be foreigners, that are going to own Madison County property and we're going to pay for We're going to pay for it. That's just the way it is. And that's about all I got to say. I'm glad to see some of the people I've prayed with and some of the people tried I've tried to show them the right direction. But this is my county, this is my state. This is my country, I love it. Thank ya'll.	Comment noted.
Eileen McMahan Funk	3/1/2018	Website	Really sad to hear there are plans to cut through the ranch, I've plans to go in September. I've heard so much about it and know the Morgans help the community a great deal with it. Hope the powers that be are able to be thoughtful about this and change their route, and with it, keep nature and goodness in balance.	Refer to LU-5.
Eileen McMahan Funk	3/1/2018	Website	I am VERY opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be better for the environment and save a great place. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory	Refer to LU-5.

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Eileen McMahon Funk	3/1/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is super important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5.
Eileen McMahon Funk	3/1/2018	Website	I am extremely opposed to the proposed train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I'm sure a move north paralleling the existing power lines would be less detrimental to the fragile Texas environment AND save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy way too much: the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge. This would render the Morgan property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment - not a great plan. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5.
Eileen McMahon Funk	3/6/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
Eileen McMahon Funk	3/8/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5.
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Eileen McMahon Funk	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
Paul McManus	1/27/2018	Website	I wanted to comment on the EIS process for the bullet train from Dallas to Houston by saying that with the rapid population growth and increase in traffic throughout Texas, this train is very much needed as quickly as possible in order to reduce car traffic, reduce road congestion, reduce the stress of having to drive, provide alternative transportation options for people who need and want them, further advance in providing transportation options and mobility as has already been done in many other parts of the U.S. as well as around the world, improve air quality, and improve the overall quality of life for everyone. I appreciate your consideration of my suggestions, and please let me know if you have any questions or need any additional information. Thank you very much.	Comment noted.
Paul McManus	2/17/2018	Website	Hello, I wanted to write to express my excitement for this project and ask that it be completed as soon as possible! With the rapid population growth and traffic increase in both the Dallas-Fort Worth and Houston metro areas and also throughout Texas, this train will be absolutely wonderful in helping to reduce car traffic, road congestion and the stress of having to drive. This train will also provide an alternative transportation option for people who need and want it, and it will also help to encourage the use of mass transit options, improve air quality, stimulate business and other economic development, and improve the quality of life for many people. My family and I frequently ride trains and buses here in the Dallas-Fort Worth area operated by Dallas Area Rapid Transit (DART), the Fort Worth Transportation Authority (FWTA) and the Denton County Transportation Authority (DCTA). I can honestly say that we've had nothing but wonderful experiences, as these services are relaxing, fun and allow us to take cars off the road to help reduce vehicle traffic. Our wonderful mass transit experiences convince me that this new train will be wonderful as well! Thank you for considering my comments regarding this train. Please let me know if you have any questions or need any additional information, and I look forward to riding this train very soon! Paul McManus	Comment noted.
Janet McMillian	2/23/2018	Letter	Dear Mr. Wright: I understand the draft from the Environmental Impact Study describes the bullet train from Houston to Dallas as enclosed in a "fully sealed corridor." In my mind that translates as a 240-mile barrier across the east side of Texas ... and it is not practical. I regularly travel north on 1-45 from Walker County and turn off at Exit 189 to take care of family property west of Lake Mexia. With this proposed train streaking across the landscape at 200 miles an hour multiple times a day, there are sure to be traffic issues not only for the public but also for fire/EMS rescue services getting from one side of the "corridor" to the other. As for the environment, surely there will be high speed noise and likely vibrations for nearby residences. And ... what about the electric grid and additional strain on supplying power to homes and businesses along the route? During the dog days of summer, Texans are currently asked to limit usage during peak hours. The electric train is bound to pull too much power due to its speed and frequency. Need I say more!? As a fourth generation Texan, I am vehemently opposed to the usurping of public land (via granting eminent domain to a private business) for a risky project proposed by deep pockets businessmen of Texas Central Railroad and their partner Central Japan Railway. Landowners are at the heart of a risky, big business deal that will likely destroy rural Texas as we know it. The good Lord making any more land, and the Texas farmers who put food on America's tables are in the minority ... who will stand up for this rural minority? These are men and women who love the land and are the true keepers of our environment. As an environmental specialist for the FRC, I implore you to stand up bravely against this travesty touted "for the public good."	Refer to ED-1, EU-3, EU-4, NE-1, NE-9, NV-1, SS-23 and TC-7.
Marian McMillian	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.

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			<p>citizens of Texas.</p> <p>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</p> <p>5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.</p> <p>6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.</p>	
Tommy R. McMillian Jr.	2/6/2018	Handwritten	<p>I support the comments listed below and offer them as evidence supporting the "No Build Alternative"</p> <p>1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.</p> <p>2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas.</p> <p>3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to its fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas.</p> <p>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</p> <p>5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.</p> <p>6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.</p>	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Audrey McMurray	1/25/2018	Website	<p>Yes! It's about time! In Europe, I hopped on a train to go anywhere I wanted. It's crazy that we don't have the same easy mode of transportation. We need trains that connect Dallas, Houston, and San Antonio - a triangle - with connecting lines to Galveston and other cities. LONG OVERDUE. And may we have flat rail cars for our automobiles as well? We drive on, have a nice cup of coffee for the ride, and drive off when we get to the city? That would be wonderful!</p>	Comment noted.
Michael McMurtrey	3/8/2018	Website	<p>I am writing to express my strong support for the Texas Bullet Train project and urge the Federal Railroad Administration to move forward with the timely review and approval of the project. It is a transformational transportation project that will connect the two economic hubs of Texas, Houston and North Texas, with one stop in the Brazos Valley, while respecting Texas lands and providing a safe, convenient and clean alternative to flying and driving. The recent release of the Draft Environmental Impact Statement (DEIS) confirms this conclusion with detailed data and projections. The Texas Bullet Train will utilize the world's safest mass transportation technology, the Shinkansen system, which has had zero crashes or fatalities in 53 years of operation. The project is expected to create more than 10,000 direct jobs per year during construction and more than 1,500 jobs permanently when operational -- at least 25% of them in rural counties along the route. It will be an economic driver for the state as well as all counties along the route. As an electric train, this system will also be the best environmental alternative as 4 of the counties served are already air quality non-attainment status. This innovative new industry reduces road congestion, improves local economies and creates new jobs for Texans. I welcome a faster, safer and cleaner transportation alternative to reduce congestion because it's good for Texas!</p>	Comment noted.
Thomas McNutt	1/29/2018	Oral	<p>Howdy. My name is Thomas McNutt. And I just want to be clear--I am 101 percent opposed to any form of this project. And I guess I do appreciate the opportunity for citizens to be able to speak. Okay? But to be quite honest, I'm just mad to even have to be here. It just makes me angry just sitting here, and I'm also shaking with anger. My family has owned land and lived here for over a hundred years. And I'll tell you, I've heard a lot of small reasons why to oppose this--you know, it will hurt our property rights -- excuse me. It will hurt our property values, the effects on the wildlife, the effects of emergency response, a lot of small reasons, and I agree with those. But if even all of those were not problems, I would be completely opposed to this because of the principle of it, and it's the principle called property rights. This country was founded on life, liberty, and property, and it's the principle of simply theft. One person shouldn't be allowed to take another person's land to go make money for themselves. They shouldn't be allowed to do it. This proposal gives the power of the sword of eminent domain to a private industry to cut through our county to go and make a profit, and that's wrong. Eminent domain sucks enough as it is for a public use, for a school or a bridge, but for a private company it shouldn't. So you might say, Well, the oil and gas industry gets it or the electrical companies get it. Well, you know what? Without oil, without electricity, this county doesn't run. Without the high speed rail, you leave our county alone. Anyway, I'll shut up. I don't need a full three minutes, but let me just close with this. I appreciate this meeting, I guess, and the opportunity to say something. But if there's any notion that a certain amount of meetings will quiet us, if there's any notion that if we are given enough bribery or we get a stop or we get more taxes or whatever else, that any of that can keep us quiet and will stop us fighting this issue, I promise you you're wrong. It's an exercise in futility. We are going to fight you to the very end, and if you want to know why, it's not</p>	Refer to ED-1, NE-1, NE-9, NR-5, PI-1, PI-7, SS-23 and VA-1.

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			because we didn't take the 30 pieces of silver. It's not because we didn't get a stop. We're not going to stop fighting until this proposal is no longer here. Thank you.	
Michael Mcrae	1/27/2018	Email	FEDERAL RAILROAD ADMINISTRATION One of many concerns is the Flooding that may happen on our property and the home we live in. We just went through a major Flooding event in the Harris County area. With this Major construction project this will certainly create and guarantee more catastrophic Flooding! We are asking, please consider a No Built project.	Refer to FP-1, WW-1 and WW-2. Approximately 74 percent of the Preferred Alternative in Harris County will be constructed on viaduct (bridge type structure) which allows for free movement of water and would avoid and/or minimize floodplain and waters impacts.
Michael McRae	1/28/2018	Email	One of many concerns is the Traffic and the Heavy trucks that will use the county roads. Most of the roads are asphalt and only cause destruction to our roadways. Now who will have to pay for the maintenance (The Tax Payers who already have enough burden) With this Major construction project this will certainly create and guarantee more catastrophic damage to our life. We are asking, please consider a No Built project.	Refer to TR-7.
Michael and Dorel Mcrae	2/5/2018	Letter	One of many concerns is the Flooding that may happen on our property and the home we live in. We just went through a major Flooding event in the Harris County area. With this Major construction project this will certainly create and guarantee more catastrophic Flooding! We are asking, please consider a No Built project.	Refer to FP-1 and WW-2.
Michael and Dorel Mcrae	2/5/2018	Letter	One of many concerns is the Traffic and the Heavy trucks that will use the county roads. Most of the roads are asphalt and only cause destruction to our roadways. who will have to pay for the maintenance (The Tax Payers who already have enough burden) With this Major construction project this will certainly create and guarantee more catastrophic damage to our life. We are asking, please consider a No Built project.	Refer to TR-7.
M. J. McReynolds	3/8/2018	Website	I am totally against the proposed Dallas to Houston high speed rail project. This project is not in the best interest of Texas landowners and Texas heritage, nor the economy of any county that sits along the proposed route (except for Dallas and Houston). The DEIS does not include an acceptable accounting of the archeological and historical resources that would be impacted by the proposed route. Zero resources were listed to be impacted for Navarro County. I spoke with one of the consulting archeologists at a public hearing and they could not answer my questions about known or possible cultural resources that would be impacted. They are the ones who did the cultural resource management work for the DEIS and they could not answer my questions! I personally know landowners in Navarro and Freestone counties who did not allow for any survey work to be done on their land. A CRM survey could not possibly be done in that case, and the contracted archeologists did not contact the County Historical Commission to ask if they had any information. In short, the DEIS is not accurate or complete, which raises many questions and causes concern for the overall validity of this document.	Refer to CR-11. While cultural resources surveys have been conducted for portions of the Project area, many areas have yet to be surveyed. The Draft EIS included only the information that has been collected to-date. Within Navarro and Freestone counties, this only included background research inventories. This process is discussed in Section 3.19.6.2, Natural Ecological Systems and Protected Species, Programmatic Agreement of the Final EIS.
Patrick Mcshan	1/29/2018	Oral	My name is Patrick McShan. I am special litigation counsel for Texans Against High-Speed Rail. We are an opposition group that opposes My name is Patrick McShan. I'm an attorney with The Beckham Group in Dallas. I was born and raised in Dallas and we are special litigation counsel for Texans Against High-Speed Rail. Group of citizens, landowners, ranchers, farmers, and other folks who oppose this project and are trying to combat the abuse of eminent domain. I spent the last two years of my life studying this project and mitigating lawsuits up and down the affected corridor for landowners like the Risingers here, Mr. Caldwell back here who was sued by Texas Central because they didn't want to allow them on his private property and the reason they don't allow you on private properties is this company has not proved it has eminent domain. It claims it is a railroad, it is not a railroad. They filed 42 lawsuits up and down the line and when they lost the hearing on those lawsuits they dropped the rest of the lawsuits. Based on my study of the project I believe it is financially unfeasible to give you just one set of numbers. They claim in the Draft EIS that 5 million passengers a year, that comes out to 13,700 passengers a day. By comparison, the last 8 quarters of the FAA records you will see that only 1,800 people fly a day. So this company is telling the public that they're gonna pull everybody off the planes and then they're gonna find 12,000 other people to get out of their cars and take a train that's gonna cost as much as it costs to fly on the plane. Everyone in Texas knows that that is not going to happen. I spent two years and one lawsuit in Travis County trying to get the study -- the feasibility study that claims where these ridership comparisons and cost estimates are coming from. Texas Central wouldn't let me have it. They sent eight attorneys to the hearing and the question remains if this project is so good for Texas, why can't we have a simple debate about it and put all our cards on the table, have a transparent process and discuss the ins and outs of it. We told Texas Central on many occasions we're welcome to a public debate, they've declined those requests. We remain open with that offer, and I would ask you. I'll be here afterwards outside. If you'd like to come and speak to me I will explain to you in detail, on as many facts whatever you want to know, I can answer your questions and give you more information.	Refer to ED-1 and GN-2.
Jim McSpadden	2/5/2018	Oral	Good evening, ladies and gentlemen. I'm Jim McSpadden, senior leader in the Republican party of Harris County, also a Super Neighborhood Council member, and also a friend of Texans Against High-Speed Rail. Privately funded high-speed rail is not a feasible mode of transportation outside the northeast corridor of the United States. Amtrak is subsidized by our government, which is our money. Two lines make money, and that is outside the United States--Tokyo to Osaka, Japan, and Paris to Lyon, France. There is another one that is within ten years it will make	Refer to BA-12, GN-2, GN-3, GN-4, NE-1, PN-3 and SC-22.

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			money. It's Hakata to Osaka, Japan. For that amount of money and investment, that's a long time to wait to get your money back. And then also Texas Central has not released a business plan nor any verifiable data regarding ridership projection, except by telling us that they roughly have 14 that people make 14 million trips between Houston and north Texas per year. Well, and then also I've heard projections made by cell phone calls between Houston and Dallas. Successful high-speed rail does very well in high residential and high commercial densities. Whereas we have 2800 people per mile in Dallas and Houston, there's 11,400 people in Tokyo, or 9600 in Paris, France. So basically that works there. And then also we have 90 percent of automobile ownership here in Harris County and in Dallas, so basically where Tokyo and Paris have only less than 50 percent. Transit usage percentage of total travel is less than three percent in Houston and Dallas; much higher in Tokyo and Paris. Also, again, it's been mentioned that only about one percent of private funding has been collected so far out of the \$12 billion they propose, Texas Central proposes to build this railroad. Well, or so-called rail. Basically it could cost as high as \$20 billion to most likely -- to build this thing. This is bad. And I'm citing things from the Reason Foundation policy report back in February 2011. Also, ridership estimated by TxDOT is about less than 2 million people annually starting in the 2025 or 2035 period. Still there is low-cost air service from Houston to Dallas with both airports in Houston within 45 minutes or less from any part of Houston.	
Patrick McTigue	2/16/2018	Website	I'm totally in favor of the bullet train.	Comment noted.
Suzanne McWilliams	1/9/2018	Website	The Texas Bullet Train Will Help My Business Grow! As a Superintendent of Schools, I am excited about the work being done on the Texas Bullet Train and urge the Federal Railroad Administration to move forward with its review and approval. Texas is the perfect place to plant the seed to grow this new high-tech industry in the United States. The new high-speed economy created by this project will be a game changer for workers, vendors, contractors and other companies and small businesses all along the route. The fact that it is fully investor-owned means it will provide a great benefit for not only passengers, but all taxpayers. The Draft Environmental Impact Statement (DEIS) confirms this conclusion with detailed data and projections. For instance, it states that the Train will create more than 10,000 direct jobs per year during construction and about 1,500 jobs permanently when operational at least 25% of which will be in rural counties along the route It will contribute more than \$2.5 billion in taxes over its first 25 years to counties along the route and increase property assessment values within a half-mile of the proposed stations by between \$71.4 million and \$161.1 million. We want more travel options between Texas' two economic hubs and this project fills delivers and gives all travelers the freedom to choose a safer, more reliable and cleaner way to move across Texas. I welcome this new innovative industry and I urge the FRA to expedite its review and approval -- because it's good for business, good for the economy and good for Texas.	Comment noted.
Sharon McZeal	2/16/2018	Website	The high speed railroad would add to the transportaion options for North Texas. I have been to Europe where mass transit includes high speed rail. This is a project to inprove North Texas transportaion, convenience and environment.	Comment noted.
Justin Meador	1/25/2018	Email	Have they (the planners/engineers/builders) considered elevating portions or possibly utilizing tunnels for portions of the rail in order to prevent forcing eminent domain for the rail that cannot be built along the easement running parallel to 45? Also, the suggested 290/610 exchange is a horrible place to put the Houston station. 290 has infamously horrible traffic and that location would only make it worse. Why not run the rail through or around Houston and have it stop on the East side. It would spur economic groth in an area in great need for it and the additional traffic would not choke the Houstonians commuting from the ever expanding West & NW side. There, the bullet train passengers could hop on the light rail to downtown, medical center, museum district, etc.	Refer to BA-9, GN-6, GN-7, LU-11, TR-4 and TR-5.
Debra Meekins	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual diruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Elizabeth Meeks	2/17/2018	Email	We do NOT want the High-Speed rail built in Grimes County! Reasons: 1. Grimes County terrain is NOT flat or level. It is a rolling landscape with soil that is not uniformly stable. There is a lot more flooding than is noted on existing maps. We are a rural population by choice - we want to keep it quiet and rural. Your "train" is a noise poulltor! Grimes	Refer to EU-2, FP-1, GN-1, LU-11, NE-1, NV-1, SG-1, SG-2 and SS-23. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species

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			<p>County is home to a wide variety of wildlife and a migratory route for many birds and animals, ie: deer, fox, bobcats, panther, coyote, numerous small animals. There are many ranches and farms (large and small) that produce meat and produce that would be negatively impacted when split for the Japanese style rail forms and fences. Also numerous pipelines are in the county. Your plan does not address the rerouting problems for homeland security, law enforcement, fire and ambulance caused by splitting the county. Train noise and vibrations travel. Frequency also noisy issue. Put midpoint station in college station to use existing transportation facilities!</p> <p>Build as you go project is not good!</p> <p>I have attached a copy of my 'Comments' sheet to this email.</p> <p>Please note the reasons for our opposition in Grimes County on my 'comments' sheet. Thank you.</p> <p>Also, Mid-point station in middle of country does not make common sense.</p> <p>College Station is the second fastest growing city in Texas with Texas A&M University (Football Stadium seats over 100,000 people) or The Woodlands, TX, would be 2 viable locations for a train station. Either of these stations would address the issues of ridership and lightening automotive traffic congestion on 1-45 or 1-35 highways</p>	and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Theo Meintjes	2/22/2018	Website	Roads are too congested - particularly in Dallas and Houston.	Comment noted.
Steve Mellan	2/6/2018	Handwritten	Use existing Row for: I45 RR Under Powerlines Do not go across open farm Country. We got New Powerline Corridors 249 - enough is enough Our land is important to us!	Refer to BA-9.
Italivi Mena	3/9/2018	Website	Let's do it.	Comment noted.
Trisha Menchu	3/8/2018	Website	I support the high speed rail in our area!	Comment noted.
Andrea Mendez	3/9/2018	Website	The construction alone to clear land for the rail-line will destroy the natural habitat along the route. I don't see the long term benefits both environmentally or financially as being positive for anyone who lives along the route.	Refer to LU-10, NE-1, NR-5 and SC-19.
Samuel Mendez	2/19/2018	Website	This project should've been completed and providing service throughout the state 20 yrs. ago. It's desperately needed and Lord knows it's time. I would love Texas Central(Dallas to Houston High-Speed Rail) to be functional soon.	Comment noted.
Sandra Mendez	1/30/2018	Email	I would like to receive updates on the Enviromental Impact Statement process.	Refer to PI-1.
Raul Mendoza	2/16/2018	Website	I was fortunate to have ridden on two Chinese high speed trains recently n I think it is something the US must have not only Dallas to Houston but also other big city connections in our country which will make it easier for people in any area of business or industry to attract new employees as well as new commerce between cities! It's expensive but the benefits far exceed the costs in a short time! San Antonio to El Paso, to Dallas, to Houston ...as many as possible as soon as possible! All over the country !!!	Comment noted.
Robert Menees	3/8/2018	Website	I believe that this is a very important project for the future of Texas as a dynamic state with deeply interlinked cities sharing technology centers, business opportunities, transportation options, tourism, and many other benefits. The Texas Bullet Train will be built and operated using proven, safe technology, and will provide an important transportation alternative to automobiles and airplanes or safer, more convenient travel between Texas' two great metroplexes. Further, unlike other projects, it will be built and operated with private money and on a commercial basis. I strongly support the Texas Bullet Train	Comment noted.
Erika Menze	3/3/2018	Website	I support this High Speed rail line, and hope that this is a sign to come for furth transit development in Texas. Texas needs better transit infrastructure.	Comment noted.
Robert Menzies	2/15/2018	Website	I have traveled all over Europe and Asia on high speed rail and know that once travelers have tried the convenience, comfort and less hassles over another form of transport they will chose it every time. Older people and younger people just don't want the inconvenience of flying or the automobile anymore.	Comment noted.
Lisa Merito	3/9/2018	Website	We need this! Let's build it	Comment noted.
Ronald Merrick	2/27/2018	Website	We need more transportation options in this country, and high-speed rail is the most cost-effective and the least impact on the environment, with the least requirement for acreage of land. I know, I've seen and ridden high speed rail in several countries. Let's get this line permitted, constructed and in operation as soon as possible, then look forward to the next one and the next one and the next.	Comment noted.
James Merrifield	3/9/2018	Website	High Speed Railline would be awesome. It would be quicker than driving 4 hours to Dallas. I would love to be on the first run.	Comment noted.
Hal Merritt	2/6/2018	Handwritten	<p>I support the comments listed below and offer them as evidence supporting the "No Build Alternative"</p> <ol style="list-style-type: none"> 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all 	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.

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			<p>citizens of Texas.</p> <p>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</p> <p>5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.</p> <p>6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.</p>	
Kelly Merte	2/6/2018	Oral	<p>Hello, everyone. As my husband stated, I'm Kelly Merte, and I'm here to talk about the price of the tickets stated in the DEIS. So Texas Central has cast a doubt on the numbers in the DEIS. The DEIS states that the average airfare between Houston and Dallas is \$199. The DEIS also uses this average as the average ticket price for the proposed high-speed rail. However, Texas Central claims on their website that the average 199 high-speed rail ticket published in the DEIS is a rumor and that the reality is, what? From the website, from the Texas Central website, the rumor states, in quotes, "ticket prices are prohibitively expensive." I read in the DEIS that Texas Central is going to charge \$199 for a one-way ticket. And this is going to be a train for rich people. In reality, Texas Central states that the fares used for the proposed DEIS were not developed by Texas Central. Texas Central also goes on to say that the average airfare is \$147. Texas Central never really gives an average price for the ticket -- for the ticket of the high-speed rail. Why does the DEIS state that the average one way airfare between Houston and Dallas is 199 and Texas Central claims that it's 147? That's a difference of \$52, or \$100 on a round trip. It's also worth noting that the DEIS does provide a link that shows the average one-way airfare between Houston and Dallas to be \$199, while Texas Central does not back up their number. The average 199 ticket price is not inconsequential, as it is used to calculate the expected sales tax impact in the DEIS. The table says that the sales tax collection is \$20 million: \$10 million supposed to go to Houston, 10 million going to Dallas. The 10 million is calculated -- for Dallas is calculated based on the 199, and they're saying that the 199 is a rumor. So in closing, I have no confidence that the -- in either the DEIS or the Texas Central, and the only option is no-build.</p>	Refer to SC-3.
Andrew Meshnick	2/11/2018	Website	<p>The bullet train would be a tremendous national asset. It could show that high speed rail can efficiently connect distant cities and fascinate greater exchange of ideas, goods, and people. A successful project in Texas will spur other projects around the country.</p>	Comment noted.
Neal Meyer	3/3/2018	Website	<p>March 3rd, 2018 Attention Federal Railroad Administration Regarding: The Draft Environmental Impact Study (DEIS) for the Texas High Speed Rail (HSR) line between Dallas and Houston Texas. My name is Neal Meyer, and I am submitting this statement into the public record as comment on the Dallas to Houston high speed rail line. I have been an activist for over 15 years, and have previously read no fewer than five environmental impact studies that have been performed for light rail line projects that were proposed and built by Houston's Metropolitan Transit Authority (METRO). In every single instance, those who prepared the studies for rail line projects all of whom had all the right academic credentials - have vastly overestimated ridership and have substantially underestimated project costs. In every instance, project costs ended up being approximately twice as much (or more) as initial estimates claimed they would be, and in actual ridership ended up being only between 20 60 percent of initial estimates. In a truly outrageous act, the City of Houston, METRO, and a local development authority have claimed the "need" to spend some \$200 - 300 million build a dedicated bus way in Houston's Galleria area for a bus route that draws at most a few hundred transit riders per day because it is claimed that a dedicated bus way will draw between 14,000 19,000 riders per day an increase of 50 fold or more. Now, some will say that the HSR project is a completely different project with completely different contexts. It will be said that those projects were inner city projects, whereas those issues don't apply because the Dallas Houston HSR project is an intra-city project with completely different issues at stake. My counter statement to those who say otherwise is that all of the same issues and lessons to be learned having to do with those light rail lines apply, if anything, with much greater force with the Dallas Houston HSR line. Indeed this project, being dozens of times larger in length and scope, has the potential to be a disaster the scale of which would also be many times larger than those with Houston's light rail lines. The promoters of this project have every incentive to understate costs and overestimate ridership, revenues, and alleged benefits. After all, once the digging starts, if any aspects of the project fall short of initial estimates, the taxpayers of Texas will always be there to bail out the project because supporters of this boondoggle will claim that HSR to be too big and too important to end or fail. That is nonsense. There is no need for this project. Projections verses reality - Traffic congestion disaster claims that don't exist and won't happen have been following the HSR project for several years now. One of the claims that has been made about the alleged need for this project involve claims of massive increases in traffic congestion that are supposed to be so great that average travel speeds between Houston Dallas / Fort Worth will slow from 59 miles per hour to 39 miles per hour by the year 2035. This claim has been made in Chapter 1.2.2.3 of the DEIS study under "Reliability of the State Highway System." The claims of Interstate 45 traffic between Houston Dallas / Fort Worth overwhelming I-45's capacity to handle vehicle traffic were also made by Texas Central Partners (TCP), the main entity sponsoring the project. In a post on Texas Central Partner's website which was</p>	Refer to GN-2, NE-1, NE-9, PN-3 and TR-1.

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			<p>taken down, but which can be read here on an Internet archive site (here on an Internet archive site (https://web.archive.org/web/20150420225915/http://texascentral.com/the-benefits/), Texas Central Partners also makes the claim of average travel time between Dallas / Fort Worth to Houston slowing down to 6.5 hours within two decades.</p> <p>But what is the reality of travel times between Houston Dallas / Fort Worth? I have personally made the trip between Houston and DFW five times over the past ten years. On four of those five trips, I successfully completed the trip within 3 3 hours 45 minutes, and those trips were taken at varying times of the day. On two of those trips, I stopped off to refuel my vehicle along the way. On the remaining trip, my trip from Houston to Dallas actually took 5 hours. However, that trip was taken on the Sunday following Thanksgiving, which is one of the busiest travel days of the entire year as many thousands of Texans are going home after having spent the holiday with relatives. Moreover, the weather on that trip was bad, with rain falling along the route during my entire trip. I encountered no fewer than ten vehicle accidents along the road, which substantially slowed down traffic around each traffic accident. Yet, even with all those factors working to greatly slow down my trip, I still made it to Dallas one hour faster than Texas Central Partners and the government are claiming will be the average travel time between Houston Dallas / Fort Worth within 20 years! The claim of travel times slowing down more than 2 hours between Houston Dallas / Fort Worth, being made with the full official force of "all the right people with all the right credentials" and government authority behind it, is downright laughable. Apparently, none of the people who have all the right academic and bureaucratic credentials who made these studies ever bothered to think that if traffic between Houston Dallas / Fort Worth were to slow down to the point to where it would take 6 hours to make the trip, that one thing people would start doing is making the trip during off hours (or at night time) to avoid traffic congestion.</p> <p>Why do you think people don't trust government anymore? It is because claims like this are being used to justify massive projects and are being presented to Americans as undeniable facts. And, I don't want to belabor the point, but I also read "the sky is going to fall if we don't build rail" claims exactly like this that were made to try to justify light rail being built in Houston. Furthermore, the DEIS study does not take into consideration that one thing TX-DOT could do to improve travel speeds between Houston Dallas / Fort Worth and mitigate congestion would be to widen I-45 between the two metropolitan areas from two lanes in each direction to three lanes. Such a move would merely require widening I-45 in both directions by 12 or so feet, and that the right of way already for doing so already exists not that anyone who has made the trip between the two cities would say that traffic is so bad already that widening I-45 is really needed. Projections verses reality ridership projections that won't materialize</p> <p>In section 3.2.3.2.2 of the HSR DEIS, the statement is made that by the year 2040, the HSR line will attract 7.2 million riders per year. This equates to roughly 20,000 riders per day, but will this actually happen?</p> <p>One clue as to what future ridership for the HSR line might be is to look at existing inter-city rail service elsewhere in the United States. The most prominent example of rail service is the Acela rail line, which Amtrak runs, between Boston and Washington D.C. The Boston to Washington D.C. corridor is home to the metropolitan areas of Boston, Providence Rhode Island, New London and New Haven Connecticut, New York City, Philadelphia, Trenton and Wilmington New Jersey, Baltimore, and Washington D.C. There are roughly 35 million Americans who live in the metropolitan areas along the Acela corridor route, yet the total annual ridership in 2016 for the metropolitan areas along the Acela corridor route, yet the total annual ridership in 2016 for the Acela line according to Wikipedia was 3.489 million, or roughly 9,500 riders per day (https://en.wikipedia.org/wiki/Acela_Express). And, the Acela rail line has been in operation now for 15 years, giving the Acela the advantage of familiarity.</p> <p>In contrast, one of the much touted reasons for building the Dallas / Fort Worth Houston HSR line is the populations of both metro areas, and their projected future population growth. Yet, the total populations of both Texas regions as of 2017 is roughly 12 million, or only one third of the population which resides along the Acela rail line today. Even taking in projected population growth of Dallas / Fort Worth and Houston, the total regional populations of both areas by 2040 might reach 18-20 million, which would be little more than half the existing population which lives along the Acela rail corridor today. If ridership for the Dallas / Fort Worth Houston HSR line holds on a per capita basis to that being achieved by the Acela rail line, that would mean that starting ridership upon opening of the HSR route would likely be approximately 3,000 riders per day, presumably increasing to 4,000 5,000 per day through the 2040 time period. However, 4,000 5,000 riders per day is far below the 20,000 per day being projected in the HSR DEIS.</p> <p>Another way of determining possible ridership would be to study current air traffic between Houston and Dallas. Southwest Airlines currently operates 20 flights to and from Hobby Airport in Houston and Love Field in Dallas (https://www.southwest.com/flight/select-flight.html?displayOnly=&int=HOMEQBOMAIR), starting at 6:00 am, and the last flight taking off circa 9:30 pm at night. Typically, Southwest operates Boeing 737 700 aircraft, which the airline says has a seating capacity of 143 passengers. This amounts to a total of 2,860 passengers flying one way per day, assuming every seat is filled on every single flight. Additionally, United Airlines flies roughly 8 flights per day out of George Bush Intercontinental airport per day (https://www.united.com/ual/en/us/flight-search/book-a-flight/results/rev?f=Houston,TX,US(HOU-AllAirports)&t=DFW&d=2018-03-16&r=2018-03-18&sc=7,7&px=1&taxng=1&idx=1), typically flying Embraer ERJ 175 aircraft for the</p>	

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			<p>route. The Embraer craft can carry 76 88 passengers, depending upon the aircraft configuration, for a total of 608 704 total passengers per day assuming all seats are filled on all daily flights.</p> <p>Adding the passenger totals of these two airlines, assuming all seats are filled, amounts to some 3,500 passengers per day currently flying between Houston and Dallas / Fort Worth. Yet even if the airlines were to completely shutdown all air traffic between Houston and Dallas / Fort Worth, and that every single one of those air travelers were to decide to take the HSR rail line, the ridership totals for the HSR line would be less than 20 percent of the total projected 2040 ridership. Even if the populations of both metro areas grow from 12 million to 18-20 million by 2035 2040 as projected, that would still imply only a 50 percent increase in ridership, bringing air travel to only some 6,000 passengers per day, which again is far below ridership projections being made for the HSR line.</p> <p>Another flaw of the DEIS study is that the authors of the study continually assert and assume over and over that there are no other ways for traffic increases between Houston and Dallas / Fort Worth to be handled or accommodated in any other way. Hence, the "need" for the HSR route. Yet, the authors ignore simple observations that the airlines, were they to see increased market traffic between the two metro areas, might simply decide to operate larger aircraft the accommodate increased travel demand.</p> <p>And, it makes sense to try to understand how large the air traffic market is between Houston and Dallas / Fort Worth because the promoters of the HSR line have continually told the public over and over again that their business plan calls for offering tickets for the HSR train that are roughly the same price as airplane tickets between the two metro areas. That would imply that the primary market for using the train would be business travelers or more affluent people who are willing to pay \$150 - \$300 per passenger for round trip tickets between Houston and Dallas / Fort Worth. It is not reasonable to assert that most of those who would otherwise being riding a bus or driving a motor vehicle between the two metro areas would otherwise decide to ride the train. Traveling by car between Dallas / Fort Worth and Houston not only is much cheaper for individuals and families, but traveling by car also eliminates the need to have yet another means of getting around the destination metro area at the end of your trip once you have arrived, which incurs yet another expense to both current air travelers (and to would be future HSR riders) in both time and money.</p> <p>In short, there is considerable reason to doubt that the ridership projections being touted in both the project DEIS and by Texas Central Partners will be anywhere near to what is being projected. That in turn turns the entire operating plan for the HSR line upside down, and will make it an almost certainty that the Texas Legislature (or Congress) will have to step in to allocate a permanent stream of taxpayer dollars to assure the continued operation of the HSR line. As far as I am aware, the only HSR line in the entire world that operates without taxpayer subsidies is the original Tokyo Yokohama Shinkansen rail line that was built in 1964, and it should be noted that the Tokyo Yokohama corridor has a population of some 70 million Japanese which is some six times the population of the two Texas metro areas combined. All other HSR lines around the world require taxpayer handouts to function.</p> <p>What should be the outcome of this DEIS study? The No Bulid Alternative of course! I have outlined and argued that the Houston Dallas / Fort Worth HSR line will likely end up being far more costly than projected. I believe project costs will likely be \$20 25 billion for the rail line, and that those costs will never be recovered. I have outlined why I think that the alleged need for the HSR line due to asserted catastrophic slowdowns in traffic travel speeds are wildly overblown. I have also shown reasons for believing that travel projections for the HSR line are also overblown. Furthermore, I have also stated that I have seen these exact same issues before in other federal EIS studies for light rail projects in Houston, which is why I brought these matters up. Based upon past experience with previous EIS studies, I sorely doubt that my arguments outlined in this public comment will be taken seriously or will even answered. However, that doesn't mean the alleged "experts" who authored this study are by any means close to being right, anymore than those who wrote the EIS studies for Houston's light rail lines were. And it's important that we start getting things right and that means choosing a no build for this project.</p> <p>Neal Meyer Houston Texas</p>	
Evan Michaelides	3/5/2018	Oral	<p>Hello. My name is Evan Michaelides, and I'm representing Houston High-Speed Rail Watch. We're a coalition of civic leaders that came together over three years ago when the routes originally presented for the train to reach downtown Houston threatened many of our neighborhoods. Our membership includes representatives from First Ward, Garden Oaks, Independence Heights, Inwood Forest, Oak Forest, Old Sixth Ward, West End, and Super Neighborhoods 5, 12, 22, and 51. It's critical for Houston that this project be integrated with local mass transit; because if the local mobility solution for high-speed rail riders is going to be a five-story parking garage with rental car facilities, that's just going to increase Houston's current traffic problems. After reviewing the Draft EIS, our unanswered questions and concerns include:</p> <p>Number one, will inbound riders reach downtown or other destinations like the Medical Center? Number two: How will Houstonians reach the high-speed rail station? Number three: The high-speed rail project is touted as a solution to anticipated growth of traffic and congestion between Houston and Dallas. But if 400 riders all get off a train at once and all of them will be getting into cars, all we've done is move the problem from I-45 to the streets of Houston. What is TCR doing to ensure high-speed railroaders do not bring more congestion to our local</p>	Refer to GN-6, TR-2, TR-3, TR-4, TR-5 and TR-12.

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			streets and freeways? Number four: Among the objectives for this project are, in the words of the FRA, to, quote, "provide safe connectivity to existing transportation modes, i.e., heavy rail, light rail, and bus," end quote. How will TCR achieve this objective? We have put together a proposal for connecting the high-speed rail station to downtown with Metro rail or bus rapid transit running elevated over the main lanes of I-10. With a modest number of station stops along the way, this line could serve the neighborhoods it passes through, while providing a speedy end-to-end link. The new line could tie into the green and purple Metro rail lines downtown and into the bus rapid transit line currently under construction in Uptown. It could also become part of a commuting solution for residents of West Houston. This solution would provide connectivity to other parts of Houston, transcend Houston's transportation network, and benefit neighborhoods. We urge Texas Central and the FRA to work with Metro, TXDOT, and us to make this connectivity proposal a reality for Houston.	
Evan Michaelides	3/8/2018	Email	<p>I am a member of Houston High-Speed Rail Watch. We are a coalition of civic leaders that came together over three years ago, when the routes originally presented for the train to reach downtown Houston threatened many of our neighborhoods. Our membership includes representatives from First Ward, Garden Oaks, Independence Heights, Inwood Forest, Oak Forest, Old Sixth Ward, West End, and Super Neighborhoods 5, 12, 22 and 51. It is critical for Houston that this project be integrated with local mass transit, because if the local-mobility solution for HSR riders is going to be a five-story parking garage with rental car facilities, that's just going to increase Houston's current traffic problems. After reviewing the draft EIS, our unanswered questions and concerns include:</p> <ol style="list-style-type: none"> 1. How will inbound riders reach downtown, or Other destinations like the Medical Center? 2. How will Houstonians reach the high-speed rail station? 3. The HSR project is touted as a solution to anticipated growth of traffic and congestion between Houston and Dallas. But if 400 riders all get Off a train at once, and all Of them will be getting into cars, all we've done is move the problem from 1-45 to the streets Of Houston. What is T CR doing to ensure HSR riders do not bring more congestion to our local streets and freeways? 4. Among the objectives for this project are, in the words of the FRA, to "provide safe connectivity to existing transportation modes (i.e., heavy rail, light rail and bus)". How will TCR achieve this objective? <p>Houston High-Speed Rail Watch has put forward a proposal for connecting the HSR station to downtown with METRORail or Bus Rapid Transit running elevated over the main lanes of 1-10. With a modest number Of station stops along the way, this line could serve the neighborhoods it passes through while providing a speedy end-to-end link. The new line could tie in to the Green and Purple METRORail lines downtown, and into the Bus Rapid Transit line currently under construction in Uptown. It could also become part Of a commuting solution for residents Of West Houston. This solution would provide connectivity to other parts of Houston, strengthen Houston's transportation network, and benefit neighborhoods. I urge Texas Central and the FRA to work with METRO, TxDOT and Houston High-Speed Rail Watch to make this connectivity proposal a reality for Houston.</p> <p>Sincerely,</p>	Refer to GN-8, TR-4, TR-5 and TR-12.
William Middleton	1/29/2018	Website	I would like to tender my most strong support for this project. Texas - as is the case with the entire United States - must move forward with infrastructure improvements and technology upgrades to remain competitive with the rest of the world. These high speed rail systems give both businesses and personal customers of these lines much more flexibility in their travel choices when distances traveled are not really convenient nor price competitive with airlines, and auto travel is just plain too long. This rail service will greatly improve travel options in this transit corridor, and is badly needed.	Comment noted.
Morgan Milburn	2/16/2018	Website	I hope to see this come to completion. It would be a huge benefit to the economy in both Dallas and Houston!	Comment noted.
Barbara Miles	1/30/2018	Oral	And I have a teacher voice too. I can hold this away. Simply our county was created over 170years ago. It's faced its share of obstacles. We have had our share of wildfires and floods and drought. Even projects similar to this one in the 1980's and yet we have managed to join together as a community once again to enjoy the life that we have here. The latest obstacle is no different. It to threatens to destroy our way of life. It's identity theft. To the perpetrators of this theft, we the people of the Leon County considered nameless and faceless we are nothing more than a means to their end. So I would like to give them just a sense of who Leon County is. It is a community of farmers, ranchers, educators and steel workers, students, young professionals, veterans and retirees. It's families like the Aimsworth's, the Hughes' and the Dubose's who can claim generations of history here and the blood and sweat on the land to prove it. The Durbin's who retired here 30 years ago seeking a quiet life after Houston. Our properties, our homes, our cattle and property but those entitled seek to destroy with their own profit. We are here we are but it is impossible to say where one ends and the other begins. This is what these thieves do not understand and we don't want to live anywhere else than Leon County. We do so by choice. Just as those who live in Houston or Dallas chose to live there. We will defend our home and the way of life here until this latest obstacle can be overcome and we can again return to the life we know because that is what we know and that is who we are.	Comment noted.

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Jim Miles	1/30/2018	Oral	Jim Miles. Almost everyone in here knows me. I live right over here across from the railroad tracks. I'm a former county commissioner and own a big ranch. They are going to cut my place in half in two just to have a place for the train to go through to Dallas. Well, first of all the tax entity of Leon County is going to lose billions of dollars because there is not anybody is going to want to live around that train. There is not anybody that's got any sense at all is going to want to live by a train going 200 miles an hours and if that thing happened to derail I wouldn't want you to be anywhere close to it. The environmental studies that they say they got is 2014 and behind further than that. It's 2006, I think. But anyway they have no idea what's on my place. They haven't ever been on it. There is Mr. Bill Hughes, Mr. Durbin, me, Earl's place all the way to Concord. Nobody is ever been on our places. How can they tell you they get an environmental study on a property they have never been on? Exactly. Somebody is smart here, I guarantee you. But that's what -- They use this theory and don't think about the people that have got to pay taxes and support this county because we -- as a county commissioner I can tell you how hard it is to gather tax money for this county. I was in it. So as far as I'm concerned if they don't get imminent domain they ain't coming on my property.	Refer to ED-1, ED-2, GN-1, NE-8, SS-1, SS-12, SC-22 and VA-1.
Jim Miles	1/31/2018	Oral	I'm glad all you people could come. Jim Miles is my name -- Jim Miles is my name, and I'm an ex-County Commissioner of Leon County, Precinct 3. I retired 20 years ago, and I never dreamed that this thing was going to -- something like this would ever happen, not only our county roads, but across our whole county. I mean, it's going to cut the county half in two. The whole thing that I cannot understand about the Texas Central Railroad is that they're doing a Japanese railroad in the United States. We don't need anything from the Japanese over here. We need something from Texas. We're Texans. We're not damned slant eyes from over there -- overseas, so -- I'm sorry. But --And the other thing is, they are going to come within less than a quarter of a mile from the Leon school. We have a thousand kids in that schoolhouse over there in Leon. And they are going to be passing that thing every 30 minutes with a train? You know what's going to happen, the kids are going to be looking outside, and scared, and all of that with that train coming through, and it's not feasible. It's just not -- not the way you do things in Texas. Now, if they want to build this thing up north, let them have it. We don't want it down here. The other -- the other point is the water system in the State of Texas. We got we've got a real good Wilcox and Carrizo Spring water system. It's been around, and it's the best water system in the State of Texas. You can ask anybody. We've got more water in Leon County than anybody ever had. They're going to ruin it when they put this train through. All that vibration, all that noise, it -- it just can't work. So, I appreciate y'all letting me talk to you, and if I can do anything for you, call me. My name is Jim Miles, in Jewett, Texas. Thank you.	Refer to NV-1, NV-5, SC-2, SC-6, SC-7, SC-8 and WW-6.
Jim Miles	2/5/2018	Oral	Jim Miles My name is Jim Miles, thank you for that I could talk about this for hours but I just have to take a couple of minutes to point out a few things. One thing I want to make sure of: we to stay united. It doesn't not matter where this train goes we will pay for it out of our tax dollars one way or the other. While I appreciate your thoughts about utilizing other transportation: the right-of-way, the fact of the matter is we're going to end up paying with or without We know that's there's no possible way this thing can make money. There's absolutely no way. We have Solendra (ph) Gia (ph) of what the federal government does when they believe something. That's exactly what is going to happen here once it gets built It doesn't matter where it goes. So what we're looking at: we're facing the use of our tax dollars through federal loans and bail outs to take our property from us. So we can't ever fracture it and say, well, it's than it is over here It does not matter. Don't even lose sight of that. This is another deal. We talked a little bit about the money. They don't have anywhere near the amount of money that they really need. They have not coordinated with your local government here. And understand that At this point the county governments do not understand exactly the impact that is going to take place with this project. Flip side of that is doesn't understand the impact that it's going to have on the county, who happens to be one of the larger landowner that's going to be affected. Right? We got roads and all kinds of other things that we're going to have to deal with and the county should be in the middle of that process. And at this point they have been excluded from that process. And that's obviously a huge deal. There's not an existing rail corridor which is typically a prerequisite for a project of this type. If you haven't this type of project: usually it replaces some existing passenger rail corridor that already has a demand that' s overcrowded. We talked a little bit about the no-build alternative. It should be considered. We all should demand that that be considered very high. The problem that we have: and I want to point this out. You may or may not know, but Texas Central changed the purpose that needed this project between the scoping report and today. They eliminated a very substantial portion of it specifically as it relates to the economic liability of the project When they took the criteria of economic viable from what the FRA has evaluated the project against Why is that? They did that because they know they cannot make it economically viable and if they had to let that in there they would have had to show their work. They don't want to show their work So at the end of the day, we need to make sure that we are looking at how these impacts are without consideration for the financial impact of this project. Because at the end of the day, since we don't get the numbers: they don't get to use and say how this project should be evaluated. I'm going to be outside if anybody needs to talk with me further_ I appreciate all of your attendance. Were here to stand together. Let's work this out and get this done.	Refer to GN-2, GN-4, LU-11, NE-1 and PN-4.
Jim Miles	2/6/2018	Oral	My name's Jim Miles. I'm from Jewett, Texas. I own a ranch right across from the Leon School, and this train is going to come less than a quarter of mile from the Leon School. We got a thousand kids. A thousand kids going to hear this roar and romp and aggravation everyday, everyday that they're in school. Mr. Wynn got up and talked the other night in the Leon School about it and told everybody, said what's going	Refer to BA-7, BA-8, GN-9, GN-4, GN-9, LU-14, NV-1, PI-4, SC-1, SC-19, SC-22 and TR-8.

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			to happen it's going to interfere with the kids' education. And so the other thing I want to speak to is about Mr. McLane. He's the president of this thing now, or so I understand. And he said the other day, he said, It will be privately funded. Then why is Texas Central looking for federal funds to finance it? It won't be destructive, even though he needs to run it through his living room to say it's not going to be destructive. The high-speed rail would pass through Navarro, Freestone, limestone County, and actually this project will invade eight counties, eight Central Texas counties, not just two or three. And Grimes County is one of them. They don't even count Grimes County as one of the alternatives. System will not require any crossings that will be 25 to 35 feet in the air. It's not elevated 100 percent, it's only 30 percent. So we're not talking about a train going up in the air. We're talking about trains on the ground. It's going to run 200 miles an hour on the ground. Then he said it was going to cost \$15 million [sic] for this project. Well, we already know that's stupid. The other thing is that the fun and excitement of this thing going around by your home and everything's going to be a lot of fun and a lot of excitement. Just think everyday that you see this thing, (air whooshing sound) just like that everyday. So the project was not designed to benefit the people in these eight counties. It was designed for Houston and Dallas people, which they don't care about it anyway. They're not pushing it. There's not but two or three people in Houston that's really pushing it. They had a big meeting the other day in Harris County, and they picked the Northwest Mall for their new location. Now, they don't say that, but that's what they picked, because it was on TV and everybody watched it; everybody's seen it. So why don't you-all admit that that's what they picked, because that's what they said they was going to do. And I appreciate your time, and I if I could help anybody, let me know. Thank you.	
Jim Miles	3/5/2018	Oral	Citizens of the State of Texas, y'all are all here looking at a human being that's fixing to be devastated by this problem. This train goes through, it's going to cut my ranch half in two in Leon County. Now, I'm not from Harris County, but I used to live here years ago, and I knew there was traffic back then, so I got the heck out of Harris County. And -- and I live in Leon County, okay? And -- but the -- my major fault for this thing is the high school. Leon High School is on Highway 79 right outside Jewett, Texas. It's going to be a quarter of a mile from that schoolhouse where this train runs. And it's elevated about 30 feet. If that thing crashes at 200 miles an hour, it won't be nothing left of that schoolhouse. And they don't -- they don't -- they finally -- last week, they came to the schoolhouse and talked to the superintendent. But they have never even thought about the schools. There's not only that one, there's two more that's involved that's close enough to be damaged by a big rail. And whenever you start running 200 miles an hour in anything -- and I'm a pilot, and I fly airplanes 200 miles an hour, but not on the ground. And the -- the whole thing that I can see about the high-speed rail is they're trying to push this on people that really don't want it. I don't know of anybody -- well, yes, Harris County, there's a lot of people in Harris County want this thing. But are they going to be able to afford to ride it back and forth to Dallas? The cost of the ridership is way beyond what people can afford. We don't make -- I mean, I don't make a lot of money, and I know a lot of people live from day-to-day because they're poor people, and they're surviving for life. And so you don't push things like this on people just because you want a high-speed rail that's outdated 20 years. They haven't built one of these trains in 20 years. It -- yes, in Japan, they got them; but they don't do anything. I mean, they run the same route every day, and they move thousands and thousands of people. But we don't do that in the state of Texas. We drive our pickup trucks and our cars. The only other thing I can tell you people is in the State of Texas, for the last -- I been here 79 years, about 74 of it I can really remember. We have had two of these things. We had the bullet train in 1989 and '90. They tried to shove it down our throat, and we fought it. I went to Austin with tractors and went around the Capitol building and plugged it up and they finally begged us to get out of Austin. We may have to do that with this thing, too.	Refer to GN-2, PI-1, SC-2, SC-3, SC-6, SC-7, SC-8 and SS-12.
Kara Miles	3/9/2018	Website	I am in favor of high speed rail between Dallas and Houston	Comment noted.
Austin Miller	2/23/2018	Website	I feel that the community of Dallas, TX has always seen the future of rail which is clear with our DART transportation system. I do however feel that other cities are having numerous disagreements including the city of Houston who has been far behind on rail and public transportation. Furthermore, I am unable to drive due to intractable seizures.	Comment noted.
Brock Miller	2/6/2018	Website	I support this project as valuable alternative mode to travel from Houston to Dallas. The price should be comparable or cheaper than flying. Also, only private funds should be used for the development, construction, and long term operation.	Comment noted.
Cindie Miller	2/18/2018	Website	I fully support the Bullet Train from Dallas to Houston! I believe we cannot pass up an opportunity like this. I've attended town hall meetings regarding this project and was very impressed with the professionalism and environmental attention the group has given to this project. We need to provide options for travel along this corridor and not allow Southwest Airlines to block it due to their own greed and misguided values. It's time to stand up to large corporations who aren't concerned with the well being of our culture. This project will boost the economy in the very neighborhood in which I own a home. I've invested in this neighborhood. Let the project be completed. Thank you!	Comment noted.
Denise C Miller	2/5/2018	Letter	FRA FAILED TO PERFORM A PROGRAMMATIC ANALYSIS FOR THE EIS The Federal Rail Administration (FRA) has improperly selected one build alternative (Utility Corridor) and one alignment (HC-4) through Waller County without conducting the necessary comparative analysis of alternatives pursuant to NEPA. Specifically, we are requesting that your agency call upon the FRA to step back and conduct a programmatic EIS for the four build corridors (BNSF, UPRR, 1-45, Utility) that met the "Purpose and Need" of the project identified in the Corridor Alternatives Analysis Technical Report (August 2015). Doing so is the only way that the FRA can fulfill its responsibility to advance an	Refer to BA-5, BA-8, BA-9, BA-10, EJ-1, NE-1, NE-8, NE-9 and PI-1.

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			alternative that resolves the conflicts the project creates in Waller County. (40 C.F.R. 1501.2(c)). This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	
Denise C Miller	2/5/2018	Letter	Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest and Six Pines - all developments for nearly 500 homes, 50 Of which have already been built with four or five more in the works are all now cancelled because of the route. The HC-4 route travels right through the developments and destroys the economic viability of them and the value of everyone's property. Also, within these developments are four horse riding trails that the train will cross. This will destroy any viability of the equestrian facility and create dangerous situations for anyone riding in the area, especially children. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to LU-3, LU-4, RF-1 and VA-1.
Denise C Miller	2/5/2018	Letter	The proposed alignment of the HSR will run through a portion of Waller County that is currently experienced a rate of commercial and residential development. As a result, the areas that could be impacted are areas that have and should continue to see high increases in property valuations due to positive development taking place in these areas, including high-end residential development. This project will create an obsolescence that will negatively impact the property values in Waller County. Bankers and appraisers heavily discount property values in situations like this, which destroys the market value of all properties. Because of this loss in value, ad valorem taxation will decrease causing WISD to lose \$3.6 million in annual revenue, \$1 .8 million will be lost to the Municipal Management District discussed in NO. 2 above, the City of Waller will lose \$1.3 million and property tax collected by the county appraiser will be reduced by between \$279,000 to \$1 .6 million annually from developments that will be ruined by the train passing through or near them. The HSR will prevent the highest and best use of hundreds of properties throughout Waller and Harris Counties where the area is experiencing some Of the fastest growth in the state. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. This results in a disparate impact on Waller County, which has a majority minority population. These issues were brought to the attention of the FRA by the Texas Department of Transportation as a result Of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to EJ-1, LU-4, SC-19 and VA-1.
Denise C Miller	2/5/2018	Letter	Kickapoo Preserve is a high-end development for 500 new homes for Daiken/Goodman employees that is under construction development. The proposed alignment will be just west of homes that are currently and others that are under construction and other that are for sale. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to LU-4 and VA-1.
Denise C Miller	2/5/2018	Letter	RE: Houston to Dallas High Speed Rail DEIS comment I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. IMPACT ON QUALITY OF LIFE Quality of Life issues include people living within noise and vibration distance, as well as, sight, particularly if the train track is elevated. Depending on location and height of track, there will be loss of disposable income for the increase in travel time because people will not want to live within five to ten miles of the train track causing them to spend more time driving longer distances. Mr. T. J. Johnson, President of the Waller County Advocacy Group, estimates quality of life spent driving behind the wheel of their vehicles will be reduced by 5,000 man-hours per year for residents in Waller County and cost an additional loss of disposable income up to \$3 million. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to AS-1, NV-1, NV-5, TR-6 and TR-8.
Denise C Miller	2/5/2018	Letter	The proposed alignrment will run through a large portion of Waller ISD's district, which could negatively impact bus routes, which may cause Waller ISD to purchase additional school buses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the HSR project.	Refer to SC-5.
Denise C Miller	2/5/2018	Letter	IMPACT ON HEWLETT PACKARD DATA CENTER One more major impact will be on the Hewlett Packard Data Center facility, which houses 1 ,500 servers that will be within 1,000 feet oftheHC-4 route. When notified of the route, HP's management team and legal department stated: "Hewlett Packard Enterprise is currently not in a position to approve or disapprove the proposed route...However...the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property. If we determine that is the case, then we would have no choice, but to vigorously oppose this proposed route." This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to SC-11.
Denise C Miller	2/5/2018	Letter	The Waller Harris Emergency Services District No. 200 ("ESD) provides emergency services throughout the impacted area of the proposed alignment of the High Speed Rail. These services could be negatively impacted by the HSR line, due to its potential impact on county and private roads, many of which are used for emergency that now service the District and provide an 8-minute response time. The HSR will	Refer to SS-12, SS-18, SS-23 and SS-26.

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			disrupt this service and increase the resrxM1se time to dangerous and unacceptable levels. The District is funded with ad valoran taxation and any diminution of value due to the HSR will cause a tax increase to cover expenses and budgets. Each fire department costs \$4.5 million for the building, equipment and staffing. An ambulance costs \$300,000 and staff is needed 24/7 for 365 days. New fire stations and emergency services will be needed should the HSR divide the District. However, currently the District cannot prepare for this and other needs because of the FRA's actions. Right now, the District has 10 fire departments and will need more if the HSR is built. District is also very concerned with catastrophic accidents that may occur from an HSR accident. Hundreds of ambulances, life flights, and emergency services will be needed and the District will not be able to handle this type of emergency. This will place an undue burden on the District. To date there has been no discussion with the FRA as to how they will resolve these conflicts. This issue was brouW1t to the attention of the FRA by Texas Department of Transportation as a result Of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	
Denise C Miller	2/5/2018	Letter	Despite two written requests dated November 14, 2014 and July 6, 2015 from the Waller County Sub-Regional Planning Commission ("WCSRPC"), the FRA failed to coordinate with any local government in Waller County "prior to identifying the alternative alignments to be evaluated in the draft EIS" as the FRA stated it would do on Page 24 of the Scoping Report that was released by the FRA in April of 2015. The WCSRPC is a sub-regional planning commission formed for the purposes of planning future development of our community and is comprised of elected officials from several municipalities in Waller County, in addition to Waller County itself and two of its school districts. Without this coordination, there is no way to ensure that impacts to the local community are properly analyzed and conflicts with local plans are resolved. The FRA has also erred in identify the WCSRPC as a "public stakeholder" and not a political subdivision of the state of Texas.	Refer to PI-1.
Denise C Miller	2/5/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. IMPACT ON G&W WATER G & W Water is the supplier of potable water for northern Waller county and southern Grimes County. They recently obtained funding and built a new water tower and the proposed train route falls directly on top of it. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement. I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. IMPACT ON G&W WATER G & W Water is the supplier of potable water for northern Waller county and southern Grimes County. They recently obtained funding and built a new water tower and the proposed train route falls directly on top of it.	Refer to EU-2 and WW-6.
Denise C Miller	2/5/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. IMPACT ON ECONOMIC DEVELOPMENT The proposed alignment will impact all future road and thoroughfares through the northern portion of the County. Dozens of roads are planned, but none will be able to be completed if the train cuts through stifling all future economic development in that area. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement. IMPACT ON ECONOMIC DEVELOPMENT The proposed alignment will impact all future road and thoroughfares through the northern portion of the County. Dozens of roads are planned, but none will be able to be completed if the train cuts through stifling all future economic development in that area. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.	Refer to TR-8.
Denise C Miller	2/5/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. IMPACT ON FLOODING AND DRAINAGE Local Environmental Impact include the Spring Creek Watershed where five creeks will cross the track Of the HSR. This watershed will be directly impacted by the train and the track depending on how it's built. Tropical Storm Allison, the Tax Day Floods, the flooding event in May of 2016, and Hurricane Harvey have shown that if any impedirnents to water flow occur through the watershed, the area will experience major flooding and damage to property if the track is not properly and engineered. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to FP-1, SS-17, WW-1, WW-2 and WW-8.
Denise C Miller	2/5/2018	Letter	I am lodging an objection to the high speed rail between Houston and Dallas for the following reason. IMPACT ON WATERFOWL AND HUNTING Recreational and Sport duck hunting will be directly affected by any noise, vibration and possible 96 trains running through the area. The route cuts through the north end of one Of the major wetlands in the region where duck hunting is vital to the economy and where water fowl and their hunting will be diminished, ifnot destroyed by a high speed train. Ihis issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NR-1, NR-2, RF-2 and WW-9.
Denise C Miller	2/5/2018	Letter	IMPACTS ON HISTORICAL SITES At the coordination meeting with TXDOT on or about February 9, 2016, Mr. Rick Welch and Tom Gleason discussed historical significant locations and objects and cultural resources within Waller County and the location where the rail is selected to	Refer to CR-2 and CR-9.

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			<p>traverse. Mr. Welch told of Benaiah "Yankee" Jones, III, born in Massachusetts in 1795 and moved to Texas in the 1830's to early 1840's. He ended up in the area that is now northeast Waller County where he bought 1,100 acres. On this land, he built a stage coach Inn that became a famous stage coach route that is still visible today in the Kickapoo Preserve. Jones and his family are also buried on the family cemetery located in the Kickapoo Preserve. HCA runs right over this land and very close, if not directly over this old Inn and Stage Coach site and canetery. When Kickapoo Preserve was established, they were required to perform an archaeological survey, which produced the "Kickapoo Archeological Survey Report of April, 2010." For this report, the developer was required to obtain an Army Corps of Engineers Section 4 Permit. This report revealed four archaeological sites and two pre-historic sites considered for inclusion in the National Register of Historical Places. Mr. Welch has historical maps indicating historical boundaries, roads, stage coach routes, written historic interviews of "old timers," and all the historical sites on the Kickapoo Preserve. These documents show where the sites were for historical Stage Coach Road that was created between the 1830's and 1840's that came from in the original town of Harrisburg (now Houston) and went northwest through Mr. Jones' land. These are all historical sites that should not be destroyed by the HSR. All of this information was provided. All of this information was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS.</p>	
Denise C Miller	2/5/2018	Letter	<p>FEASIBILITY OF PROPOSED HIGH SPEED RAIL A recent study entitled, "Texas High Speed Rail: Caution Ahead" by Baruch Feigenbaum, the Assistant Director of Transportation Policy at the Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 million a year, and that TCR has severely underestimated the costs to build the project and the overestimated the projected ridership. The Report stated: "We truly hope that high-speed rail becomes a reality in the United States, and we would prefer that it be developed and implemented by the private sector," writes Feigenbaum. "However, based on our experience and analysis we are concerned that Texas Central's project will fail so spectacularly that privately financed U .S. high-speed rail lines may never be given a second chance" Given the irreversible impacts this project could have on our community, we should not building a project that does not meet feasibility requirements under NEPA and other laws. In effect, this project will either become a burden On taxpayers in terms of subsidies, or a bridge to nowhere...</p>	Refer to GN-3.
Denise C Miller	2/6/2018	Handwritten	<p>I am lodging an objection to the proposed rail between Houston and Dallas for the following reason: IMPACT ON KATY PRAIRIE CONSERVANCY Katy Prairie Conservancy owns the Warren Ranch, a 6400 acre preserve that provides essential habitat for migratory birds and is designated as a Global Important Bird Area. Warren Ranch is a critical part of the Katy Prairie Preserve, a vast collection of protected properties owned or managed by the nonprofit land trust Katy Prairie Conservancy (KPC). KPC is diligently working to protect this land for generations to come. The prairie is a biologically diverse powerhouse with more than 300 species of birds, 110 species of animals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one mile of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands exist that will be directly or indirectly affected by a HSR corridor. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	<p>Refer to RF-4, NR-2, NR-3 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</p>
Denise C Miller	2/6/2018	Handwritten	<p>I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. IMPACT ON PUBLIC SAFETY At the coordination meeting between WCSRPC and TXDOT on February 9, 2016, Mr. Tom Gleason discussed the Atmos Energy Turbine Powered Natural Gas Compression Station, which uses a jet engine to pressure up to a 30 inch natural gas pipeline between Waxahachie and Katy Texas. "The pipeline is pressured up to 930 psi and was installed in 2006. There have been at least three known accidental releases of natural gas: May 24, 2007 - 18,000 lbs released, May 30, 2007 - 20,000 lbs released, and June 11, 2007 - unknown quantity On August 9, 2011, there was a planned Emergency Shutdown Simulation that released thousands of pounds of gas that Mr. Gleason and other neighbors experienced over a mile away. It turns out that Atmos has to perform emergency simulations twice a year creating potential hazardous situations, especially with an electric train traveling nearby. What would happen during one of these accidental or planned events should a train traveling 200 mph ignite the natural gas and cause a catastrophic accident? nis will cause an unprecedented catastrophe with tremendous loss of life, damage to private property and environmental destruction to Waller County or any other county should this occur. The train adds the ignition source to an already volatile and potentially dangerous scenario that creates an unacceptable risk to the health, safety and welfare of our community and local residents, as well as, the passengers on the train should an explosion occur. All of this information was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	Refer to EU-6, SS-18 and SS-19.
Douglas Miller	3/9/2018	Email	<p>I advocate the NO BUILD option for the proposed hi-speed rail project between Dallas and Houston, and urge the FRA to stop further consideration of the project. The project has several fatal flaws, including:</p>	<p>Refer to ED-1, GN-4, NE-1 and PI-3. For information regarding impacts to wildlife and vegetation please</p>

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			It will be an environmental disaster, directly destroying & damaging irreplaceable wildlife habitat. Concomitant and follow-on development will have the same effect. It will be an economic failure and require a public bail-out, with no benefit to the taxpayer. It will require unlawful taking of private property. No private entity should be allowed to take private property. It is not needed. There are already multiple proven alternatives for travel between Dallas and Houston. The public comment period should be extended beyond March 9. It is unreasonable to expect the public to digest such a large document in a few weeks that required much longer to produce. This project must be rejected. NO BUILD!	see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Elisha Miller	2/25/2018	Website	We don't need this in this area of Texas, you are ruining our area and our land,lives,travel in the area, and wildlife. People will not pay the price to travel on this train for what is just a short drive or flight from Houston to Dallas.	Refer to GN-2, NE-9, PN-3 and SC-3.
Harold Miller	2/16/2018	Website	This HSR is absolutely needed in our state. The I-45 corridor continues to be congested even with the recent lane expansions. Build the HSR!	Comment noted.
Joyce Miller	3/5/2018	Website	This train/rail is not necessary to our area, the cost of the ride, the noise, the train itself is used. Why do we need a company from another country buying up and property running a company in the US. Say NO TO THE RAIL.	Refer to NV-1, PN-3 and SC-3.
Texas Daughters of the American Revolution	2/23/2018	Website	I oppose the location of the High Speed Rail as the currently planned route cuts directly through Morgan Legacy Farms (located on FM 709 and 3194). Morgan Legacy Farms' bald eagle habitat and migratory waters will be disrupted. Also, this ranch serves as a retreat facility free of charge to numerous non-profit organizations. If the route was moved north of the existing power lines, it would be save Morgan Legacy Farms so it can continue to serve the community and environment.	Refer to LU-5, NR-2 and NR-3.
L Miller	2/24/2018	Website	I oppose the location of the High Speed Rail as the currently planned route cuts directly through Morgan Legacy Farms (located on FM 709 and 3194). Morgan Legacy Farms' bald eagle habitat and migratory waters will be disrupted. Also, this ranch serves as a retreat facility free of charge to numerous non-profit organizations. If the route was moved north of the existing power lines, it would be save Morgan Legacy Farms so it can continue to serve the community and environment.	Refer to LU-5 and NR-3.
Landon Miller	2/14/2018	Website	Good Day, Simply put, Texas, and indeed America, needs a balanced transportation network, one not solely predicated on highway and air travel. The Texas high-speed rail project is an essential balancing of the scales! Sincerely, Landon Miller	Comment noted.
Mark T Miller	2/5/2018	Letter	A recent study entitled, "Texas High Speed Rail: Caution Ahead" by Baruch Feigenbaum, the Assistant Director of Transportation Policy at the Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 million a year, and that TCR has severely underestimated the costs to build the project and the overestimated the projected ridership. The Report stated: "We truly hope that high-speed rail becomes a reality in the United States, and we would prefer that it be developed and implemented by the private sector," writes Feigenbaum. "However, based on our and analysis We are Concerned that Texas Central 's project will fail so spectacularly that privately financed U .S. high-speed rail lines may never be given a second chance." Given the irreversible impacts this project could have on our community, we should not building a project that does not meet feasibility requirements under NEPA and other federal laws. In effect, this project will either become a burden on taxpayers in terms of subsidies, or a bridge to nowhere...	Refer to GN-3.
Mark T Miller	2/5/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. IMPACT ON FLOODING AND DRAINAGE Local Environmental Impact include the Spring Creek Watershed where five creeks will cross the track ofthe HSR. 'lhs watershed will be directly impacted by the train and the track depending on how it's built. Tropical Storm Allison, the Tax Day Floods, the flooding event in May of 2016, and Hurricane Harvey have shown that if any impediments to water flow occur through the watershed, the area will experience major flooding and damage to property if the track is not properly studied and engineered. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to FP-1, SS-17, WW-1, WW-2 and WW-8.
Mark T Miller	2/5/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. IMPACT ON FLOODING AND DRAINAGE Local Environmental Impact include the Spring Creek Watershed where five creeks will cross the track ofthe HSR. 'lhs watershed will be directly impacted by the train and the track depending on how it's built. Tropical Storm Allison, the Tax Day Floods, the flooding event in May of 2016, and Hurricane Harvey have shown that if any impediments to water flow occur through the watershed, the area will experience major flooding and damage to property if the track is not properly studied and engineered. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to FP-1, SS-17, WW-1, WW-2 and WW-8.
Mark T Miller	2/5/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF WALLER COUNTY (A HISTORICAL MINORITY POPULATION COUNTY) proposed alignment of the HSR will run through a portion of Waller County that is currently a high rate ofcommercial and residential development. As a result, the areas that could be impacted are areas that have and should continue to see high increases in property valuations due to positive development taking place in these areas, including high-end residential development. This project will create an obsolescence that will negatively impact the	Refer to EJ-1, LU-3, LU-4, SC-3 and VA-1.

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			property values in Waller County. Bankers and appraisers heavily discount property values in situations like this, which destroys the market value of all properties. Because of this loss in value, ad valorem taxation will decrease causing WISD to lose \$3.6 million in annual revenue, \$1.8 million will be lost to the Municipal Management District discussed in NO. 2 above, the City of Waller will lose \$1.3 million and property tax collected by the county appraiser will be reduced by between \$279,000 to \$1.6 million annually from developments that will be ruined by the train passing through or near them. The HSR will prevent the highest and best use of hundreds of properties throughout Waller and Harris Counties where the area is experiencing some of the fastest growth in the state. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. This results in a disparate impact on Waller County, which has a majority minority population. These issues were brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.	
Mark T Miller	2/5/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY Saddle Creek Forest, Plantation Forest, Oak Hollow, Ranington Forest and Six Pines - all developments for nearly 500 homes, 50 of which have already been built with four or five more in the works are all now cancelled because of the route. The HC-4 route travels right the developments and destroys the economic viability of them and the value of everyone's property. Also, within these developments are four horse riding trails that the train will cross. This will destroy any viability of the equestrian facility and create dangerous situations for anyone riding in the area, especially children. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to ED-2, LU-3 and RF-1.
Mark T Miller	2/5/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY Saddle Creek Forest, Plantation Forest, Oak Hollow, Ranington Forest and Six Pines - all developments for nearly 500 homes, 50 of which have already been built with four or five more in the works are all now cancelled because of the route. The HC-4 route travels right the developments and destroys the economic viability of them and the value of everyone's property. Also, within these developments are four horse riding trails that the train will cross. This will destroy any viability of the equestrian facility and create dangerous situations for anyone riding in the area, especially children. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to ED-2, LU-3 and RF-1.
Mark T Miller	2/5/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. IMPACT ON KICKAPOO PRESERVE Kickapoo Preserve is a high-end development for 500 new homes for Daiken/Goodman employees that is under construction development. The proposed alignment will be just west of homes that are currently occupied and others that are under construction and other that are for sale. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD Option be chosen in the final Environmental Impact Statement.	Refer to LU-4, SC-12 and VA-4.
Mark T Miller	2/5/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. IMPACT ON KATY PRAIRIE CONSERVANCY Katy Prairie Conservancy owns the Warren Ranch, a 6400 acre preserve that provides essential habitat for migratory birds and is designated as a Global Important Bird Area. Warren Ranch is a critical part of the Katy Prairie Preserve, a vast collection of protected properties owned or managed by the nonprofit land trust Katy Prairie Conservancy (KPC). KPC is diligently working to protect this land for generations to come. nle prairie is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one mile of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands exist that will be directly or indirectly affected by a HSR corridor. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NR-2.
Mark T Miller	2/5/2018	Letter	Mr. T. J. Johnson, President of the Waller County Advocacy Group, estimates quality of life spent driving behind the wheel of their vehicles will be reduced by 5,000 man-hours per year for residents in Waller County and cost an additional loss of disposable income up to \$3 million. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement. I am lodging an objection to the proposal high speed rail between Houston and Dallas for the following reason. IMPACT ON QUALITY OF LIFE	Refer to AS-1, ED-2, NE-1, TR-6, TR-8 and VA-1.

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			Quality of Life issues include people living within noise and vibration distance, as well as, sight particularly if the train track is elevated. Depending on location and height of track, there will be loss of disposable income for the increase in travel time because people will not want to live within five to ten miles of the train track causing them to spend more time driving longer distances.	
Mark T Miller	2/5/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT The proposed alignment will run through a large portion of Waller ISD's district, which could negatively impact bus routes, which may cause Waller ISD to purchase additional school buses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings; and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SC-5.
Mark T Miller	2/5/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. IMPACT ON HEWLETT PACKARD DATA CENTER One more major impact will be on the Hewlett Packard Data Center facility, which houses 1,500 servers that will be within 1 feet of the HC-4 route. When notified of the route, HP's management team and legal department stated: "Hewlett Packard Enterprise is currently not in a position to approve or disapprove the proposed route...However...the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property. If we determine that is the case, then we would have no choice, but to vigorously oppose this proposed route." This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SC-11.
Mark T Miller	2/5/2018	Letter	RE: Houston to Dallas High Speed Rail DEIS comment I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO. 200 The Waller Harris Emergency Services District NO. 200 ("ESD") provides emergency services throughout the impacted area of the proposed alignment of the High Speed Rail. These services could be negatively impacted by the HSR line, due to its potential impact on county and private roads, many of which are used for emergency vehicles that now service the District and provide an 8-minute response time. HSR will disrupt this service and increase the response time to dangerous and unacceptable levels. The District is funded with ad valorem taxation and any diminution of value due to the HSR will cause a tax increase to cover expenses and budgets. Each fire department costs \$4.5 million for the building, equipment and staffing. An ambulance costs \$300,000 and staff is needed 24/7 for 365 days. New fire stations and emergency services will be needed should the HSR divide the District. However, currently the District cannot prepare for this and other because of the FRA's actions. Right now, the District has 10 fire departments and will need more if the HSR is built. The District is also very concerned with catastrophic accidents that may occur from an HSR accident. Hundreds of ambulances, life flights, and emergency services will be needed and the District will not be able to handle this type of emergency. This will place an undue burden on the District. To date there has been no discussion with the FRA as to how they will resolve these conflicts. This issue was brought to the attention of the FRA by Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SS-12, SS-18, SS-23 and SS-26.
Mark T Miller	2/5/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. FRA FAILED TO COORDINATE WITH LOCAL GOVERNMENT Despite two written requests dated November 14, 2014 and July 6, 2015 from the Waller County Sub-Regional Planning Commission ("WCSRPC"), the FRA failed to coordinate with any local government in Waller County "prior to identifying the alternative alignments to be evaluated in the draft EIS" as the FRA stated it would do on Page 24 of the Scoping Report that was released by the FRA in April of 2015. The WCSRPC is a sub-regional planning commission formed for the purposes of planning future development of our community and is comprised of elected officials from several municipalities in Waller County, in addition to Waller County itself and two of its school districts. Without this coordination, there is no way to ensure that impacts to the local community are properly analyzed and conflicts with local plans are resolved. FRA has also in identify the WCSRPC as a "public stakeholder" and not a political subdivision of the state of Texas. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to PI-1.
Mark T Miller	2/5/2018	Letter	RE: Houston to Dallas High Speed Rail DEIS comment I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. IMPACT ON HISTORICAL SITES At the coordination meeting with TXDOT on or about February 9, 2016, Mr. Rick Welch and Tom Gleason discussed historical significant locations and objects and cultural resources within Waller County and the location where the rail is selected to traverse. Mr. Welch told of Benaiah "Yankee" Jones, III, born in Massachusetts in 1795 and moved to Texas in the 1830's to early 1840's. He ended up in the area that is now northeast Waller County where he bought 1,100 acres. On this land, he built a Stage coach Inn that became a famous stage coach route that is still visible today in the Kickapoo Preserve. Jones and his family are also	Refer to CR-2.

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			buried on the family cemetery located in the Kickapoo Preserve. HC-4 runs right over this land and very close, if not directly over this old and Stage Coach site and cemetery. When Kickapoo Preserve was established, they were required to perform an archeological survey, which produced the "Kickapoo Archeological Survey Report of April, For this report, the developer was required to obtain an Army Corps of Engineers Section 4 Permit. This report revealed four archeological sites and two pre-historic/historic sites considered for inclusion in the National Register of Historical Places. Mr. Welch has historical maps indicating historical boundaries, roads, Stage coach routes, written historic interviews of "old timers," and all the historical sites on the Kickapoo Preserve. These documents show where the sites were for historical Stage Coach Road that was created between the 1830's and 1840's that came from in the original town of Harrisburg (now Houston) and went northwest through Mr. Jones' land. These are all historical sites that should not be destroyed by the HSR. All of this information was provided. All of this information was brought to the attention Of the FRA by the Texas Department Of Transportation as a result Of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.	
Mark T Miller	2/5/2018	Letter	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason. IMPACT ON WATERFOWL AND HUNTING Recreational and Sport duck hunting will be directly affected by any noise, vibration and possible 96 trains running through the area. The route cuts through the north end of one of the major wetlands in the region where duck hunting is vital to the economy and where water fowl and their hunting will be diminished, if not destroyed by a hW1 speed train. issue was brought to the attention Of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NR-1, NR-2, RF-2 and WW-9.
Mark T Miller	2/5/2018	Letter	I am lodging an objection to the proposed speed rail between Houston and Dallas for the following reason. IMPACT ON FLOODING AND DRAINAGE Local Environmental Impact include the Spring Creek Watershed where five creeks will cross the track of the HSR. This watershed will be directly impacted by the train and the track depending on how it's built. Tropical Storm Allison, the Tax Day Floods, the flooding event in May of 2016, and Hurricane Harvey have shown that if any impediments to water flow occur through the watershed, the area will experience major flooding and damage to property if the track is not properly studied and engineered. This issue was bro*t to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to FP-1, SS-17, WW-1, WW-2 and WW-8.
Mark T Miller	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason: IMPACT ON G&W WATER G & W Water is the supplier of potable water for northern Waller county and southern Grimes County. ney recently obtained funding and built a new water tower and the proposed train route falls directly on top of it. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to EU-2.
Mark T Miller	2/6/2018	Handwritten	I am lodging an objection to the proposed high speed rail between Houston and Dallas for the following reason: IMPACT ON G&W WATER G & W Water is the supplier of potable water for northern Waller county and southern Grimes County. ney recently obtained funding and built a new water tower and the proposed train route falls directly on top of it. This issue was brought to the attention of the FRA by the Texas Department of Transportation as a result of coordination meetings, and the FRA has failed to address these impacts in the draft EIS. I propose that the only viable alternative would be the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to EU-2.
Monty Miller	2/15/2018	Website	The Texas Bullet Train is good for Texas! I am writing to express my strong support for the Texas Bullet Train project and urge the Federal Railroad Administration to move forward with the review and approval of the project. It is a landmark mass transportation project that will connect the two economic hubs of Texas, Houston and Nonh Texas, with one stop in the Brazos Valley, while respecting Texas lands and providing a safe, convenient and clean alternative to flying and driving between the two regions. The recent release Of the Draft Environmental Impact Statement (DEIS) confirms this conclusion with detailed data and projections. The Texas Bullet Train will utilize the world's safest mass transponation technology, the Shinkanscn system, which has had zero crashes or fatalities in 53 years of operation in Japan. The project is expected to create more than 10,000 direct jobs per year during construction and more than 1,500 jobs permanently when operational - at least 25% of them in rural counties along the route. It will be an economic boon for all counties along the route. As an electric train, this system will also be the best environmental alternative for traveling between the two regions as 4 of the counties served are already air quality non-attainment status. This innovative new industry reduces road congestion, improves local economies, and creates new jobs for Texans. I welcome a faster, safer and cleaner transportation alternative to reduce congestion between North Texas and Houston -- because it's good for Texas!	Comment noted.

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Nancy Miller	2/6/2018	Website	I would like to be informed of the proposed route as soon as possible. I hope we don't have another Trans-Texas Corridor-type situation developing.	Refer to BA-7 and PI-1.
Ron Miller	2/24/2018	Website	I oppose the location of the High Speed Rail as the currently planned route cuts directly through Morgan Legacy Farms (located on FM 709 and 3194). Morgan Legacy Farms' bald eagle habitat and migratory waters will be disrupted. Also, this ranch serves as a retreat facility free of charge to numerous non-profit organizations. If the route was moved north of the existing power lines, it would be save Morgan Legacy Farms so it can continue to serve the community and environment.	Refer to LU-5.
Shelby Miller	2/8/2018	Website	This is a worthy, fully justified and forward-thinking project that will improve the quality of life for Texas residents and visitors. I, as a former Texan, can take pride in a transportation project of this magnitude that will reap many benefits for future generations.	Comment noted.
Sid Miller	3/9/2018	Letter	I want to thank you for the opportunity to provide my comments to the Draft Environmental Impact Statement (DEIS) for the Dallas to Houston High Speed Rail project. As you are aware, a large percentage of the overall trackage is proposed to dissect a pristine part of rural east Texas. Additionally, it is clear that a notable percentage of Texas agricultural production will be negatively affected. Some of my main concerns are as follows: * Approximately 56% of the land for the project is currently used for production agriculture, which equates to the removal of approximately 4,500 acres from this vital land use. Additionally, production capability on remaining properties will be permanently altered. From cattle production to row crop farming, this land is invaluable to Texas' economy, as well as our food and textile supply. * Drainage pattern modifications could destroy ponds, tanks, and lakes that are crucial to the producer who relies on this natural resource to water herds and crops. Any modification to these patterns can upset large areas, both in the immediate vicinity and for miles downstream. * Some of Texas' heritage and longest standing ranches, that the state designates a Century Ranches, will be permanently altered. These ranches are vital to our economy, or food supply, and our way of life. * With the division of both large and small tracts, the lack of free movement of equipment, livestock, and wildlife will devastate the individual producer and the community as a whole. I am aware of private ranches that the DEIS indicates no pass-through, or connection, from one side to another. This is unacceptable; all our producers must have access to all of their resources. Further, basing any connection on the physical size of current livestock production, limits the producer's ability to expand operations and/or adjust for seasonal or market trends. * The reduction in remaining land values will devastate producers and landowners. In many cases, land values support the underwriting of agriculture loans and mortgages, which are crucial to economic upward mobility opportunities and growth. Finally, I take issue with the violation of private property rights through eminent domain for this project. The farmers, ranchers, and landowners of Texas are critical to Texas' vibrancy, economy, and way of life. Consequently, I opposed the proposed Dallas to Houston high speed rail project.	Refer to ED-1, FP-1, LU-2, LU-7, LU-11, NR-6, TR-10 and WW-2.
Joan Milligan	3/2/2018	Website	Texas and the nation are ready for high speed rail. Safe and comfortable, this rail system has less noxious emissions than a jet, and is much more environmentally sound. It is time.	Comment noted.
Joan Milligan	3/8/2018	Website	Build this train! The USA should not lag behind the rest of the world.	Comment noted.
Joanie Milligan	2/28/2018	Website	This train will benefit not just Texas, but the nation as well. High speed travel is the way of the future and DFW/Houston is just the beginning. Straight, elevated systems are not just faster, but also safer for passengers, those in motor vehicles, farm animals and wildlife. Further, as a retired military member/traveler, I can say it is high time we get going with high speed rail. The world is leaving us behind. I would like to add that my family ranch that was several generations in the making, was split by the taking of land for Hwy 75/Int 45 between Corsicana and Streetman. Taking land for public use is unfortunate, but we were paid fairly and we are glad that so many others benefit by use of the roadway. Land will not get cheaper or less populated in the future.	Comment noted.
Veronica Milligan	2/17/2018	Website	I have to travel to MD Anderson every three months for medical appointments. Traveling 45 is an absolute nightmare. Always under construction and dangerous. I would personally use the train and encourage others. Please let us move to the future for us and our children. I'm sure the same objections of right of way, costs, and we'll don't need this was used when highway 45 was proposed. We really need to move on to the 21st century! I fully support all efforts to build the train! Thank you	Comment noted.
David Millison	2/6/2018	Email	I am not interested in the environmental impact, I have been trying countless times to access your DallasHoustonHSR@urs.com site to give you my input concerning my property. Evidently this is a scam and you have no interest in anyone's opinion, as that site doesn't exist or doesn't work. I was on the high speed rail side, but after sitting in on a meeting and now not able to access the site that you gave me, I am believing that this is not legit.	Refer to PI-7.
David Millison	2/6/2018	Email	I am not interested in the environmental impact, I have been trying countless times to access your DallasHoustonHSR@urs.com site to give you my input concerning my property. Evidently this is a scam and you have no interest in anyone's opinion, as that site doesn't exist or doesn't work. I was on the high speed rail side, but after sitting in on a meeting and now not able to access the site that you gave me, I am believing that this is not legit.	Refer to PI-7.

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David Millison	2/6/2018	Email	We have 43+ acres of land in southern Dallas county, We have a Lancaster address though not in the city limits. We have lived here for 16 years. We raise and show Miniature Zebu cattle and currently have 64 head I have been in the cattle business for 24 years. I purchased this property to have more pasture/grazing, a larger barn, seasonal pond and no restrictions on land use as well as privacy and seclusion but maintaining a close proximity to Dallas proper. I have a home, pool, barns, garages, shop buildings, RV hook up, three septic systems, a guest house, fencing etc. We had Rocket water service installed as well as a fresh water well. We own all the mineral rights to our property, our property line goes into the middle of Ten Mile creek and have unlimited water rights. We have a 30 year old autistic man we care for who lives in a trailer on our property and has for 9 years. We are 23 minutes from downtown Dallas directly in-between 1-35E and 1-45. We have spent 2 years and thousands of dollars having plans and blueprints drawn up to build a new home on our property that conforms to the topography of the property while maintaining the unobstructed and private view of our land. We have 1,500 linear feet of paved road frontage. We manage a commercial/retail property company from our home. The southern Dallas 1-45 and 1-35 corridor is one of the fastest growing areas in North Texas. Property values are rising at a steady and continuous pace. Since I found out about the High Speed rail, I have spent countless hours trying to find a place that replicates even closely what we have, with the same convenience to downtown Dallas, property taxes, highways, work etc. but, to no avail. We attended the meeting in Hutchins, TX and realized that of the 5 proposed routes, we are in all of them, so it seems that we will have no choice, especially after being told that you will have eminent domain to take our property. We are not opposed to the High Speed rail, but we have no interest in moving, relocating, etc. I am 61 years old and quite honestly planned to die living here. That said, we can move, but we won't be pushed out or around. I certainly hope and expect you to take these things into consideration when you offer to purchase our property. Moving a cattle operation, business and home is not something I am looking forward to, nor will it be cheap to do.	Refer to ED-2.
Mark Minier	3/5/2018	Website	I am a property owner in Leon County, Texas, and I am opposed to the Dallas Houston High Speed Rail project. I believe that this project will cause permanent negative changes to my property. I am concerned that the draft environmental impact statement has not thoroughly addressed the issues of relocating, closing, or establishing new roads. My property values will be permanently affected in a negative manner. I purchased rural property to be away from developments, noise, and commercial interests, all of which will happen if the DHHSR project continues. I would prefer to see the high speed rail project located along the I-45 corridor which is already developed.	Refer to BA-9, TR-8 and VA-1.
Jayson Minsky	2/20/2018	Website	Let's get this built and in service ASAP	Comment noted.
Brinn Miracle	3/5/2018	Website	As a community member and small business owner living and working close to the terminus of the proposed line, I can say with enthusiasm that this project is a welcome addition to the city of Houston and to my neighborhood. It provides not only jobs within our city to construct and maintain the infrastructure, but fringe and supporting industries such as hospitality, retail and restaurant will grow because of this project. Additionally, the opportunity to do business with connecting cities amplifies the economic growth by allowing efficient access to new markets. I support the high speed rail project and encourage the thoughtful and respectful creation of supporting infrastructure and systems that will benefit all communities impacted by this great project.	Comment noted.
David Miseldine	3/9/2018	Website	County Road Maintenance. Who is going to have to pay to take care of the additional use of the county roads? Our CR is already very poorly maintained and floods at the slightest rainfall. Is TCR prepared to shoulder the additional cost as these roads will not withstand that type of use without a lot of work being done to them. FINANCIAL COST TO THE COUNTY/RESIDENCE(TAXES) NO BUILD	Refer to TR-7.
David Miseldine	3/9/2018	Website	Ridership Numbers This is a huge project that could conceivably cost tax payers in the end should it fail. I am not against progress and improvement however any feasibility study of this size should be required to show its numbers and proof of source. Many variables play into the numbers including number of trains per hour. In doing some research HSR networks require extensive daily maintenance, which limits their opening hours. Has this been taken into consideration with the numbers? Those ridership numbers taken from the highways, are the vehicles continuing or being used for commercial use? Has this been considered? One vehicle does not mean one person. A family of four could not afford to use the train for continued use, has this been taken into account? WITHOUT SEEING RIDERSHIP INFORMATION IN IT FULLEST AN EDUCATED DECISION CANNOT BE MADE BY THE FRA. LACK OF DATA. NO BUILD - FINANCIAL LOSS TO TEXAS	Refer to GN-2.

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David Miseldine	3/9/2018	Website	TRACK SAFETY In the rural areas it is all very well having fences but in order to stop wildlife from getting on the lines the fence will need to be buried. I can tell you from experience that if something wants to be on the other side of a fence not much will stop it short of an electrified fence. And that is neither safe or practical along the route. I am fighting the wildlife on a daily basis. What happens when an animals ends up on the track? SAFETY OF COMMUTERS, RESIDENTS AND WILDLIFE - NO BUILD	Refer to NR-6.
David Miseldine	3/9/2018	Website	We are a timber exempt gated community of 12 home sites each home has a minimum of 11 acres to 25 acres along a 1 mile road. We lie along the highline and according to the DEIS our neighborhood will be destroyed by the train line, maintenance roads, access roads for a bridge and hydro drainage ponds. This is a huge financial loss not only to our family but to all families in this subdivision. FINANCIAL LOSS – NO BUILD	Refer to LU-7 and VA-1.
David Miseldine	3/9/2018	Website	Should TCP take just the 4 ½ acres of land required of my 11 acres then I will have a train within 400 ft of the back of my home. This home was purchased as our retirement home (currently 64 years of age) we carefully chose our single story, low maintenance, timber exempt (for financial cost reduction during retirement years) home in a quiet, closed and safe community. TCP assured us that they would be using existing ROW and that now proves to be a mistruth. At best we will have the train at our back door with all the noise and activity associated with it or at worst loose our home to the train. PERSONAL FINANCIAL LOSS – ENVIRONMENTAL LOSS – NOISE POLLUTION NO BUILD	Refer to LU-7 and VA-1.
David Miseldine	3/9/2018	Website	We live on relatively untouched timberland originally divided up in such a way as to preserve the timber and subsequently the wildlife and it has done that. We have red and black woodpeckers in the pine woods, Navasota ladies tresses , birds of pray of every type due to the small wildlife and ponds. We have a low lying area behind our pond with is continually wet and supports frogs/toad herons and other swamp loving creatures. We have deer, huge hog and bobcat to name a few. All of this will be devastated and destroyed in most cases as the train plans on clearing much of this land. ENVIRONMENTAL LOSS – NO BUILD	Refer to NR-2, NR-3 and RF-4. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
David Miseldine	3/9/2018	Website	Fire Safety and access is a major concern in this area (Waller/Grimes County) Wild fires are very common we have had them every year here that I have witnessed just in our area Magnolia/Plantersville. Of course, the largest was 2011 consuming over 5000 acres. We have also had them on the highline neighboring our properties, on 1488 just to site a few. These areas are manned by volunteer fire fighters and emergency response teams. If the train runs through these area with a high fence surrounding it then access to areas that are currently easily accessed with be greatly hampered and in turn will lengthen the time it takes to get a fire under control to limit destruction and loss of life. COMMUNITY SAFETY NO BUILD	Refer to SS-27.
David Miseldine	3/9/2018	Website	Safety and security TCP have indicated that there will not be long lines such that you see at the airport (TSA) making the commute quicker. WHY ON EARTH would you not have TSA for a heavily packed high speed train? Its is as you can see below a sitting target. This is a High Speed Train. At approximately 17:45 CEST on 21 August 2015, Thalys train 9364, traveling from Amsterdam to Paris, had just crossed the border from Belgium into France when a 25-year-old Moroccan man, Ayoub El Khazzani, exited the toilets on car No. 12. He was shirtless and armed with an AKM assault rifle, for which he had nine magazines and a total of 270 rounds of ammunition. He was also carrying a pistol, a utility knife and a bottle of petrol PUT TSA IN PLACE FOR THE REQUIRED AND RESPONSIBLE SAFETY AND YOU MIGHT AS WELL FLY - NO BUILD DONT ENFORCE TSA SAFETY AND YOU PUT THE COMMUTERS AND SURROUNDING PUBLIC AT RISK - NO BUILD	Refer to SS-6, SS-7 and SS-9.
Heather Miseldine	3/9/2018	Website	County Road Maintenance. Who is going to have to pay to take care of the additional use of the county roads? Our CR is already very poorly maintained and floods at the slightest rainfall. Is TCR prepared to shoulder the additional cost as these roads will not withstand that type of use without a lot of work being done to them. FINANCIAL COST TO THE COUNTY/RESIDENCE(TAXES) NO BUILD	Refer to TR-7.
Heather Miseldine	3/9/2018	Website	Ridership Numbers This is a huge project that could conceivable cost tax payers in the end should it fail. I am not against progress and improvement however any feasibility study of this size should be required to show its numbers and proof of source. Many variables play into the numbers including number of trains per hour. In doing some research HSR networks require extensive daily maintenance, which limits their opening hours. Has this been taken into consideration with the numbers? Those ridership numbers taken from the highways, are the vehicles continuing or being used for commercial use? Has this been considered? One vehicle does not mean one person. A family of four could not afford to use the train for continued use, has this been taken into account? WITHOUT SEEING RIDERSHIP INFORMATION IN IT FULLEST AN EDUCATED DECISION CANNOT BE MADE BY THE FRA. LACK OF DATA. NO BUILD - FINANCIAL LOSS TO TEXAS	Refer to GN-2.
Heather Miseldine	3/9/2018	Website	TRACK SAFETY In the rural areas it is all very well having fences but in order to stop wildlife from getting on the lines the fence will need to be buried. I can tell you from experience that if something wants to be on the other side of a fence not much will stop it short of an electrified fence. And that is neither safe or practical along the route. I am fighting the wildlife on a daily basis. What happens when an animals ends up on the track? SAFETY OF COMMUTERS, RESIDENTS AND WILDLIFE - NO BUILD	Refer to NR-6.

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Heather Miseldine	3/9/2018	Website	We are a timber exempt gated community of 12 home sites each home has a minimum of 11 acres to 25 acres along a 1 mile road. We lie along the highline and according to the DEIS our neighborhood will be destroyed by the train line, maintenance roads, access roads for a bridge and hydro drainage ponds. This is a huge financial loss not only to our family but to all families in this subdivision. FINANCIAL LOSS - NO BUILD	Refer to LU-7 and VA-1.
Heather Miseldine	3/9/2018	Website	Our Property Should TCP take just the 4 ½ acres of land required of my 11 acres then I will have a train within 400 ft of the back of my home. This home was purchased as our retirement home (my husband is currently 64 years of age) we carefully chose our single story, low maintenance, timber exempt (for financial cost reduction during retirement years) home in a quiet, closed and safe community. TCP assured us that they would be using existing ROW and that now proves to be a mistruth. At best we will have the train at our back door with all the noise and activity associated with it or at worst loose our home to the train. PERSONAL FINANCIAL LOSS – ENVIRONMENTAL LOSS – NOISE POLLUTION NO BUILD	Refer to LU-7 and VA-1.
Heather Miseldine	3/9/2018	Website	We live on relatively untouched timberland originally divided up in such a way as to preserve the timber and subsequently the wildlife and it has done that. We have red and black woodpeckers in the pine woods, Navasota ladies tresses , birds of pray of every type due to the small wildlife and ponds. We have a low lying area behind our pond with is continually wet and supports frogs/toad herons and other swamp loving creatures. We have deer, huge hog and bobcat to name a few. All of this will be devastated and destroyed in most cases as the train plans on clearing much of this land. ENVIRONMENTAL LOSS – NO BUILD	Refer to NR-2, NR-4, NR-6 and WW-2.
Heather Miseldine	3/9/2018	Website	Fire Safety and access is a major concern in this area (Waller/Grimes County) Wild fires are very common we have had them every year here that I have witnessed just in our area Magnolia/Plantersville. Of course, the largest was 2011 consuming over 5000 acres. We have also had them on the highline neighboring our properties, on 1488 just to site a few. These areas are manned by volunteer fire fighters and emergency response teams. If the train runs through here with a high fence surrounding it then access to areas that are currently easily accessed with be greatly hampered and in turn will lengthen the time it takes to get a fire under control to limit destruction and loss of life. COMMUNITY SAFETY NO BUILD	Refer to SS-27.
Heather Miseldine	3/9/2018	Website	Route And Station Locations The locations of the stations make no logical sense. The Houston location is outside of the city requiring those commuters to still commute no different from going to the airport. The midpoint is in a small rural town that cannot withstand and does not want a project like this. With the guise that students from college station and Huntsville will use it. These are two state schools, students go to state schools for a reason. Funds! They are not private elite schools where parents are wealthy enough to support their child's every need or want. I'm speaking from experience as I have had and do have a college student. This train is not for students. So now you have a midpoint that also make no logical sense. If the FRA wants to see the numbers justified look at the I-45 corridor, there are in excess of 115,000 people in the woodlands alone and with the "New Woodlands" location just south of Willis will obviously increase. A perfect midpoint....so why when you start to look at logic is the I-45 corridor not being considered? Infrastructure is in place, employees for both construction and ongoing operation are in place, no tearing through small towns on county roads for no logical reason at major expense to the outlying counties. It strikes me that it's all about money and for some reason rather than thoroughly looking at this its easier to turn a blind eye and just accept TCP word for it. FINANCIAL COST TO TAXPAYERS WHEN IT FAILS DUE TO LOCATION AND RIDERSHIP CONSIDER THE I-45 CORRIDOR	Refer to GN-7, TR-2 and TR-4.
Heather Miseldine	3/9/2018	Website	Safety and security TCP have indicated that there will not be long lines such that you see at the airport (TSA) making the commute quicker. WHY ON EARTH would you not have TSA for a heavily packed high speed train? Its is as you can see below a sitting target. This is a High Speed Train. At approximately 17:45 CEST on 21 August 2015, Thalys train 9364, traveling from Amsterdam to Paris, had just crossed the border from Belgium into France when a 25-year-old Moroccan man, Ayoub El Khazzani, exited the toilets on car No. 12. He was shirtless and armed with an AKM assault rifle, for which he had nine magazines and a total of 270 rounds of ammunition. He was also carrying a pistol, a utility knife and a bottle of petrol PUT TSA IN PLACE FOR THE REQUIRED AND RESPONSIBLE SAFETY AND YOU MIGHT AS WELL FLY - NO BUILD DONT ENFORCE TSA SAFETY AND YOU PUT THE COMMUTERS AND SURROUNDING PUBLIC AT RISK - NO BUILD	Refer to SS-6, SS-7 and SS-9.
David Miseldine	3/9/2018	Website	The locations of the stations make no logical sense. The Houston location is outside of the city requiring those commuters to still commute no different from going to the airport. The midpoint is in a small rural town that cannot withstand and does not want a project like this. With the guise that students from college station and Huntsville will use it. These are two state schools, students go to state schools for a reason. Funds! They are not private elite schools where parents are wealthy enough to support their child's every need or want. I'm speaking from experience as I have had and do have a college student. This train is not for students. So now you have a midpoint that also make no logical sense. If the FRA wants to see the numbers justified look at the I-45 corridor, there are in excess of 115,000 people in the woodlands alone and with the "New Woodlands" location just south of Willis will obviously increase. A perfect midpoint....so why when you start to look at logic is the I-45 corridor not being considered? Infrastructure is in place, employees for both construction and ongoing operation are in place, no tearing through small towns on county roads for no logical reason at major expense to the outlying counties. It strikes me that it's all about	Refer to GN-7.

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			money and for some reason rather than thoroughly looking at this its easier to turn a blind eye and just accept TCP word for it. FINANCIAL COST TO TAXPAYERS WHEN IT FAILS DUE TO LOCATION AND RIDERSHIP CONSIDER THE I-45 CORRIDOR	
Betty Misko	3/9/2018	Website	This high speed rail is a much needed answer to our horrible state of transportation in this state. It is pitiful that we do not have good rail and subway service in a state of this size. I 45 is the only way to get from North Texas to Houston. Ridiculous to say the least.	Comment noted.
Ben Mitchell	2/21/2018	Website	I oppose the building of the bullet train between Dallas and Houston. It is my understanding that they plan to use eminent domain to steal private land in order to build this train which is being built by a private company. This is not an appropriate use of eminent domain. If this company wants to approach these land owners and buy the property using fair market value, then I have no problem with it. But, as I understand it as of today, I oppose the train.	Refer to ED-1.
Bob Mitchell	3/8/2018	Website	On behalf of the Bay Area Houston Economic Partnership, I ask that the Railroad Administration swiftly move forward with the approval of your environment review and approval of the Texas Bullet Train that will connect Houston to North Texas in 90 minutes. The Texas Bullet Train will be an economic driver for the region, the state, and our country. Not only does it plant the seed of a new industry in Texas and the United States, but it is projected to generate a \$36 billion impact over its first 25 years. The release of the Draft Environment Impact Statement (DEIS) confirms this with detailed data and projections. We support this project because, in part, it will: * Create jobs for Texans - more than 10,000 direct jobs per year during construction and up to 1,000 jobs permanently when operational - at least 25% of them in rural counties along the route; * Increase tax rolls in ALL impacted counties - \$6.5-\$7 billion net positive tax impact by 2040; * Bring the safest mass transportation technology in the world to Texas - Shinkansen trains boast a 53-year history with ZERO crashes or fatalities while in operation; * Be a cleaner way to travel - an environmentally-friendly alternative to flying or driving in an area where four of the counties served are already in an quality non-attainment status; * Preserve land access for property owners - a majority of the 240-mile route will be built on elevated viaducts, allowing easy access from one side of the tracks to the other; * Give travelers with disabilities a safe, comfortable alternative to driving or flying - the system meets or exceeds the requirements of the Americans with Disabilities Act (ADA). The need for this project is clear. According to the Texas Transportation Institute, I-45 will see an increase in vehicular traffic of more than 200% between Dallas and Houston by 2035, and current state and local transportation plans cannot adequately address these growing population concerns. We are excited to support the first true high-speed passenger train system in the United States. It is a transportation infrastructure project of national importance that will provide a safe, reliable, and convenient travel alternative between Houston and North Texas, and we ask that you expeditiously process the remaining steps in the review.	Comment noted.
Ron Mitchell	3/4/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. The property has been enjoyed by hundreds of people including my family from he United Kingdom. I would like this bad decision to be reconsidered. Ron Mitchell, MD	Refer to LU-5.
Ron Mitchell	3/4/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. I would like you to reconsider this decision	Refer to LU-5.
Ron Mitchell	3/5/2018	Website	The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. Below is my child enjoying time on the property- please reconsider	Refer to LU-5.
Rickey Mixon	3/9/2018	Website	No on this project I agree that trains are in our future but not if it cost 300 dollars one way no one would pay that. It will lose money. Sounds like a brother in law deal and the tax payers will end up with the bill. We are watching and we vote!	Refer to GN-4, NE-1 and SC-3.
Louis Mize	1/25/2018	Email	I strongly object to the building of the high speed rail in Leon County Texas. Specifically, I object to my property being used for this purpose. Our property is farm and ranch land, and any tracks, especially one that has to be fenced in and electrically charged to keep humans, livestock, and other animals out will impede both our access to, and the purpose for which we use our property. I also challenge the lack of, and incompleteness of information contained in the DEIS. Many detrimental issues to local farms, ranches and businesses are not adequately addressed. I urge that the NO BUILD OPTION be approved and implemented.	Refer to GN-1, LU-7, LU-11 and NE-9.
Louis Mize	1/25/2018	Email	I strongly object to the building of the high speed rail in Leon County Texas. Specifically, I object to my property being used for this purpose. Our property is farm and ranch land, and any tracks, especially one that has to be fenced in and electrically charged to keep humans, livestock, and other animals out will impede both our access to, and the purpose for which we use our property. I also challenge the lack of, and incompleteness of information contained in the DEIS. Many detrimental issues to local farms, ranches and businesses are not adequately addressed. I urge that the NO BUILD OPTION be approved and implemented.	Refer to LU-11.

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Louis Mize	1/30/2018	Email	The time for us to read, review, and comment on more than 5,000 pages is inappropriate. Much of the information I have read so far is outright wrong. Please allow and extension period so that we may adequately respond to the DEIS document.	Refer to PI-3.
Louis Mize	2/5/2018	Oral	I'm Louis Mize from Normangee, Texas. I was born here in Madisonville. I wished I still lived right here. But my great-great grandfather and my great grandfather was buried here. And some of his grandsons are here tonight. We're proud of this community. I'm here tonight because the other evening in Jewett Texas, people from Madisonville came and spoke on behalf of us at the Leon county meeting. Not only people from Madisonville, but people from Harris County. People from Montgomery County, whom if I understand right, was not even passing through their county, but through their staunch opposition to the project. People from Grimes County. People from Waller County were there. People from Dallas were there. We talked to them. And every single person that spoke at that meeting was opposed to the high speed rail. We stand united and firm in our opposition against this high speed rail because we understand that it's going to destroy our lives, it's going to destroy our homes, our crops and our ranches. It's going to destroy the sacred church of God. It's going to destroy cemeteries. And I watched with great anticipation - - and you know, you've heard that "we're here from the government and we're here to help". And the other night in Jewett and I watched the faces and I watched the body language of the FRA members. And sometimes when people talk, I'm a grown man, and I had to choke back tears listening to what this thing would do to people's lives. But FRA watched with little to no emotion. And I wonder. And they say, we're not going to answer your questions. We're not going to answer your questions, but we want to hear from you. So I'm asking, FRA, I'm asking you; please listen to us. Because Texans do not want high speed rail.	Refer to CR-6, LU-11, NE-1, PI-1 and SC-9.
Louis Mize	2/9/2018	Website	I would like to to submit an objection to the building of a high speed rail as proposed by Texas Central Railway for the following reason: I have personally spoke with our Sheriff, our Fire Chief, the head of Leon County Emergency Management, and our EMS and First Responders in Leon County. They all agree that if this project were to be constructed in our county, it would greatly hamper their ability to respond to emergencies within our county, and would ultimately result in loss of life and injury to our citizens. Please note my objection and my recommendation that this project not be allowed to be constructed in our community for the detrimental effect it would have on life safety. Thank you. Louis Mize	Refer to SS-23.
Louis Mize	3/9/2018	Website	Dear Officials, I am writing to express my complete and sincere opposition to the proposed high speed rail project connecting Houston and Dallas. The reasons are many, but I would like to express just a few in this comment. The ridership numbers projected by the people proposing to build this rail are not obtainable based on the population density of the areas it would serve. Because of this, the feasibility of the project supporting itself thru fares collected is an impossibility. Due to this, there is no way the project would be able to succeed without imposing a tremendous tax burden on the citizens. The project would pass thru my farm and ranch land, imposing a serious hindrance on our ability to conduct the business we have built our livelihood upon. Cutting our farm in half would require us to travel many miles out of our way to get to the other side of our property, and would impose a financial burden on us that would prohibit us to continue the production of commercial calves and hay. Currently, there are zero safety regulations in place concerning the operation of a high speed rail in Texas, and we are very concerned about the operation of trains carrying a very limited number of people, traveling thru our farm at over 200 miles per hour. The project would not only impede the movement of domestic livestock in our operation, but would also negatively effect the natural movement of wildlife resources currently living on our land. The noise level from these trains has been grossly under estimated, and more study and time needs to be devoted to obtaining real and accurate numbers concerning the noise. The DEIS also did not take into consideration the elevated noise level which will be produced when two trains meet in passing, and wind shear produced from it. Counties will be forced to contend with destruction and termination of existing roads, and tax payers will endure the burden of rerouting these roads. There will also be an additional burden placed on our electric grid for something that will offer no benefit to us locally. The movement of certain areas of pipelines and utilities, including water and electricity, has not be adequately addressed in the DEIS statement. Much more attention and detail should have been devoted to address these concerns. Emergency operations will suffer serious consequences if this project were to become a reality. All law enforcement, fire fighters, and first responders I have spoken with are strongly against this project. Please note my strong objection to the building of another, what we firmly to believe to be a BOONDOGGLE, in our community, and in our state. The overwhelming majority of people do not want or desire this project, and we urge you not to force us to accept something we neither need nor desire. We recommend this project not be constructed thru our state, and strongly object to the burdens it would impose on the people of our community. Respectfully submitted: Louis Mize	Refer to EU-2, EU-4, GN-2, GN-4 LU-7, LU-11, NE-1, NR-6, NV-1, NV-10, PI-1, SC-19, SS-4, SS-23, TR-7 and TR-8.
Louis and Jimmie Mize	2/5/2018	Handwritten	The information which is contained in the DEIS is driven in many instances from unreliable and inaccurate sources. We have been allowed an unfair period of time to respond to the inaccuracies contained within the DEIS statement. Texas Central Railing has used grossly inflated ridership numbers. The population density of Houston and Dallas combined cannot and will not support these ridership estimates. The traffic numbers on Interstate 45 will not approach the levels projected based on numbers obtained from Tex Dot. TCR also assumes every vehicle headed north out of Houston has Dallas as it's destination. They also assume that every vehicle	Refer to GN-1, GN-2, GN-4, PI-3, SS-4 and SS-12.

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			headed south out of Dallas has Houston as it's destination. Common sense and logic refuses this. We are completely opposed to the construction and operation of this boondoggle through our land and community. Any machine traveling at or near ground level at speeds in excess of 200 MPH is a threat to our safety and well-being. High speed rail is not the solution to our transportation problems in Texas. It hasn't worked any place else and it won't work for Texas or Texans. For this and many more reasons, we support the no build option.	
Destiny Moe	2/4/2018	Website	I am very concerned with the impact on our Waller County Emergency Services would this project continue. There will be delayed response time due to the potential impact on county and private roads. There will be a need for new ESD facilities and equipment. This will greatly impact all of Waller County Tax payers. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to SS-12, SS-13, SS-18 and SS-23.
Destiny Moe	2/4/2018	Website	I am very concerned with the impact of Historical Sites, waterfowl and Hunting. An Army Corp of Engineers Section 4 permit reports there a 4 archeological sites and 2 prehistoric/historic sites considered for inclusion in the National Register of Historical Places. Also the route cuts through the north end of one of the major wetlands in the the region where duck hunting is vital tot the economy. The waterfowl and hunting will be diminished, if not destroyed by a high speed train. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to CR-3, CR-9, CR-11, NE-1, NR-1, NR-2, RF-2, SS-10 and WW-2. Based on this comment, there is not a way to identify the specific wetland that is being referenced.
Destiny Moe	2/4/2018	Website	I am very concerned with the impact on Public Safety. There are no emergency services in the counties between Houston and Dallas that would be able to handle a disaster with a train going 200 miles per hour. The high speed train would pass within approximately 580 feet of a natural gas pipeline compressor station. This hazard has not even been addressed. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to SS-12, SS-13, SS-18 and SS-23.
Destiny Moe	2/4/2018	Website	I am very concerned with the impact on the Waller Independent School District. The proposed alignment will run through a large portion of Waller ISD's district. It will negatively impact the bus routes, which will cause Waller ISD to purchase additional school busses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to SC-6 and SC-7.
Destiny Moe	2/4/2018	Website	I am very concerned with the impact on the Waller Independent School District. The proposed alignment will run through a large portion of Waller ISD's district. It will negatively impact the bus routes, which will cause Waller ISD to purchase additional school busses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project.	Refer to SC-6 and SC-7.
Destiny Moe	2/4/2018	Website	It will negatively impact the bus routes, which will cause Waller ISD to purchase additional school busses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project.	Refer to SC-6 and SC-7.
Destiny Moe	2/4/2018	Website	I am very concerned with the impact on the Hewlett Packard Data Center. The proposed route will have very serious negative impacts on the property and the critical data center operations at the property. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to SC-11.
Destiny Moe	2/4/2018	Website	I am very concerned with the impact on the Hewlett Packard Data Center. The proposed route will have very serious negative impacts on the property and the critical data center operations at the property.	Refer to SC-11.
Destiny Moe	2/4/2018	Website	I am very concerned with the impact this project has on the City of Waller improvements. The future plans for the development of housing and commercial businesses will be greatly impacted due to it passing through the new Waller Town Center. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to LU-3, TR-1 and TR-8.
Destiny Moe	2/4/2018	Website	I am very concerned with the impact this project has on the City of Waller improvements. The future plans for the development of housing and commercial businesses will be greatly impacted due to it passing through the new Waller Town Center.	Refer to LU-3, TR-1 and TR-8.
Destiny Moe	2/4/2018	Website	I am very concerned with the impact this project has on the City of Waller improvements. The future plans for the development of housing and commercial businesses will be greatly impacted due to it passing through the new Waller Town Center. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to LU-3, TR-1 and TR-8.
Destiny Moe	2/4/2018	Website	I am very concerned with the impact this project has on the City of Waller improvements. The future plans for the development of housing and commercial businesses will be greatly impacted due to it passing through the new Waller Town Center.	Refer to LU-3, TR-1 and TR-8.
Destiny Moe	2/4/2018	Website	I am very concerned with the impact on flooding and drainage. Local environment impact includes the Spring Creek watershed where 5 creeks will cross the track of the HSR. And many other watersheds will be affected along the proposed HSR route. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to FP-1, NE-1, WW-1, WW-2 and WW-8.
Destiny Moe	2/4/2018	Website	I am very concerned with the impact this project will have on the Katy Prairie Conservancy. The prairie is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles. Along with more than 600 species of grasses, wildflowers, trees, vines and shrubs I. A 200 MPH train barreling within 1 mile of the migratory bird sanctuary is going to cause bird collisions	Refer to NR-2, NR-3, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected

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			and accidents. There is also important wetlands that will be directly affected by a HSR corridor. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Species, Wildlife. For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.
Destiny Moe	2/4/2018	Website	I am very concerned with the impact of the quality of life. This includes issues for everyone living within the noise and vibration distance. And also on the appearance of the project that people will have to look at, particularly where the track is elevated. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to AS-1, NE-1, NV-1 and NV-5.
Destiny Moe	2/4/2018	Website	I am very concerned with the impact on property values and the tax base of Waller County, which is a historical minority population county. This project will create an obsolescence that will negatively impacts property values in Waller County. The proposed route will cause people to lose value of their property, and the decreased valuation of property will cause lower tax revenue collected. School districts, cities, emergency services and all public entities will lose income. This will reduce the services that are being provided to the citizens that pay the taxes. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to EJ-1, NE-1 and VA-1.
Destiny Moe	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on Our Waller County Emergency Services would this project continue. There will be delayed response time due to the potential impact on county and private roads. There will be a need for new ESD facilities and equipment. This will greatly impact all of Waller County Taxpayers. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable Option in the final Environment Impact Statement.	Refer to NE-1, SS-18, SS-23, SS-26 and TR-8.
Destiny Moe	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. Dallas to Houston High-Speed Rail Environmental Impact Statement I am very concerned with the impact this project has on the City Of Waller improvements. The future plan for the development of housing and commercial businesses will be greatly impacted due to it passing through the new Waller Town Center. The feasibility of this project is not there. In closing a NO build shot be chosen as the only viable option in the final Environment Impact Statement.	Refer to LU-4, NE-1 and SC-19.
Destiny Moe	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on the Hewlett Packard Data Center. The proposed route will have Very Serious negative impacts on the property and the critical data center operations at the property. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to SC-11 and VA-4.
Destiny Moe	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on the Waller Independent School District. The proposed alignment will run through a large portion of Waller ISD's district. It will negatively impact the bus routes, which will cause Waller ISD to purchase additional school busses to transport students and accommodate delays due to county and private roads being impacted and/or closed by the proposed HSR project. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NE-1 and SC-5.
Destiny Moe	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact of the quality of life. This includes issues for everyone living within the noise and vibration distance. And also on the appearance of the project that people will have to look at, particularly where the track is elevated. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to AS-1, NE-1 and NV-1.
Destiny Moe	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact this project will have on the Katy Prairie Conservancy. The prairie is biologically diverse powerhouse with more than 300 species Of birds, 110 species of mammals, amphibians and reptiles. Along with more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within 1 mile of the migratory bird sanctuary is going to cause bird collisions and accidents. There is also important wetlands that will be directly affected by a HSR corridor. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to NR-2, NR-3 and RF-4. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife. For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.
Destiny Moe	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact of economic development. There are dozens of roads planned which cannot be completed if the train cuts through. Stifling all future economic developrnents in all counties along the proposed route. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environmental Impact Statement.	Refer to PI-1 and TR-8.

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Destiny Moe	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on flooding and drainage. Local environment impact includes the Spring Creek watershed where 5 creeks will cross the track of the HSR. And many other watersheds will be affected along the proposed HSR route. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to FP-1, WW-1, WW-2 and WW-8.
Destiny Moe	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact of Historical Sites, waterfowl and Hunting. An Army Corp of Engineers Section 4 permit reports there a 4 archeological sites and 2 prehistoric/historic sites considered for inclusion in the National Register of Historical Places. Also the route cuts through the north end of one of the major wetlands in the the region where duck hunting is vital tot the economy. The waterfowl and hunting will be diminished, if not destroyed by a high speed train. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to CR-3, NE-1, NR-1, NR-2, RF-2 and WW-2.
Destiny Moe	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned With the impact on Public Safety. There are no emergency services in the counties between Houston and Dallas that would be able to handle a disaster with a train going 200 miles per hour The high speed train would pass within approximately 580 feet of a natural gas pipeline compressor Station. This hazard has not even been addressed. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to EU-2, EU-6, EU-7, NE-1 and SS-18.
Destiny Moe	2/4/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement. I am very concerned with the impact on property values and the tax base of Waller County, which is a historical minority population county. This project will create an obsolescence that will negatively impact: property values in Waller County. The proposed route will cause people to lose value of their property, an the decreased valuation of property will cause lower tax revenue collected. School districts, cities, ernergency services and all public entities will lose income. This will reduce the services that are being provided to the citizens that pay the taxes. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable optio in the final Environment Impact Statement.	Refer to VA-1.
Shatha Mokhtar	2/12/2018	Email	Subject: Attention North America representative is required. {Note: no text following the subject line were included}	Comment noted.
Frances Molitor	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual diruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Michael Molitor	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual diruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Raymond Moltz	2/17/2018	Website	Progress is like freedom. Some people must sacrifice so everyone can enjoy. Yes, even people who make sacrifices gain from their sacrifice. If a society is not progressing, it is dying. I understand that some people might not like to change. Change is hard. But change is opportunity.	Comment noted.

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			People who do not support the proposed new Texas Central project as proposed, do not see the opportunities this will provide. They can only see with limited vision their own little world. In the words of Spock, the Star Trek character, "The needs of the many outweigh the needs of the one". The path for the new bullet train is least impactful on land owners, yet provides convenient service. With all the benefits this project will bring, like economic benefits, a safe alternative to driving, planning for the future growth and development, dedicated rail line which would not have the issues Amtrak has with wrecks, and better energy utilization per person transported, what is not to like? Get 'er Done!	
Margaret Monohan	1/25/2018	Email	My partner lives in Denton & I'm in Houston. We make the tedious 10+ hour journey every other weekend. Traffic and construction are exhausting, not to mention dangerous with everyone trying to get where they're going. We used to fly between cities, but airline prices have gone up so much that doesn't make sense anymore. I have to take time off work on Fridays when I drive to Denton because if leave right after work, my drive could be & has been more than 6 hours long. I hope that this rail line will become a reality, and that ticket prices will be reasonable. Most of all, I am hopeful that the engineers and project developers involved in this effort will ensure that the rail line is operated under the highest safety standards. There have been far too many stories in recent news of derailments on commuter trains. There is no point in creating the rail line if customers cannot be confident in their safe passage. Federal Railroad Administration	Refer to SS-12 and SS-13.
David Montague	2/5/2018	Website	This project is not needed and our limited government and private transportation infrastructure funds would be better spent elsewhere. I could go on but I respect your time so will stop here. Thank you for listening, David Montague, Bellaire TX City Council Member	Refer to GN-4 and PN-3.
Gustavo Montenegro	2/21/2018	Website	This project needs to be done to add a much needed mass transit system between the two largest cities in Texas to give we the people more options in how we travel. Hopefully this will lead to connecting San Antonio and Austin too having all 4 cities connected with high speed rail. This is long overdue and much needed. Texas needs to move into the 21st Century when it comes to mass transit.	Comment noted.
Gustavo Montenegro	3/9/2018	Website	I think Texas definitely needs High Speed Rail. As big as this state is driving and planes are not good enough for mass transit for this state. Another option like High Speed Rail would alleviate a lot of congestion on our highways. Many of us like myself would prefer not to drive to Dallas from Houston or even to San Antonio. This is a great way for a lot of people to travel our great state in comfort and in a timely manner. It will also allow for greater economic growth by allowing people a faster way to travel between our two largest cities and spend money in both cities accordingly. People will be able to work and attend school in each city and the commute will be that much faster. It is also a very environmentally safe project and will take help to keep a lot of greenhouse gases out of the air with these trains being electric run. This is long overdue for Texas and I strongly support this project being given the green light to start as soon as possible.	Comment noted.
Branden Montgomery	2/7/2018	Website	Mayor Sylvester Turner has called for a paradigm shift and transportation in the Houston region. Both Houston and Dallas are expected to have populations at or above 10,000,000 By 2035. There are thousands of super commuters Who travel between Houston and Dallas more than twice a week. To be prepared for the growth to come in to encourage further growth we have to develop transportation options besides individual vehicles. Building Moore and Baker Rose simply does not work. We have to think about moving people not vehicles. The bullet train will offer Texans view of what's possible and lead the way for further transportation Options.	Comment noted.
Dana Montgomery	2/5/2018	Handwritten	<ol style="list-style-type: none"> 1. Environment concerns: There is many pipeline that this will effect, one located just west of my home. 2. The effect on the wetlands. There are 3 wetlands in the area of my home. 3. My taxes. We all know we will have to maintain this area in Harris county. Where will this funding come from? TAXES! 4. There are 121 hazardous waste sites in Harris county they will disturb. They are down 290. 5. Pollution: the track will be it 24 hours a day. 6. How is this safe at 200 MPH? 7. There is only one train that is profitable, it is in Japan. How is this not going to fail? 	Refer to EU-2, GN-5, HZ-1, NE-1, NE-8, SC-19, SS-4, SS-12, SS-13 and WW-2.
Dana Montgomery	2/6/2018	Handwritten	<ol style="list-style-type: none"> 1. (sic) about the EMINET DOMAIN (sic) If this falls in the hands of the Japan Will they own all the property of the train. If they can take 2 miles on both sides of the TRACK That is a lot of Texas property in the Japan's hands. 2. I do not want my texas going toward this. I will never use this. 3. Why can we not vote on this. 4. Kickapoo Reserve now this will effect the wildlife. 5. Katy Reserve will be effed & will Destroy the wildlife sanctuary. 6. Safety 205 mile pr hour & the one in Waston was only going 81 miles when this one crashed people Died. 7. How is this going to effect the fire, EM, Timing to my home they will have to go around this TRAIN to get to my property. 	Refer to GN-4, LU-14, RF-4, SS-4, SS-12, SS-13 and SS-23. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Dana Montgomery	2/13/2018	Website	TCR has not adequately justified financials to support the project. In fact, there is great concern this project will not be economic and will ultimately have to be supported by tax payers. The Reason Foundation Policy Brief 139 from February 2017 has investigated the financials of this project and has determined the projected cost estimates are above \$26 billion resulting in a \$537 million revenue shortfall. Recently it was revealed a bullet train project in California was costing \$10.6 billion for only 110 miles of track. The FRA has a responsibility to its	Refer to GN-2, NE-1 and PN-3.

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			taxpayers to review the gross estimates of both cost and schedule by TCR and provide to the public in the DEIS benchmarks against other like size projects. The FRA should review the gross economic viability as a result of TCR ridership and cost estimates and include it in the final draft of the EIS. Also the DEIS does not cover the situation of project failure and abandoned infrastructure responsibility. "The FRA must cease any further work on the TCR HSR EIS until this issue is appropriately resolved. The NO BUILD option should be chosen as the only viable option in the final EIS."	
Dana Montgomery	2/13/2018	Website	The DEIS woefully covers the harm that noise, vibration and electrical current would have on people's health and integrity of buildings. I would like to see this section expanded, especially since my property is 1500' from the proposed location. On chart 3.4-8 LT-20 is the closest to my property and has a current noise level of 49-51, yet the DEIS states construction noise limits and train will be 90-100 which is twice the level of noise. Table 3.4-12 indicates that in Waller County the train noise would be over the mid and severe limits for FRA at locations up to 1000 feet away from the tracks. The DEIS only reports noise levels for one train passing although it is expected there will be two trains passing each other at frequent intervals. The DEIS should have more stringent and clear specifications. It should address under what parameters noise mitigation must be installed and include that in the detail design. For vibration, Table 3.4-14 indicates train vibration levels for Waller County at 54, but does not state what the level is now, which I assume is zero, so this is a huge increase over the norm. The FRA must cease any further work on the TCR HSR EIS until this issue is appropriately resolved. The NO BUILD option should be chosen as the only viable option in the final EIS."	Refer to NR-1. The noise and vibration assessment was carried out in accordance with FRA guidance. The assessment methodology, criteria for impact, and locations of impacts are contained in Section 3.4, Noise and Vibration . The FRA noise assessment is conducted on a cumulative basis, which looks at the total noise over a 24-hour period. The assessment is based on the reference noise level of a train passby at a known speed, the total number of trains per day and night, the length of each train, and the actual speed of the trains at a given location. Noise mitigation commitments have been made in Section 3.4.6.2, Noise and Vibration, Mitigation Measures . TCRR has committed to mitigation measures at locations where mitigation is feasible based on the detailed engineering design. FRA must approve all mitigation for the project. It is typical have mitigation commitments at the Draft EIS phase of the project, without specific measures such as noise barriers recommended, but to have detailed studies conducted during design to ensure that mitigation will be practical, feasible, and provide adequate mitigation at required locations. The cost for any mitigation measures will be a part of the project. The vibration assessment is not based on existing vibration levels, only on the project vibration levels. Typical background vibration levels are in the range of 50-55 VdB, which is below the threshold of perception.
Dana Montgomery	2/13/2018	Website	The proposed route through my area will be located dangerously close to an active gas pipeline, yet curiously both FERC (Federal Regulatory Commission) and PHMSA (Pipeline and Hazardous Materials Safety Administration) were omitted in the DEIS. In the drawings, several active pipelines have been omitted. What is the effect of the vibration issues on these pipelines? The hazard was not addressed in the DEIS that the train will pass 580' of a natural gas compressor station. The FRA must cease any further work on the TCR HSR EIS until this issue is appropriately resolved. The NO BUILD option should be chosen as the only viable option in the final EIS."	Refer to EU-1, EU-2, EU-6 and NV-5.
Lance Montoue	3/5/2018	Oral	Hi, my name's Lance Montoue, and I'm with the University of Houston. I'm currently majoring in mechanical engineering, so if anybody is looking for interns, I'm available. All right. I think it's obvious that the population of Houston is growing. I think that transportation should grow with it. If you look at the DEIS, it shows that there will be more than 200 percent increase in traffic on I-45 between Dallas and Houston in the coming years. I think the Texas bullet train will be the best solution for the problem. Once it's built, I will probably go to Dallas more often. I have some family down there that I don't get to see that often, so with this, it will be a lot easier. And at the end of the day, I think we should remember that Texas is doing things bigger and better. I think the Texas Bullet Train is exactly that. And before I close, I just want to stress to the FRA that this is the most-needed feature for Texas. My name is Lance Montoue, and I'm in support of the Texas Bullet Train.	Comment noted.
Karl Mooney	2/19/2018	Website	As Mayor of a growing community that will require improved transportation opportunities for its citizens in the very near future, I support the creation and proposed operation of the Texas Bullet Train. Changes of types of transportation are essential to meet what all demographers believe will be a substantial population growth for Houston, Dallas and the area in between. With the increased freight rail traffic on existing tracks, the two primary carriers, Union Pacific and Burlington Northern, have abandoned passenger service. Within the past decade rail traffic within those urban areas has proved to be a catalyst for economic growth and a popular resolution to single-person vehicular traffic. The creation of the Brazos Rail Yard eliminates the possible use of those rails for passenger service. Even if those rails could be used, they would not be adequate for an efficient train to ferry people. The contradiction of freight and passenger service is what doomed AMTRAK passenger service on that route in the late 1980's. As the suburban areas of these cities continues to grow, the volume of automobiles and trucks, including the evolution of autonomous vehicles, will overwhelm the capacity of existing interstates and toll roads. Creation of a new,	Comment noted.

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			alternate, speedy, time-efficient, safe and affordable transportation system is essential to reduce grid-lock which will spread southward from Dallas and northward from Houston. A prime example is how regularly snarled traffic now exists on I-45 from Houston to north of The Woodlands. Engaging with and supporting the privately-funded Texas Central Railway makes good long-term sense for Texas. I realize there will be some impact, particularly in the rural areas that have remained largely untouched by substantial growth, but unless take steps today to manage the ultimate growth that will come, we will be mauled by it. Consider, if you will, the changes that have occurred between Austin and San Antonio. Similar growth and congestion is likely to occur in the Houston to Dallas corridor (I-45)if national and Texas' leaders do not support new and creative ways to move people on a daily basis. My own community, College Station and its neighboring city of Bryan will also be pressed to handle the growth brought on in part by Texas A&M's enrollment climbing to 80,000 by 2030, by the new RELLIS campus, the added growth of Blinn College and the proprietary technical school, Vista College. Linking to the Roans Prairie rail stop will be an objective that the BCS area will share with Huntsville. In advance, I thank you for supporting the Texas Bullet Train. By doing so, you are acknowledging the growth and changes that growth will bring to the Lone Star State. Sincerely, Dr. Karl P. Mooney, Mayor City of College Station	
Andrew Moore	1/29/2018	Email	I have some concerns about the parking structure to the north of the Cedars site. This parking is currently being utilized by the Alamo Drafthouse as well as numerous other businesses in the area. Will this parking garage be made available to customers of those business without cost? Will other parking be made available? WHat is the plan during the construction process. There is ample open and underutilized property south of the proposed site which might be a better option. I welcome this project as long as it doesn't stifle the existing redevelopment which has created the upswing in the Cedars.	The parking owned by Alamo Drafthouse will not be affected, however, parking south of Austin Street is on property not owned by Alamo Drafthouse and would be acquired. Property acquisitions will be made between the landowners and TCRR. The Dallas Terminal Station Option would convert about 63 acres of commercial and civic land to a transportation use. The remaining approximately 32 acres of the terminal station site are already used for transportation (e.g., UPRR, IH-30 and surrounding roadways). Construction and operation of the Dallas Terminal Station Option would not substantially change the pattern and intensity of land use in the area and would be compatible with adjacent land uses. The Dallas Terminal Station Option could indirectly lead to increased land use densities in proximity to the terminal and facilitate the development of transit-oriented development (TOD) in downtown Dallas, which would be consistent with local plans and policies and existing redevelopment efforts in the area. Due to the existing pattern, intensity and character of land use within the terminal station area, the conversion of land use to transportation would not adversely impact the area. Zoning designations at and around the Dallas Terminal Station area are Planned Development and Central Area. The Planned Development zoning designation offers design flexibility for land use and carries specific development conditions, while the Central Area zoning designation accommodates existing development in the central area of Dallas and seeks to prevent the increase of street congestion. Prior to construction, TCRR would be required to obtain a development permit from the City of Dallas for the Dallas Terminal Station. During the permitting process, TCRR would coordinate with the City of Dallas to ensure compliance with all relevant zoning and special purpose district regulations. As previously described, one of the allowable land uses for the planned development is a railroad passenger station. Therefore, no impacts with the zoning designations or special purpose districts would occur as there would be no conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the Dallas Terminal Station Option.
Eddie Moore	1/29/2018	Oral	Good evening. I'm Eddie Moore, and I'm commissioner of Precinct 3, navarro County. I represent one fourth of this county, and they expect me to deliver. And I'll tell you guys, I had a whole lot of stuff to say but, you know, I've listened to these other gentlemen talk, and ladies, and it's hard to follow a lot of these folks. I can just tell you that this is going to be Texas' Waterloo if it goes through. Okay? It's going to hurt us all	Refer to ED-1, ED-2, NR-3, SC-6, SC-7 and SS-23. The California High Speed Rail Project, as originally envisioned, was 800 miles in length with 24 stations. It is in no way comparable to

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			<p>the way through. Navarro County is more commonly known as a poverty county, and that's why our -- they say we don't have all the stuff that you have. What is this thing going to do to us? I'm telling you that the imminent domain thing that they come at you with is false. It is a big lie. And they come at you like used car salesmen--and that's all I'll call them--they are used car salesmen trying to tell you what a good deal you're going to get, when really we're not going to get a good deal at all. First off, our first responders. Okay? And you really -- you don't really care unless it's your house on fire or your relative that needs the ambulance. Then all of the sudden it becomes a priority. The second thing is our school districts. This thing is going to divide school districts. It's going to cost the taxpayers money to completely restructure our county through the school system. The other thing is the mail routes. If you think the mail's slow now, put a big berm in the middle of it. Guys, the Environmental Impact is flawed. I personally live out 709, just about five miles past where this thing's going to happen, and I see bald eagles out there nesting right now, right where they plan on putting this thing. What happens to our national bird? I guess if it's impeding progress -- Okay? And that's just how I see it. Guys, I represent the citizens, along with myself. I will be personally impacted through my 122 acres that I have. And I'll tell you what. I really don't want to see this thing happen, because this is my legacy, just like you-all's legacy is to leave to your children because they don't make real estate anymore; that's why it's such a good deal. And once you got it and once you lose it, you'll never get it back. You'll never get it back with the cost going up through the roof. Guys, there's one of these things already in existence in the United States and it's between Los Angeles and San Francisco. It's seven years past due, it's three times the budget. We're pushing at \$36 billion for what it was originally made. Now California is asking for a hundred million dollars a year in federal money to operate it. It ain't working. Even with the density of L.A. and San Francisco it ain't working, which Dallas and Houston has nothing to compare. Guys, this thing is crazy. Boondoggle. We will never stop fighting. I represent the citizens. Will never stop fighting. Thank you.</p>	<p>the proposed project. More importantly, in contract to the private funding of the proposed project, capital investment in the California High Speed Rail project is completely dependent upon state and federal funds for capital improvements.</p>
Eddie Moore	1/29/2018	Oral	<p>Good evening. I'm Eddie Moore, and I'm commissioner of Precinct 3, Navarro County. I represent one fourth of this county, and they expect me to deliver. And I'll tell you guys, I had a whole lot of stuff to say but, you know, I've listened to these other gentlemen talk, and ladies, and it's hard to follow a lot of these folks. I can just tell you that this is going to be Texas' Waterloo if it goes through. Okay? It's going to hurt us all the way through. Navarro County is more commonly known as a poverty county, and that's why our -- they say we don't have all the stuff that you have. What is this thing going to do to us? I'm telling you that the imminent domain thing that they come at you with is false. It is a big lie. And they come at you like used car salesmen--and that's all I'll call them--they are used car salesmen trying to tell you what a good deal you're going to get, when really we're not going to get a good deal at all. First off, our first responders. Okay? And you really -- you don't really care unless it's your house on fire or your relative that needs the ambulance. Then all of the sudden it becomes a priority. The second thing is our school districts. This thing is going to divide school districts. It's going to cost the taxpayers money to completely restructure our county through the school system. The other thing is the mail routes. If you think the mail's slow now, put a big berm in the middle of it. Guys, the Environmental Impact is flawed. I personally live out 709, just about five miles past where this thing's going to happen, and I see bald eagles out there nesting right now, right where they plan on putting this thing. What happens to our national bird? I guess if it's impeding progress -- Okay? And that's just how I see it. Guys, I represent the citizens, along with myself. I will be personally impacted through my 122 acres that I have. And I'll tell you what. I really don't want to see this thing happen, because this is my legacy, just like you-all's legacy is to leave to your children because they don't make real estate anymore; that's why it's such a good deal. And once you got it and once you lose it, you'll never get it back. You'll never get it back with the cost going up through the roof. Guys, there's one of these things already in existence in the United States and it's between Los Angeles and San Francisco. It's seven years past due, it's three times the budget. We're pushing at \$36 billion for what it was originally made. Now California is asking for a hundred million dollars a year in federal money to operate it. It ain't working. Even with the density of L.A. and San Francisco it ain't working, which Dallas and Houston has nothing to compare. Guys, this thing is crazy. Boondoggle. We will never stop fighting. I represent the citizens. Will never stop fighting. Thank you.</p>	<p>Refer to ED-1, ED-2, GN-4, NR-3, SC-6, SS-23, TC-7 and TR-6.</p>
Eddie Moore	2/6/2018	Website	<p>I have been a Navarro County commissioner for over a year now, and this is the most outrageous idea I have seen come across my desk. Coming from my business background, this is a money pit. Also, trying to achieve eminent domain status for a private company to attempt to profit from is unconstitutional. This project will affect the water table, aquifer and the water shed that will affect all 26 endangered species that live in Navarro county. We have to look to the future and make good decisions that will affect our children and their children. This is our responsibility as being good citizens. Watching careless planning of a project of this magnitude, without getting a true environmental impact study done, not the one that the Army Corp of Engineers sent us but a true one, is frivolous spending of investors monies. There are better routes, less expensive to build, or save your money for later on when the HSR will actually work. The way that they have it planned, it will cause more damage than good, even if there were enough people to fill the rail both ways. It will change the way water drains from the basins and disrupt the underground water aquifers and permanently damage our ecology forever. I urge you, as courtesy to the federal government, to not allow eminent domain status given to the Texas Central Railroad, which at this time, doesn't even own a train or 1 mile of track, and plans to disrupt the economy, ecology and lives of thousands of concerned citizens who live here.</p>	<p>Refer to BA-8, ED-1 and NE-9.</p>

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

Submitted By	Date Submitted	Submission Type	Comment	Response
James Moore	1/14/2018	Letter	This project has already had a negative impact on me as I cannot move forward with any plans I have for my business and property. This has been for over 3 years.	Comment noted.
James Moore	1/14/2018	Letter	This project has already had a negative impact as CLS (Survey Company) threatened me with legal action if I did allow them access to my property. Strong arm tactics.	Refer to NE-8.
James Moore	1/14/2018	Letter	This project will have a negative impact directly on my personal as it will be impossible to pursue my professional and personal goals in reference to the noise and vibration that will be the result of this proposed project. The "NO Build Option" should be chosen as the option in final EIS.	Refer to NV-1 and NV-5.
James Moore	1/14/2018	Letter	This project will have a negative impact directly on my personal wellbeing as the "Need and Purpose" of the proposed project has NOT been shown viable. The "NO Build Option" should be chosen as the only viable option in the final EIS.	Refer to PN-3.
James Moore	1/14/2018	Letter	This project will have a negative impact directly on my personal wellbeing as the Reason Foundation has found the project could lose over \$500 million a year. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to GN-3.
James Moore	1/14/2018	Letter	This project will have a negative impact directly on my personal wellbeing as the Emergency Services will be negatively impacted by the proposed project. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to SS-23.
James Moore	1/14/2018	Letter	This project will have a negative impact directly on my personal wellbeing as the proposed project will adversely affect the school district and therefore taxes. The "NO Build the Viable option in the final EIS.	Refer to SC-6.
James Moore	1/14/2018	Letter	This project will have a negative impact directly on my personal wellbeing as the project has already affected the tax base and real estate market. The "NO Build Option" should be chosen as the only viable option in the final EIS.	Refer to VA-1.
James Moore	1/14/2018	Letter	This project will have a negative impact directly on my personal wellbeing as the proposed project will impact the Bird population I have been trying to encourage. The "NO Build Option" should be chosen as the Only viable option in the final EIS-	Refer to NR-1, NR-2 and NR-5.
James Moore	1/14/2018	Letter	This project will have a negative impact directly on my wellbeing as the proposed project will impact the wildlife I have been attracting through management. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to NR-1 and NR-5.
James Moore	1/14/2018	Letter	This project will have a negative impact on my personal wellbeing as I think we should develop our own transportation systems here in the US. with a long term nationally integrated plan. The "No Build Option" should be chosen as the viable option in final EIS.	Refer to BA-6.
James Moore	1/14/2018	Letter	This project will have a negative impact directly on my as project will negatively impact known and sites. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to BA-6.
James Moore	1/14/2018	Letter	This project will have a negative impact directly on all the hundreds of rescued and rehabilitating animals at the Todd Mission Rescue on County Road 302. The "No Build Option" should be as the only viable option in the final EIS.	The Todd Mission Rescue would be located over a quarter mile from the proposed operational corridor and well outside the area for noise effects on animals. The property would also be outside of the Project's construction limits of disturbance. As a result, no impacts to the animals or animal rescue operations would be expected.
James Moore	1/14/2018	Letter	This project will have a negative impact directly on our roadways in county and region and cost of repair for the taxpayers of the county and state. The "NO Build Option" should be as the option in final EIS- Sincerely,	Comment noted.
James Moore	1/14/2018	Letter	This project will have a negative impact directly on the environment due to potential uses and mishandling of hazardous and toxic materials and waste products of construction. The "No Build Option" should be chosen as the only viable option in the final EIS.	Hazardous materials management and waste management during construction are discussed in Section 3.5.6.2, Hazardous Materials and Solid Waste, Mitigation Measures, HM-MM#2: Hazardous Materials Management and HM-MM#4: Waste Management.
James Moore	1/14/2018	Letter	This project will have a negative impact directly on the attraction and development of business in the county and region as the result of construction. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to BA-6 and SC-19.
James Moore	1/14/2018	Letter	This project will have a negative impact directly on the attraction and development of agricultural and farm business in county and region as the result of construction. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to LU-2 and LU-11. For more information about the Limits of Disturbance (LOD) effects on agricultural production and the overall farming economy, refer to Section 3.13.4 Land Use, Affected Environment.
James Moore	1/14/2018	Letter	This project will have a negative impact directly on the attraction and development of horticultural business in the county and region as the result of construction. The "No Build Option"; should be chosen as the only viable option in the final EIS.	Refer to LU-2 and LU-11.
James Moore	1/14/2018	Letter	This project will have a negative impact directly on flooding and drainage in the County and region as the result of construction. The "NO Build Option should be chosen as the only viable option in the final EIS	Refer to FP-1, WW-1 and WW-2.
James Moore	1/14/2018	Letter	This will have a negative impact directly on my personal property and the privacy of my neighbors as the proposed project will negate the use of the community trail system we are developing. This trail system has been utilized by our residents and visitors alike. We will be much to overcome in regards to our "Durango Ranch Trails". Our trail system now has 4 distinct trails. Trangi Loop Winding Approximately 2 (Entire to back) Approximately 1 mile (1660 approx. Please refer to attachment for Durango Ranch Trails. This trail system is as currently our future plans	The Build Alternatives would not directly impact the property identified in the attached document. The attached document identifies trails that follow Durango Ranch Road, the HSR System would not intersect nor impact Durango Ranch Road. The Build

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			include additional trails to be added that loop around natural habitat and watering lwes. The EIS process should be halted immediately as the need for this pr*ct has NOT been clearly shown. The "NO Build Option" should be chosen as the only Viable option in the final EIS.	Alternatives would cross County Road 302 on elevated viaduct, therefore no impacts to roadways would occur. Additionally, Durango Ranch appears to be a gated access neighborhood and no trails have been identified in aerial imagery or through publicly available information. No impacts to trails in the Durango Ranch neighborhood would be anticipated.
James Moore	1/14/2018	Letter	<p>I am a property owner and resident of a small subdivision of 12 lots in Grimes County, Texas developed and made available around 2008-09. I purchased Lot 7 in September of 2010 and began the process of site planning, clearing and building the infrastructure needed to make a home of it. We banded together to form a homeowners association in order to have a basic and uncomplicated set of building and farm and ranch rules. We meet on set occasions and have agreed verbally to do other neighborly things such as sharing of the duties taking care of the landscaping needs of our common frontage, property owners agreeing to share some of their property for common infrastructure (ie: refuse enclosure, electric service, vehicle entryway/security gate) as well as a sharing of the construction and maintainance of said infrastructure. We are here to live together and as individuals in the rural setting we all chose. We chose to live here for many reasons As an individual, I have my own specific set of reasons for being here. Too many to list here and so will spare you 99% of the details. I will expound briefly on a few of them. I am an American. This is where I want to live. I am a Texan. This is where I want to live. I enjoy the rural country lifestyle as opposed to being in an urban environment. This is where I chose to live. I have family in Texas. This is where I want to live. My uncle, Lynn Hilton, AS,USNR, born in Bryan Texas, gave his life in the service of his country on May 8, 1942 sometime around Noon on the U.S.S. SIMS. He now rests in an unmarked watery grave on the bottom of the Coral Sea. I never got to know him. He never got to know his great nephew "Lt. Cmdr. Mark McCauley" F-18 Hornet pilot or his Japanese wife Harumi and their 4 children. He volunteered for this at 17 years old. I know he did it for me. The nephew he didn't know. So I would be able to live free and happy and not have an oppressive government or any other entity encroaching on the rights clearly expressed to me in the Constitution of the United States. I know the following statement can be taken as over the top but when all of the private and public lands are gone having been procured by the U.S. Government and corporations via the government, what will be left ? I don't know where you live or where you choose to spend your time. I can only assume that at some time in your life you seek solitude and peace and quiet. What happens when there's no place to go. What if we were the best of friends and you wanted to visit my quiet retreat in the woods. I unfortunately may have to tell you that it's not so quiet and wonderful anymore. I may have to tell you, my dear friend, that coming here won't meet your needs of quiet and solitude. We will have to make other plans. Walking the community trail and enjoying the privacy and solitude will be out of the question. Sitting outdoors for a meal or a campfire will not be enjoyable. My plans for Yoga and Meditation and Native American ceremonies will be out of the question. Recording inside or outside professionally or for personal uses will be out of the question; unless of course it happens to be between midnight and six in the morning. No more plans for house concerts and get togethers of any kind. No more plans for a wildlife habitat. No more plans for enjoying the ground underneath my feet. After working hard my whole life I am now left with stress and anxiety of my future as it will surely be impossible for me to stay here after the installation of a high-speed train behind my property. Will I even be able to sell it? Would someone other than a manufacturer be interested in having this property. It's not that convenient for customers. There's no major highway within 30 minutes of here and the train certainly won't be stopping to pick up freight or people. No new service businesses to take advantage of all the people stopping by. It would be devastating and I will be lucky to get out of here with my shirt on. And what about my poor neighbors. Our nice entrance gate, our incoming infrastructure, postal boxes and roadway will be taken. Which one of our other neighbors property will have to be taken just to allow for a new roadway to get in? These questions have not been answered. There are many highly educated civil and construction engineers who have looked at this proposal and have indicated after much study that there are many flaws in the preparation of the DEIS. The determination of this group of individuals and the Reason Foundation report is that not only is this project not viable financially but that much of the data is skewed, incorrect or not directly applicable to the specific conditions locally. Would you send your child to a school knowing a bullet train would be passing nearby throughout the school day? Will you be putting up sound baffles at the school sites? Will you be putting sound baffles behind my home? Unanswered questions indeed. The comment period, in my opinion, is woefully inadequate considering how long it takes the NEPA process to run its course. You get to have years to take up our time and we only get a few weeks to respond. That's what I call "FAIR". The "No Build Option" should be chosen as the only viable option in the final EIS. It is the opinion of many that this EIS process be halted immediately to save the nations taxes and allow you and your staff to move on to the real matters that face the future of our country. If you so desire, my telephone number is listed below so you can contact me at your convenience if you would like more information concerning the above.</p> <p>Would you send your child to a school knowing a bullet train would be passing nearby throughout the school day? Will you be putting up sound baffles at the school sites? Will you be putting sound baffles behind my home? Unanswered questions indeed.</p>	<p>Refer to GN-3, NE-1, NE-9, NV-1, PI-1 and PI-3.</p> <p>As described in Section 3.4.3.2.3, Noise and Vibration, Operational Noise Impact Criteria, schools are considered in land use Category 3 and based on the results summarized in Section 3.4.5.2.4, Noise and Vibration, HSR Operational Noise Impacts, no impacts have been identified at schools.</p>

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James Moore	1/14/2018	Handwritten	This project will have a negative impact directly on the scenic and aesthetic resource along Grimes County Road 302 as as other roads in the county and region. The "No Build Option" should be chosen as the only viable option in final EIS.	The area around Grimes CR 302 is heavily forested. Only those properties adjacent to the Project would see the train infrastructure. Please see Section 3.10.5, Aesthetics and Scenic Resources, Environmental Consequences and KVP #24 for a simulation of the Project. Figure 3.10-19: Visual Quality Assessment – Landscape Unit #8 also provides an aerial view, which shows the amount of dense trees in the area.
James Moore	1/14/2018	Handwritten	This project will have a negative impact directly on the scenic and aesthetic resource Grimes County Road 302 as as Other in and regbn. The "No Build Option" should be chosen as the only viable option in final EIS.	The area around Grimes CR 302 is heavily forested. Only those properties adjacent to the Project would see the train infrastructure. Please see Section 3.10.5, Aesthetics and Scenic Resources, Environmental Consequences and KVP #24 for a simulation of the Project. Figure 3.10-19: Visual Quality Assessment – Landscape Unit #8 also provides an aerial view, which shows the amount of dense trees in the area.
James Moore	2/6/2018	Handwritten	This project will have a negative impact directly on the water quality in the region due to construction pollution and runoff and changes to the natural topography. The "NO Build Option" should chosen as the only viable option in the final EIS.	Refer to WW-1 and WW-2.
James Moore	2/6/2018	Handwritten	This project will have a negative impact on the natural ecological systems and protected animal species as the result of construction. The "No Build Option" should be chosen as the only viable option in the final EIS	For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
James Moore	2/6/2018	Handwritten	This project has already had a negative impact on me as I cannot move forward with any plans I have for my business and property. This has been for over 3 years. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to BA-6.
James Moore	2/6/2018	Handwritten	This project has already had a negative impact as CLS (Survey Company) threatened me with legal action if "I" did not allow them access to my property. Strong arm tactics. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to NE-8 and ED-2.
James Moore	2/6/2018	Handwritten	This project will have a negative impact directly on my personal wellbeing as it will be impossible to pursue my professional and personal goals in reference to the noise and vibration that will be the result of this proposed project. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to NV-1.
James Moore	2/6/2018	Handwritten	This project will have a negative impact directly on my personal wellbeing as the "Need and Purpose" of the proposed project has NOT been shown viable. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to PN-3.
James Moore	2/6/2018	Handwritten	This project will have a negative impact directly on my personal wellbeing as the Reason Foundation has found the project could lose over \$500 million a year. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to GN-3 and NE-1.
James Moore	2/6/2018	Handwritten	This project will have a negative impact directly on my personal wellbeing as the Emergency Services will be negatively impacted by the proposed project. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to SS-23.
James Moore	2/6/2018	Handwritten	This project will have a negative impact directly on my personal wellbeing as the proposed project will adversely affect the school district and therefore taxes. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to SC-6.
James Moore	2/6/2018	Handwritten	This project will have a negative impact directly on my personal wellbeing as the proposed project has already affected the tax base and real estate market. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to VA-1.
James Moore	2/6/2018	Handwritten	This project will have a negative impact directly on my personal wellbeing as the proposed project will impact the Bird population I have been trying to encourage. The "No Build Option" should be chosen as the viable option in the final EIS.	Refer to NR-2.
James Moore	2/6/2018	Handwritten	This project will have a negative impact directly on my personal wellbeing as the proposed project will impact the wildlife I have been attracting through management. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to NR-2.
James Moore	2/6/2018	Handwritten	This project will have a negative impact directly on my personal wellbeing as I believe that we should develop our transportation systems here in the U.S. with a long term nationally integrated plan. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to BA-6.
James Moore	2/6/2018	Handwritten	This project will have a negative impact directly on my personal wellbeing as the project will negatively impact known and unknown historical sites. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to CR-4.

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James Moore	2/6/2018	Handwritten	This project will have a negative impact directly on all the hundreds of rescued and rehabilitating animals at the Todd Mission Rescue on County Road 302. The "No Build Option" should be chosen as the only viable option in the final EIS.	The Todd Mission Rescue would be located over a quarter mile from the proposed operational corridor and well outside the area for noise effects on animals. The property would also be outside of the Project's construction limits of disturbance. As a result, no impacts to the animals or animal rescue operations would be expected.
James Moore	2/6/2018	Handwritten	This project will have a negative impact directly on all our roadways in the county and region and the cost of repair will fall on the taxpayers of the county and state. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to TR-7 and TR-8.
James Moore	2/6/2018	Handwritten	This project will have a negative impact directly on the elderly and handicapped as travel times for caregivers, family and Emergency Services will be affected due to proposed project. The "No Build Option" Should be chosen as the only viable option in the final EIS.	The design of the Project will accommodate children, service dogs and handicapped civilians. There will be space to fit children in baby carriers and storage areas to stow strollers or other equipment passengers may require for mobility. The design of the Project will comply with the requirements to accommodate handicapped civilians and service animals as per the following Americans with Disabilities Act (ADA) regulations: 49 Code of Federal Regulations (C.F.R.) 37 - ADA Transportation Services for Individuals with Disabilities; 49 C.F.R. 38 - ADA Accessibility Specifications for Transportation Vehicles; and, 2010 ADA Standards for Accessible Design, dated September 15, 2010. Local jurisdictions would have review and permitting authority over detailed construction plans that include roadway modifications. Through this process, local jurisdictions would be expected to ensure no adverse impacts to emergency response times during the construction phase. Special care would be taken to coordinate the staging of multiple transportation projects to ensure emergency responders have adequate access to all parts of their service area throughout the construction phase. With implementation of mitigation measures described in Section 3.16.6.2, Safety and Security, Mitigation Measures and approval by the local jurisdictions and service providers, impacts to emergency response times would not be anticipated to be significant. Mitigation measures regarding safety and emergency services are discussed in Section 3.11.6.2, Transportation, Mitigation Measures of the Final EIS.
James Moore	2/6/2018	Handwritten	This project will have a negative impact directly on the environment due to potential uses and mishandling of hazardous and toxic materials and waste products of construction. The "No Build Option" should be chosen as the only viable option in the final EIS.	Hazardous materials management and waste management during construction are discussed in Section 3.5.6.2, Hazardous Materials and Solid Waste, Mitigation Measures, HM-MM#2: Hazardous Materials Management and HM-MM#4: Waste Management.
James Moore	2/6/2018	Handwritten	This project will have a negative impact directly on the water quality in the region due to construction pollution and runoff and changes to the natural topography. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to WW-1 and WW-2.
James Moore	2/6/2018	Handwritten	This project will have a negative impact directly on the attraction and development of business in the county and region of construction. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to ED-2 and LU-3.
James Moore	2/6/2018	Handwritten	This project will have a negative impact directly on the attraction and development of agricultural and farm business in the county and region as the result of construction. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to LU-2, LU-11 and WW-9. The Project's LOD represents a small fraction of the region's total agricultural productivity and is not expected to adversely impact agricultural sectors of the economy.
James Moore	2/6/2018	Handwritten	This project will have a negative impact directly on the attraction and development of horticultural business in the county and region as the result of construction. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to LU-2 and LU-11.
James Moore	2/6/2018	Handwritten	This project will have a negative impact on flooding and drainage in the county and region as the result of construction. The "No Build Option" should be chosen as the only viable option in the final EIS.	Refer to FP-1, WW-1 and WW-2.

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Submitted By	Date Submitted	Submission Type	Comment	Response
James Moore	2/6/2018	Oral	Good evening, folks. I didn't come with any prepared remarks. Good evening: or as they say in Japan: konbanwa_ I'm a relatively new resident to Oh: I'm sorry. My name is James Moore: and I am a resident of Grimes County: property owner. I haven't been here very long, I have no children, I don't have the legacy and all that: but I deeply feel for all of those - all of you who do. And it is very emotional and it is heart-wrenching that you can't imagine — that people not connected they just can't imagine it. So anyway: I feel for everyone. I'll probably be moving away if they put this train in: if I can: you know: eat my way out of what's left when ifs all done. But at any rate, it was very Important. I appreciate everybody thafs brought all the wonderful technical information. And I would all I would encourage everybody to do, exactly what some of the speakers have said: and tha€s please contact everybody that you can that lives far away. You know somebody in El Paso: give them a call and let them know about it. But I'm definitely for the no build option because it just doesn't seem very viable. And I appreciate the FRA's involvement and everyone else: and hopefully we can get more intake: get the TxDOT to be more responsive and other agencies that can come in and get their input as well that hadn't been allowed to or told that their input wasn't wanted. So anyway _ Appreciate it. Good night	Refer to BA-6, GN-4, NE-1, PI-1 and PI-7.
James Moore	2/6/2018	Website	This project will have a negative impact directly on the elderly and handicapped as travel times for caregivers, family and Emergency Services will be affected due to proposed project. The "No Build Option" should be chosen as the only viable Option in the final EIS.	Refer to TR-7 and TR-8.
James Moore	2/6/2018	Website	This project will have a negative impact directly on the natural ecological systems and protected animal species as result of construction. The "No Build Option" should be chosen as the only viable option in the final EIS.	For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Jim Moore	2/18/2018	Website	I think this High Speed Train is going to help with the growth in THE Houston and Dallas area. The stop near Bryan/College Station will make it easy for students, families, and others visit there more often. It will reduce the number of cars on the roads and will also be safer too. Texas will be a model for public/private projects for rest of the country.	Comment noted.
Mary Ann Moore	2/16/2018	Website	Dallas to Houston and then to Austin and then to Dallas!!!!!!!!!!!!!! The magic triangle!!	Refer to BA-2.
Fran Moore-Kershner	3/9/2018	Website	I do not foresee this project providing a benefit for the State of Texas. The cost of providing this service will not be offset by riders. I do not see the utilization of rail vs. plane/auto cost as being realistically feasible. There is no advantage of the cost of a ticket being lower than by air. There would not be a significant time saving. I see quality of life diminished significantly with the proposed route over much private land. This corridor will also impact surrounding areas with ongoing noise and required maintenance. A review of the failings of the SunRail system in Florida and cost issues with the proposed California High Speed Rail costs and delays should be studied. The federal money for this project would be better spent on our nation's basic infrastructure. Regards, Fran Moore-Kershner	Refer to BA-12, GN-2, GN-4, NE-1, NE-9, PN-3, SC-3 and SC-19.
Abel Morales	1/29/2018	Handwritten	<ol style="list-style-type: none"> 1. We have a farm that has livestock that we raise and cut hay for a living. The noise will stress our farm animals so they will not reproduce. 2. We are concerned about the water shed and about erosion. 3. We are concerned about the endangered species such as the bald eagle and monarch butterfly. 4. Re-routing roads so that it takes twice as long for emergency help to get to our farm in the case of an emergency. 	Refer to NR-1, NR-3, SG-1, SS-23 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures . The Monarch Butterfly is currently "Under Review" for listing by FWS.
Howard Moreland	2/22/2018	Email	I support the Texas Bullet Train and the mall station location! As a resident of Texas, I now have a project that I'm proud to support. Finally, a project that isn't lane widening. Texas has to get in front of this project. Let' s join the 21st century. I travel the world; Japan, China, Europe and marvel at their transponation systems. Then I arrive back in the USA and crawl along 290 northwest bound out of Houston. The USA is embarassingly behind. We have a chance- right now- to do something about road congestion, infrastructure, jobs. We must seize the moment. Build this train. This will put Texas on the map. Forward thinking, visionary projects are needed, Let's not be mired in the status quo. It's good for Texas!	Comment noted.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

Submitted By	Date Submitted	Submission Type	Comment	Response
Sheryl Moreno	2/12/2018	Email	<p>Our home of 35 years will be taken as part of the rail right of way. We are long retired and planned our lives to age in place. This whole ordeal has already disrupted our lives and is causing undue stress. The prospect of finding a piece of property and building another home is overwhelming. Having to relocate will create a huge financial, emotional and physical burden. We are on fixed incomes and the property truces alone on a new property will be a major burden.</p> <p>This is where we raised our daughter and our grandchildren come to escape the subdivision. The kids love the open space to run and explore. My grandson and I planted numerous pine trees when he was 4 years old. He's 13 now and proud of his trees and how big they are. We enjoy the peace of our open space and the surrounding nature. There are bird feeders off our patio so we can enjoy the different birds all year round. We have bald eagles, red-cockaded woodpeckers, falcons and owls, only to name a few that nest and frequent our property. During the winter months, there are numerous other species that are not native to our area. The livestock all around lends a sense of tranquility. We have a large lily pond off our patio filled with gold fish (pets). It may seem ridiculous to some, but what's going to happen to our fish? The sound of the frequent passing trains will destroy the tranquility for miles. Sound carries for miles in the open countryside. It is not only absurd, but insulting to suggest people re-insulate their homes in order to live with the constant noise. Are they supposed to become prisoners, not able to enjoy the outdoors? It is proven that noise has an adverse affect on people's health and well being. This doesn't even address the hideous eyesore this thing will be.</p> <p>Our home has never flooded during all the extreme rain events. When the Hwy 290 bypass was being built in the early '90s, our house did become an island. Residents who lived in the area for generations and never flooded went under water. This was directly caused by the highway construction changing the lay of the land. The rail construction will have the same devastating results. My neighbors just to the north on Binford flooded during the last three years. In fact, the high water sign is in front of our property. The construction for the rail will exacerbate the current flooding issues and create new ones. Large sections of Binford Rd go under water with just heavy rain, not even an extreme rain event. This area is upstream for Cypress Creek and all areas East and South. The same areas that experienced devastating flooding from Harvey and the floods of 2016 and 2015.</p> <p>This rail project is destruction on a colossal scale that will upend lives, families, the environment, wildlife, farm and ranch land and more, just to line the pockets of a few. How does a for profit company have the right to come in and destroy lives? We were already intimidated and threatened with legal action if we didn't allow access to our property. We are very concerned that we will be forced to accept whatever is offered for a buyout and basically put out on the street. They are depending on the fact that we do not have the finances for an attorney to fight them. All of this is a very frightening prospect that is keeping our lives in limbo. One just needs to look at the California high speed rail fiasco to see what will happen in Texas.</p> <p>The FRA is paid by our true dollars. They should listen to the voices of the people and cities between Houston and Dallas who will be destroyed. The FRA needs to extend the period of public meetings and input. The very short time frame allowed the public to express our objection has the appearance of collusion between TCRR and the FRA. There are a great many in the Houston area who either have not heard or do not fully understand how they will be impacted. There definitely need to be more meetings in the Houston/Cypress area. The TCRR has been exceptionally secretive and deceiving. All the facts need to be exposed. Please re-consider these issues.</p>	<p>Refer to FP-1, NE-1, NR-2, NR-3, NR-5, NV-1, PI-1, PI-3, PI-10, SS-17, WW-1 and WW-2.</p> <p>Sound is substantially diminished when transmitted from air to water, and therefore noise from the trains will not affect fish underwater. With regard to the effects on people, the FRA noise criteria are based on outdoor noise exposure and have been designed to account for annoyance which can indirectly affect human health and wellbeing. Home insulation is just one of multiple potential mitigation options that could be utilized and that would be paid for by TCR where mitigation is required or deemed appropriate. The route near Binford Road would be constructed on a mix of embankment and viaduct. All of these areas will be constructed to avoid resulting in negative impacts to flooding.</p>
Sheryl Moreno	2/13/2018	Email	<p>Our home of 35 years will be taken as part of the rail right of way. We are long retired and planned our lives to age in place. This whole ordeal has already disrupted our lives and is causing undue stress. The prospect of finding a piece of property and building another home is overwhelming. Having to relocate will create a huge financial, emotional and physical burden. We are on fixed incomes and the property truces alone on a new property will be a major burden.</p> <p>This is where we raised our daughter and our grandchildren come to escape the subdivision. The kids love the open space to run and explore. My grandson and I planted numerous pine trees when he was 4 years old. He's 13 now and proud of his trees and how big they are. We enjoy the peace of our open space and the surrounding nature. There are bird feeders off our patio so we can enjoy the different birds all year round. We have bald eagles, red-cockaded woodpeckers, falcons and owls, only to name a few that nest and frequent our property. During the winter months, there are numerous other species that are not native to our area. The livestock all around lends a sense of tranquility. We have a large lily pond off our patio filled with gold fish (pets). It may seem ridiculous to some, but what's going to happen to our fish? The sound of the frequent passing trains will destroy the tranquility for miles. Sound carries for miles in the open countryside. It is not only absurd, but insulting to suggest people re-insulate their homes in order to live with the constant noise. Are they supposed to become prisoners, not able to enjoy the outdoors? It is proven that noise has an adverse affect on people's health and well being. This doesn't even address the hideous eyesore this thing will be.</p> <p>Our home has never flooded during all the extreme rain events. When the Hwy 290 bypass was being built in the early '90s, our house did become an island. Residents who lived in the area for generations and never flooded went under water. This was directly caused by the highway construction changing the lay of the land. The rail construction will have the same devastating results. My neighbors just to the north</p>	<p>Refer to FP-1, NE-1, NR-2, NR-3, NR-5, NV-1, PI-1, PI-3, PI-10, SS-17, WW-1 and WW-2.</p> <p>Sound is substantially diminished when transmitted from air to water, and therefore noise from the trains will not affect fish underwater. With regard to the effects on people, the FRA noise criteria are based on outdoor noise exposure and have been designed to account for annoyance which can indirectly affect human health and well being. Home insulation is just one of multiple potential mitigation options that could be utilized and that would be paid for by TCR where mitigation is required or deemed appropriate. The route near Binford Road would be constructed on a mix of embankment and viaduct. All of these areas will be constructed to avoid resulting in negative impacts to flooding.</p>

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			<p>on Binford flooded during the last three years. In fact, the high water sign is in front of our property. The construction for the rail will exacerbate the current flooding issues and create new ones. Large sections of Binford Rd go under water with just heavy rain, not even an extreme rain event. This area is upstream for Cypress Creek and all areas East and South. The same areas that experienced devastating flooding from Harvey and the floods of 2016 and 2015.</p> <p>This rail project is destruction on a colossal scale that will upend lives, families, the environment, wildlife, farm and ranch land and more, just to line the pockets of a few. How does a for profit company have the right to come in and destroy lives? We were already intimidated and threatened with legal action if we didn't allow access to our property. We are very concerned that we will be forced to accept whatever is offered for a buyout and basically put out on the street. They are depending on the fact that we do not have the finances for an attorney to fight them. All of this is a very frightening prospect that is keeping our lives in limbo. One just needs to look at the California high speed rail fiasco to see what will happen in Texas.</p> <p>The FRA is paid by our true dollars. They should listen to the voices of the people and cities between Houston and Dallas who will be destroyed. The FRA needs to extend the period of public meetings and input. The very short time frame allowed the public to express our objection has the appearance of collusion between TCRR and the FRA. There are a great many in the Houston area who either have not heard or do not fully understand how they will be impacted. There definitely need to be more meetings in the Houston/Cypress area. The TCRR has been exceptionally secretive and deceiving. All the facts need to be exposed. Please re-consider these issues.</p>	
Ashley Morgan	2/23/2018	Website	I disagree with the proposed route of the High Speed Train that would divide the exceptional property referred to as the Morgan Legacy Farm. Morgan Legacy Farm has supported a numerous amount of charities by providing lodging and activities such as horseback riding and fishing. Morgan Legacy Farm would be divided, separating amenities that have provided support for thousands of individuals. Moving the HST route north of the already existing power lines would have less impact on the charitable support the Morgan Legacy Farm Provides to the community.	Refer to LU-5.
Ashley Morgan	2/23/2018	Website	I am 100% oposed to the High Speed Train route that will divide the Morgan Legacy Farm. This property that has served a significant number of charities by providing lodging and activities such as horseback riding and fishing. Morgan Legacy Farm would be divided, separating amenities that have provided support for tons of individuals, such as physicians. Instead of using the proposed route that will destroy a property that provides incredible support to their community, I am of the opinion that moving the the HST would have less of an impact by moving the route north of the already existing power lines.	Refer to LU-5.
Ashley Morgan	2/23/2018	Website	I am 100% oposed to the High Speed Train route that will divide the Morgan Legacy Farm. This property that has served a significant number of charities by providing lodging and activities such as horseback riding and fishing. Morgan Legacy Farm would be divided, separating amenities that have provided support for tons of individuals, such as first responders. Instead of using the proposed route that will destroy a property that provides incredible support to their community, I am of the opinion that moving the the HST would have less of an impact by moving the route north of the already existing power lines.	Refer to LU-5.
Ashley Morgan	2/23/2018	Website	I am opposed to the High Speed Train route that divides the Morgan Legacy Farm. Morgan Legacy Farm has supported a numerous amount of charities by providing lodging and activities such as horseback riding and fishing. Morgan Legacy Farm would be divided, separating amenities that have provided support for thousands of individuals, such as physicians and nurses. A move to north of the already existing high power lines would have less impact on the charitable support the Morgan Legacy Farm Provides to the community.	Refer to LU-5.
Ashley Morgan	2/23/2018	Website	I am in opposition to the proposed route of the high speed train. The preferred route travels in one of the highest elevations which will create, in my opinion, significant watershed issues, causing a loss of migratory waters of the U.S. Moving the HST route north of the already existing power lines would have less impact on the protective environment the Morgan Legacy Farm provides and prove less damaging to the county in the long term.	Refer to LU-5.
Ashley Morgan	2/23/2018	Website	I am opposed to the high speed train route. The preferred route travels in one of the highest elevations which will create, in my opinion, significant watershed issues, causing a loss of migratory waters of the United States. Furthermore, I am concerned about the impact it will have on the Bald Eagle Habitat. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county, including the Bald Eagle Habitat, in the long term.	Refer to LU-5 and NR-3.
Ashley Morgan	2/23/2018	Website	I am in opposition to the proposed route of the high speed train. The preferred route travels in one of the highest elevations which will create, in my opinion, significant watershed issues, causing a loss of migratory waters of the U.S. I am also concerned about the impact it will have on the economy. Moving the HST route north of the already existing power lines would have less impact on the protective environment Morgan Legacy Farm	Refer to LU-5.
Ashley Morgan	2/23/2018	Website	I am opposed to the high speed train route. The preferred route travels in one of the highest elevations which will create, in my opinion, significant watershed issues, causing a loss of migratory waters of the United States. Furthermore, I am concerned about the historical impact	Refer to LU-5.

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			it will have on our community. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county, including preservation of our history, in the long term.	
Ashley Morgan	2/23/2018	Website	I am 100% oposed to the High Speed Train route that will divide the Morgan Legacy Farm. This property that has served a significant number of charities by providing lodging and activities such as horseback riding and fishing. Morgan Legacy Farm would be divided, separating amenities that have provided support for tons of individuals. Instead of using the proposed route that will destroy a property that provides incredible support to their community, I am of the opinion that moving the the HST would have less of an impact by moving the route north of the already existing power lines.	Refer to LU-5.
Ashley Morgan	2/24/2018	Website	I am in opposition to the High Speed Train route that divides the Morgan Legacy Farm. Morgan Legacy Farm has supported a numerous amount of charities by providing lodging and activities such as horseback riding and fishing. Morgan Legacy Farm would be divided, separating amenities that have provided support for thousands of individuals, such as first responders. A move to north of the already existing high power lines would have less impact on the charitable support the Morgan Legacy Farm Provides to the community.	Refer to LU-5 and NR-3.
Ashley Morgan	2/24/2018	Website	I disagree with the proposed route of the High Speed Train that would divide the exceptional property referred to as the Morgan Legacy Farm. Morgan Legacy Farm has supported a numerous amount of charities by providing lodging and activities such as horseback riding and fishing. Morgan Legacy Farm would be divided, separating amenities that have provided support for thousands of individuals, , such as physicians. Moving the HST route north of the already existing power lines would have less impact on the charitable support the Morgan Legacy Farm Provides to the community.	Refer to LU-5.
Ashley Morgan	2/24/2018	Website	I am 100% oposed to the High Speed Train route that will divide the Morgan Legacy Farm. This property that has served a significant number of charities by providing lodging and activities such as horseback riding and fishing. Morgan Legacy Farm would be divided, separating amenities that have provided support for tons of individuals, such as physicians and nurses. Instead of using the proposed route that will destroy a property that provides incredible support to their community, I am of the opinion that moving the the HST would have less of an impact by moving the route north of the already existing power lines.	Refer to LU-5.
Ashley Morgan	2/24/2018	Website	I am adamantly opposed to the route proposed for the High Speed Train. This route runs right through a working ranch, Morgan Legacy Farm. Not only are there significant changes in elevation that, in my opinion will cause incredible watershed issues, I am also concerned with the economical impact it will have on Navarro County. A move north of the already exisiting power lines would have less of an impact on Morgan Legacy Farm, and preserve the business that it provides to other suppliers in the community.	Refer to LU-5.
Ashley Morgan	2/24/2018	Website	I am 100% oposed to the High Speed Train route that will divide the Morgan Legacy Farm. The proposed route will occupy high elevation, which in my opinion will create significant watershed issues. The proposed route also cuts off one of the significant attributes to the Ranch, causing a negative historical impact not only for Morgan Legacy Farm, but for Navarro County. Making a change in the route by moving it North of existing power lines would have less of an impact on Morgan Legacy Farm, as well as the history of Morgan Legacy Farm and Navarro County.	Refer to LU-5.
Ashley Morgan	2/25/2018	Website	I adamantly oppose the proposed route of the HST. The route divides a family property, Morgan Legacy Farm, but in my opinion will create significant watershed issues, due to a large rise and fall in elevation. These watershed issues, in my opinion, would adversely affect the wildlife on Morgan Legacy Farm and surrounding areas. Moving the route north of the existing will prove less damaging to the county and Morgan Legacy Farm.	Refer to LU-5.
Ashley Morgan	2/25/2018	Website	I firmly oppose the route of the High Speed Train. The proposed route divides a family property, Morgan Legacy Farm, but in my opinion will create significant watershed issues, due to a large rise and fall in elevation. These watershed issues, in my opinion, would negatively affect the US migratory waters. Moving the route north of the existing will prove less damaging to the environment.	Refer to LU-5.
Ashley Morgan	2/26/2018	Website	I oppose the proposed route of the High Speed Train that cuts through Morgan Legacy Farm. It is a unacceptable that this property would no longer be able to serve as a retreat for hundreds of individuals that serve our community, but that it could also, in my opinion, do great damage to the wildlife due to the watershed changes that would be caused by extreme changes in elevation. Please move the route north to the already existing power lines, allowing this farm to continue to serve our community, wildlife that migrates included.	Refer to LU-5.
Ashley Morgan	2/26/2018	Website	I am adamantly opposed to the proposed route of the High Speed Train that will divide Morgan Legacy Farm. It is so sad that this property would no longer be able to serve as a learning environment to individuals such as students and Scouts. Moving the route north of the already existing power lines, will allow this farm to continue to act as a teaching environment.	Refer to LU-5.
Ashley Morgan	2/26/2018	Website	The proposed route of the High Speed Train that cuts through Morgan Legacy Farm is a disgrace. This property has provided sanctuary to wildlife, as well as to hundreds of individuals. Medical Residents and First Responders are just a few that serve our community that retreat to this beautiful ranch to spend time with their families. Please let this property continue to serve the wildlife and our community by moving the HST route north of the already existing power lines.	Refer to LU-5.

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Ashley Morgan	2/26/2018	Website	The proposed route of the High Speed Train that cuts through Morgan Legacy Farm is a disgrace. This property has provided sanctuary to wildlife, as well as to hundreds of individuals. Medical Residents and First Responders are just a few that serve our community that retreat to this beautiful ranch to spend time with their families. Please let this property continue to serve the wildlife and our community by moving the HST route north of the already existing power lines.	Refer to LU-5.
Ashley Morgan	2/28/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about charitable benefits.	Refer to LU-5.
Ashley Morgan	2/28/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about the bald eagle habitat.	Refer to LU-5.
Ashley Morgan	2/28/2018	Email	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement	Refer to LU-5 and TR-10.
Ashley Morgan	2/28/2018	Email	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious water shed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement. I have grave concerns about the high speed rail in Navarro County traveling through the Morgan Legacy Farm located near FM 709 and 3194. The proposed route will devalue and disassemble its ability to be a charitable ranch. The route will require the removal of all the main structures and infrastructure. Vacations at the ranch have been auctioned off to raise money for schools. It has served as a retreat for many businesses and organizations. The Daughters of the Republic and Medical Residents from Children's Medical Center to name a few. A move to north of the already	Refer to LU-5.
Ashley Morgan	2/28/2018	Email	I would like to make comments regarding the proposed route for the High Speed Rail as proposed by the FRA. Although I'm sure there has been much research that went into this southernmost proposed route, the chosen route seems to defy logic. The route crosses several local roads and divides several properties. The work on the roads that would be needed to follow this route would obviously add considerable cost to the construction of the rail line. Dividing properties that have been in families for many years (or even generations) also seems to not make much sense. One such property is the Morgan Legacy Farm. The proposed route would require the destruction of the majority of the structures on this property, both residential and ranch related. Over the years, the Morgan Legacy Farm has hosted literally hundreds of groups of children and adults as an opportunity to experience Texas farm and ranch life. Not one of these groups has been asked to pay for anything! Running the train right through the middle of this property would literally make these events no longer possible. Alternatively, there is a nearby high-tension power line that seems to be a logical route for the rail to follow. It seems much more appropriate to run the train next to a high voltage power grid already existing. The environmental impact issues seem to make this a more logical route.	Refer to LU-5.
Ashley Morgan	2/28/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about historic impact.	Refer to LU-5.

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Ashley Morgan	2/28/2018	Email	I am opposed to the High Speed Train route that divides the Morgan Legacy Farm. Morgan Legacy Farm has supported a numerous amount of charities by providing lodging and activities such as horseback riding and fishing. Morgan Legacy Farm would be divided, separating amenities that have provided support for thousands of individuals. A move to north of the already existing high power lines would have less impact on the charitable support the Morgan Legacy Farm Provides to the community.	Refer to LU-5.
Ashley Morgan	3/1/2018	Website	I disagree with the proposed route of the High Speed Train that would divide the exceptional property referred to as the Morgan Legacy Farm. Morgan Legacy Farm has supported a numerous amount of charities by providing lodging and group activities. Morgan Legacy Farm would be divided, separating amenities that have provided support for thousands of individuals, such as physicians and nurses. Moving the HST route north of the already existing power lines would have less impact on the charitable support the Morgan Legacy Farm Provides to the community.	Refer to LU-5.
Ashley Morgan	3/1/2018	Website	I am in opposition to the High Speed Train route that divides the Morgan Legacy Farm. Morgan Legacy Farm has supported a numerous amount of charities by providing lodging and family/group activities outdoors. Morgan Legacy Farm would be divided, separating amenities that have provided support for thousands of individuals, such as physicians and nurses. A move to north of the already existing high power lines would have less impact on the charitable support the Morgan Legacy Farm Provides to the community.	Refer to LU-5.
Ashley Morgan	3/1/2018	Website	I am opposed to the high speed train route. The preferred route travels through Morgan Legacy Farm. This is one of the highest elevations. I feel that this will create significant watershed issues, causing a loss of migratory waters of the U.S. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term.	Refer to LU-5.
Ashley Morgan	3/1/2018	Website	I am in opposition to the proposed route of the high speed train. The preferred route travels through Morgan Legacy Farm, which has significantly high elevations. I believe that this will create significant watershed issues, causing a loss of migratory waters of the U.S.. I am also concerned about the impact it will have on the Bald Eagle Habitat. Moving the HST route north of the already existing power lines would have less impact on the protective environment Morgan Legacy Farm provides the wildlife and prove less damaging to the county in the long term.	Refer to LU-5.
Ashley Morgan	3/1/2018	Website	I am 100% opposed to the High Speed Train route that will divide the Morgan Legacy Farm. The proposed route will occupy high elevation, which in my opinion will create significant watershed issues. The proposed route also cuts off significant attributes to the Ranch, causing a negative economical impact not only for Morgan Legacy Farm, but for the Navarro County Community. Making a change in the route by moving it North of existing power lines would have less of an impact on Morgan Legacy Farm, as well as the sustainability of Morgan Legacy Farm and the economy of the Navarro County Community.	Refer to LU-5.
Ashley Morgan	3/1/2018	Website	I am in opposition to the proposed route of the high speed train. The preferred route travels through Morgan Legacy Farm, one of the highest elevations, which will create, in my opinion, significant watershed issues, causing a loss of migratory waters of the U.S. I am also concerned about the historical impact it will have on our community. Moving the HST route north of the already existing power lines would have less impact on the protective environment Morgan Legacy Farm provides the wildlife and prove less damaging to the county in the long term.	Refer to LU-5.
Ashley Morgan	3/1/2018	Email	I am in opposition to the High Speed Train route that divides the Morgan Legacy Farm. Morgan Legacy Farm has supported a numerous amount of charities by providing lodging and activities such as horseback riding and fishing. Morgan Legacy Farm would be divided, separating amenities that have provided support for thousands of individuals. A move to north of the already existing high power lines would have less impact on the charitable support the Morgan Legacy Farm Provides to the community.	Refer to LU-5.
Ashley Morgan	3/1/2018	Email	I am opposed to the High Speed Train route that divides the Morgan Legacy Farm. Morgan Legacy Farm has supported a numerous amount of charities by providing lodging and activities such as horseback riding and fishing. Morgan Legacy Farm would be divided, separating amenities that have provided support for thousands of individuals, such as first responders. A move to north of the already existing high power lines would have less impact on the charitable support the Morgan Legacy Farm Provides to the community.	Refer to LU-5.
Ashley Morgan	3/1/2018	Email	I am opposed to the High Speed Train route that divides the Morgan Legacy Farm. Morgan Legacy Farm has supported a numerous amount of charities by providing lodging and activities such as horseback riding and fishing. Morgan Legacy Farm would be divided, separating amenities that have provided support for thousands of individuals, such as physicians. A move to north of the already existing high power lines would have less impact on the charitable support the Morgan Legacy Farm Provides to the community.	Refer to LU-5.
B K Morgan	2/27/2018	Email	Our office staff of over 150 employees and family members has benefited immensely from the opportunity to visit and enjoy at no charge this incredible facility. It has provided a needed respite from the rigors of working in a complex healthcare field with tremendous levels of stress providing care for the most difficult patients suffering from complex medical issues. We wish to oppose a small portion of the proposed high speed rail that cleaves Morgan Legacy Farms. The proposed route will destroy mutiple guest homes and the use of a fully operational Rodeo Arena. The route blocks the lodge from access to homes the arena and renders the stables and colt barn worthless. The train if located here would also block one of the most pristine views in all of Navarro County. Economically this ranch infuses millions of dollars into the local economy. Loss of this ranch (held in a long term trust) would cause the loss of hundreds of millions of dollars in revenue generated by the visitors to the property who spend money in the county. In addition the ranch itself spends millions of dollars that contribute to the local	Refer to LU-5.

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Submitted By	Date Submitted	Submission Type	Comment	Response
			economy. There is a more appropriate route that parallels existing power lines north of the proposed location on fm 709 and 3194. Moving the train off of the ranch would preserve this economic boon to the residents of Navarro and the State. Further given the topography of the ranch many acres of wetland will be lost affecting migratory birds and loss of hunting waters used by the bald eagles sighted on the property. There is also historical value to the property as Indian artifacts have been found on the proposed route. I would ask the FRA to relocate this small portion of the route to the north of existing high voltage power lines in an already existing more topographic appropriate location. This would eliminate much of the ecological, cosmetic, historical and economic damage that would be cause if the rail crosses fm 709 south of 3194. Paralleling just south of 3194 as proposed also blocks mutiple homeowner access to their land and will limit economic expansion along 3194. Moving the route to the north of the existing high power lines following the power line as most of the remaining route does should have less affect on access or growth along than the proposed route.	
BK Morgan	2/26/2018	Website	I would request the FRA consider moving a small potion of the preferred route crossing FM 709 at 3194 slightly north of an existing high power line easement. Morgan Legacy Farm is a highly developed facility supporting the local economy and charities. It hosts multiple individuals often giving them the only time to rest and relax in a peaceful environment. Police, fire and healthcare workers routinely stay at the ranch. Always at no cost. The guest homes, rodeo arena, horse barn,colt barn, pavilion and lodge all are within walking distance. However the preferred route cleaves directly in between these amenities destroying there ability to continue the mission of the ranch. Further the bottom portion of the ranch provided a beautiful panoramic vision of undeveloped land as far as the eye can see. The train is proposed to also travel directly in front of the pristine and quiet meditation point. I would ask that given the loss of purpose for this charitable facility serving literally thousands of guests and given the pristine undeveloped area on the bottom half of the ranch that it would be more appropriate to have the train run parallel to the existing easement northeast of the ranch.	Refer to LU-5.
BK Morgan	2/26/2018	Website	I would request the FRA consider moving a small potion of the preferred route crossing FM 709 at 3194 slightly north of an existing high power line easement. Morgan Legacy Farm is a highly developed facility supporting the local economy and charities. It hosts multiple individuals often giving them the only time to rest and relax in a peaceful environment. Police, fire and healthcare workers routinely stay at the ranch. Always at no cost. The guest homes, rodeo arena, horse barn,colt barn, pavilion and lodge all are within walking distance. However the preferred route cleaves directly in between these amenities destroying there ability to continue the mission of the ranch. Further the bottom portion of the ranch provided a beautiful panoramic vision of undeveloped land as far as the eye can see. The train is proposed to also travel directly in front of the pristine and quiet meditation point. I would ask that given the loss of purpose for this charitable facility serving literally thousands of guests and given the pristine undeveloped area on the bottom half of the ranch that it would be more appropriate to have the train run parallel to the existing easement northeast of the ranch.	Refer to LU-5.
BK Morgan	2/28/2018	Email	I have concerns about the proposed route as it cleaves Morgan Legacy Farms by Richland Creek and how it destroys one of the most unadulterated and beautiful panoramic views in the county on the bottom of this facility. From the meditation point on the property a person can sit and look for miles onto undeveloped land. To traverse a train through this view would be criminal. Also the top of the ranch is one of the most highly developed properties in a Navarro supporting 30 or more guests in homes and lodges who come for free to this ranch shared by the Morgan Family Trust. On the top of the property their are multiple amenities such as a full size rodeo arena, horse and colt barns all scheduled to be destroyed if the preferred route is not relocated. Literally hundreds of first responders, nurses, physicians and other healthcare providers and service men and women have benefited from this beautiful facility. The high towers and high tension power line easement north of the proposed route would be less detrimental to the pristine unadulterated view proposed to be destroyed by the preferred route west of 3194 and FM 709 crossing Morgan Legacy Farm.	Refer to LU-5.
BK Morgan	3/3/2018	Email	I am opposed to the train crossing the property referred to as Morgan Legacy Farm as there is a long term history of Indian artifacts being located on the exact site of the proposed route on the ranch. Located on one of the highest points along the proposed route is a hill where according to locals was home for multiple Native American Indians. Arrowheads have been routinely found on the side of this hill. One of the previous owners of the ranch Dale Foster logged the area where most of the artifacts have been found. If the train is built in this proposed route significant excavation will be required in this high topography. There is an already excavated power line easement located just north east of the proposed route in a more appropriate topographic area with no history of artifacts. Please see Dale Foster attachment	Refer to LU-5.
BK Morgan	3/3/2018	Email	I am opposed to the train crossing the property referred to as Morgan Legacy Farm as there is a long term history of Indian artifacts being located on the exact site of the proposed route on the ranch. Located on one of the highest points along the proposed route is a hill where according to locals was home for multiple Native American Indians. Arrowheads have been routinely found on the side of this hill. One of the previous owners of the ranch Dale Foster logged the area where most of the artifacts have been found. If the train is built in this proposed route significant excavation will be required in this high topography. There is an already excavated power line easement located just north east of the proposed route in a more appropriate topographic area with no history of artifacts. Please see Dale Foster attachment	Refer to LU-5.

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BK Morgan	3/3/2018	Email	I am opposed to the train crossing the property referred to as Morgan Legacy Farm as there is a long term history of Indian artifacts being located on the exact site of the proposed route on the ranch. Located on one of the highest points along the proposed route is a hill where according to locals was home for multiple Native American Indians. Arrowheads have been routinely found on the side of this hill. One of the previous owners of the ranch Dale Foster logged the area where most of the artifacts have been found. If the train is built in this proposed route significant excavation will be required in this high topography. There is an already excavated power line easement located just north east of the proposed route in a more appropriate topographic area with no history of artifacts. Please see Dale Foster attachment	Refer to LU-5.
BK Morgan	3/3/2018	Email	I am opposed to the train crossing the property referred to as Morgan Legacy Farm as there is a long term history of Indian artifacts being located on the exact site of the proposed route on the ranch. Located on one of the highest points along the proposed route is a hill where according to locals was home for multiple Native American Indians. Arrowheads have been routinely found on the side of this hill. One of the previous owners of the ranch Dale Foster logged the area where most of the artifacts have been found. If the train is built in this proposed route significant excavation will be required in this high topography. There is an already excavated power line easement located just north east of the proposed route in a more appropriate topographic area with no history of artifacts. Please see Dale Foster attachment	Refer to LU-5.
BK Morgan	3/3/2018	Email	I am opposed to the train crossing the property referred to as Morgan Legacy Farm as there is a long term history of Indian artifacts being located on the exact site of the proposed route on the ranch. Located on one of the highest points along the proposed route is a hill where according to locals was home for multiple Native American Indians. Arrowheads have been routinely found on the side of this hill. One of the previous owners of the ranch Dale Foster logged the area where most of the artifacts have been found. If the train is built in this proposed route significant excavation will be required in this high topography. There is an already excavated power line easement located just north east of the proposed route in a more appropriate topographic area with no history of artifacts. Please see Dale Foster attachment	Refer to LU-5.
Bob Morgan	1/29/2018	Oral	Good evening. My name's Bob Morgan I'm speaking about -- not in favor or opposed in general to the route, I'm asking that the FRA re-examine some of the route to deal with potential human impact. Specific portion is 709 and 3194 where there's a piece of property that's located that consists of a lodge, four homes, cottages. The -- one of the first original rodeo buildings ever built in Navarro County that serves as a charitable purpose for first responders, police officers, firemen. A typical example is when Yu Darvish wants to sponsor the children who survived the Japanese tsunami who came over and spent several days at the ranch. Police officers, firemen, physicians in training, people dealing with stress and emotion that all live within walking distance while they're there to central gathering areas to deal with stress and emotional stress. It contributes to the society benefit. And I think when we talk about Houston and Dallas, we're thinking volumes, but you don't think about the volumes of people served by our rural communities, whether it be agricultural or service. This particular facility has had over 900 visitors in 5 years, all at no charge. Many of them suffering from emotional stress from whether they're deploying or not deploying. And the route leaves the utility easement for approximately seven miles and bisects this property separating the lodge from the homes, the rodeo -- (Inaudible) -- which will render the property useless for charitable purposes. I would ask that the FRA re-examine the route and consider moving back onto the utility easement, which is topographically more appropriate, already condemned for public utility, and will be most appropriate from a cosmetic view to have a high-speed railroad run parallel to the lines as opposed to 2,000 foot south bisecting the ranch. Thank you for your time.	Refer to LU-5.
Bob Morgan	2/24/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5 and TR-10.
Bob Morgan	2/24/2018	Website	This is a comment from individuals who have visited the ranch Our office staff of over 150 employees and family members has benefited immensely from the opportunity to visit and enjoy at no charge this incredible facility. It has provided a needed respite from the rigors of working in a complex healthcare field with tremendous levels of stress providing care for the most difficult patients suffering from complex medical issues. We wish to oppose a small portion of the proposed high speed rail that cleaves Morgan Legacy Farms. The proposed route will destroy mutiple guest homes and the use of a fully operational Rodeo Arena. The route blocks the lodge from access to homes the arena and renders the stables and colt barn worthless. The train if located here would also block one of the most pristine views in all of Navarro County. Economically this ranch infuses millions of dollars into the local economy. Loss of this ranch (held in a long term trust) would cause the loss of hundreds of millions of dollars in revenue generated by the visitors to the property who spend money in the county. In addition the ranch itself spends millions of dollars that contribute to the local economy. There is a more appropriate route that parallels existing power lines north of the proposed location on fm 709 and 3194. Moving the train off of the ranch would preserve this economic boon to the residents of Navarro and the State. Further given the topography of the ranch many acres of wetland will be lost affecting migratory birds and loss of hunting waters used by the bald eagles sighted on the property. There is also historical value to the property as Indian artifacts have been found on the proposed route. I would ask the FRA to relocate this small portion of the route to the north of existing high voltage power lines in an already existing more topographic appropriate location. This would eliminate much of the ecological, cosmetic, historical and economic	Refer to LU-5 and NR-3.

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			damage that would be cause if the rail crosses fm 709 south of 3194. Paralleling just south of 3194 as proposed also blocks mutilple homeowner access to their land and will limit economic expansion along 3194. Moving the route to the north of the existing high power lines following the power line as most of the remaining route does should have less affect on access or growth along than the proposed route.	
Bob Morgan	2/26/2018	Website	I would request the FRA consider moving a small potion of the preferred route crossing FM 709 at 3194 slightly north of an existing high power line easement. Morgan Legacy Farm is a highly developed facility supporting the local economy and charities. It hosts multiple individuals often giving them the only time to rest and relax in a peaceful environment. Police, fire and healthcare workers routinely stay at the ranch. Always at no cost. The guest homes, rodeo arena, horse barn,colt barn, pavilion and lodge all are within walking distance. However the preferred route cleaves directly in between these amenities destroying there ability to continue the mission of the ranch. Further the bottom portion of the ranch provided a beautiful panoramic vision of undeveloped land as far as the eye can see. The train is proposed to also travel directly in front of the pristine and quiet meditation point. I would ask that given the loss of purpose for this charitable facility serving literally thousands of guests and given the pristine undeveloped area on the bottom half of the ranch that it would be more appropriate to have the train run parallel to the existing easement northeast of the ranch.	Refer to LU-5.
Bob Morgan	3/2/2018	Email	This is a comment from a visitor to Morgan Legacy Farm. This facility is made available to first responders nurs s and other healthcare providers and is invaluable to the county, the state and even internationally. I am writing to voice my concerns over the proposed route of the Dallas-Houston HSR project. I am an environmental scientist/engineer with over 30 years of experience in environmental investigations involving soil, groundwater, noise, and air issues. It appears that the proposed route will bisect the Morgan Creek Legacy Farm located near the intersection of Highways 709 and 3194 in Navarro County. I have been a guest at the Morgan Creek Legacy Farm on several occasions along with guests from across the USA and Canada, Australia, and Japan. The Morgan Farm lies in a pastoral setting, with beautiful vistas and abundant wildlife. The Morgan family makes the facilities on the farm available to a wide variety of visitors from all over the world. It is a wonderful place to relax and recreate. It appears that grading the planned right-of-way through the Morgan Farm to below the existing current elevation will be necessary to lay the tracks. This will change the direction of precipitation run-off and impact the existing bodies of water and wetlands on the farm. As such, the impact of running a high-speed railway through the farm would be a threat to the wildlife on the farm, an eyesore and would destroy the aesthetic beauty of the place. There is an electric power substation on the adjoining property northeast of the farm and a northwest to southeast power line right-of-way which runs from the Huntsville area up to the southern part of the Dallas-Ft. Worth metroplex. It would make much more sense to take advantage of this existing thoroughfare than to forcibly create new one by the taking of property by eminent domain and destroying the Morgan farm in the process. The use of this existing right-of-way should be given priority consideration in your deliberations.	Refer to LU-5.
Bob Morgan	3/3/2018	Email	IThese are comments made from a visitor to the facility I am writing to voice my concerns over the proposed route of the Dallas-Houston HSR project. I am an environmental scientist/engineer with over 30 years of experience in environmental investigations involving soil, groundwater, noise, and air issues. It appears that the proposed route will bisect the Morgan Creek Legacy Farm located near the intersection of Highways 709 and 3194 in Navarro County. I have been a guest at the Morgan Creek Legacy Farm on several occasions along with guests from across the USA and Canada, Australia, and Japan. The Morgan Farm lies in a pastoral setting, with beautiful vistas and abundant wildlife. The Morgan family makes the facilities on the farm available to a wide variety of visitors from all over the world. It is a wonderful place to relax and recreate. It appears that grading the planned right-of-way through the Morgan Farm to below the existing current elevation will be necessary to lay the tracks. This will change the direction of precipitation run-off and impact the existing bodies of water and wetlands on the farm. As such, the impact of running a high-speed railway through the farm would be a threat to the wildlife on the farm, an eyesore and would destroy the aesthetic beauty of the place. There is an electric power substation on the adjoining property northeast of the farm and a northwest to southeast power line right-of-way which runs from the Huntsville area up to the southern part of the Dallas-Ft. Worth metroplex. It would make much more sense to take advantage of this existing thoroughfare than to forcibly create new one by the taking of property by eminent domain and destroying the Morgan farm in the process. The use of this existing right-of-way should be given priority consideration in your deliberations.	Refer to LU-5.
Bob Morgan	3/3/2018	Email	I am opposed to the train crossing the property referred to as Morgan Legacy Farm as there is a long term history of Indian artifacts being located on the exact site of the proposed route on the ranch. Located on one of the highest points along the proposed route is a hill where according to locals was home for multiple Native American Indians. Arrowheads have been routinely found on the side of this hill. One of the previous owners of the ranch Dale Foster logged the area where most of the artifacts have been found. If the train is built in this proposed route significant excavation will be required in this high topography. There is an already excavated power line easement located just north east of the proposed route in a more appropriate topographic area with no history of artifacts. Please see Dale Foster attachment	Refer to LU-5.
Bob Morgan	3/3/2018	Email	I am opposed to the train crossing the property referred to as Morgan Legacy Farm as there is a long term history of Indian artifacts being located on the exact site of the proposed route on the ranch. Located on one of the highest points along the proposed route is a hill where	Refer to LU-5.

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			according to locals was home for multiple Native American Indians. Arrowheads have been routinely found on the side of this hill. One of the previous owners of the ranch Dale Foster logged the area where most of the artifacts have been found. If the train is built in this proposed route significant excavation will be required in this high topography. There is an already excavated power line easement located just north east of the proposed route in a more appropriate topographic area with no history of artifacts. Please see Dale Foster attachment	
Bob Morgan	3/3/2018	Email	I am opposed to the train crossing the property referred to as Morgan Legacy Farm as there is a long term history of Indian artifacts being located on the exact site of the proposed route on the ranch. Located on one of the highest points along the proposed route is a hill where according to locals was home for multiple Native American Indians. Arrowheads have been routinely found on the side of this hill. One of the previous owners of the ranch Dale Foster logged the area where most of the artifacts have been found. If the train is built in this proposed route significant excavation will be required in this high topography. There is an already excavated power line easement located just north east of the proposed route in a more appropriate topographic area with no history of artifacts. Please see Dale Foster attachment	Refer to LU-5.
Bob Morgan	3/3/2018	Email	I am opposed to the train crossing the property referred to as Morgan Legacy Farm as there is a long term history of Indian artifacts being located on the exact site of the proposed route on the ranch. Located on one of the highest points along the proposed route is a hill where according to locals was home for multiple Native American Indians. Arrowheads have been routinely found on the side of this hill. One of the previous owners of the ranch Dale Foster logged the area where most of the artifacts have been found. If the train is built in this proposed route significant excavation will be required in this high topography. There is an already excavated power line easement located just north east of the proposed route in a more appropriate topographic area with no history of artifacts. Please see Dale Foster attachment	Refer to LU-5.
Bob Morgan	3/3/2018	Email	I am opposed to the train crossing the property referred to as Morgan Legacy Farm as there is a long term history of Indian artifacts being located on the exact site of the proposed route on the ranch. Located on one of the highest points along the proposed route is a hill where according to locals was home for multiple Native American Indians. Arrowheads have been routinely found on the side of this hill. One of the previous owners of the ranch Dale Foster logged the area where most of the artifacts have been found. If the train is built in this proposed route significant excavation will be required in this high topography. There is an already excavated power line easement located just north east of the proposed route in a more appropriate topographic area with no history of artifacts. Please see Dale Foster attachment	Refer to LU-5.
Bobby Morgan	2/22/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Bobby Morgan	2/26/2018	Website	I would request the FRA consider moving a small portion of the preferred route crossing FM 709 at 3194 slightly north of an existing high power line easement. Morgan Legacy Farm is a highly developed facility supporting the local economy and charities. It hosts multiple individuals often giving them the only time to rest and relax in a peaceful environment. Police, fire and healthcare workers routinely stay at the ranch. Always at no cost. The guest homes, rodeo arena, horse barn, colt barn, pavilion and lodge all are within walking distance. However the preferred route cleaves directly in between these amenities destroying their ability to continue the mission of the ranch. Further the bottom portion of the ranch provided a beautiful panoramic vision of undeveloped land as far as the eye can see. The train is proposed to also travel directly in front of the pristine and quiet meditation point. I would ask that given the loss of purpose for this charitable facility serving literally thousands of guests and given the pristine undeveloped area on the bottom half of the ranch that it would be more appropriate to have the train run parallel to the existing easement northeast of the ranch.	Refer to LU-5.
Bobby Morgan	2/26/2018	Website	At a time when we should be protecting waterfowl and native species the HSR will condemn thousands of sensitive acres that are privately owned, but heavily utilized by the native and migratory species. The Morgan Legacy Farm located near FM 709 and 3194 serves as nesting grounds for Mexican Black-belly Whistling ducks as well as several other migratory species who winter here in Texas. The construction of the HSR will permanently destroy this habitat as the tunnel and rail will permanently occlude the watershed. I am opposed to this project!!!	Refer to LU-5.
Bobby Morgan	2/26/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and its charitable mission could be spared. Our office staff has had over 100 employees and family members visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property....all at no cost. I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable and historic on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
Bobby Morgan	2/27/2018	Website	This project on current path will destroy the land of Morgan Legacy Farm. The Morgan Legacy Farm located near FM 709 and 3194 is an irreplaceable site that has hosted weddings (including my own) and hundreds of meetings, gathering, and reunions. Churches, hospitals,	Refer to LU-5.

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			clinics and families utilize this land and its capacity as a venue to coordinate the fundamental components of their operations. I harshly oppose the destruction of this property by the HSR.	
Bobby Morgan	2/28/2018	Email	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared. Our office staff has had over 100 employees and family members visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property....all at no cost. I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable and historic on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
Bobby Morgan	2/28/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Bobby Morgan	2/28/2018	Email	I have strong opposition about the high-speed rail in Navarro County traveling through the intersection of 709 and 1394 destroying Morgan Legacy Farm along with the water habitats of several rare waterfowl species. With so many other potential sites with less impact on water and landowners I can't support the current path through this important land	Refer to LU-5.
Bobby Morgan	2/28/2018	Email	At a time when we should be protecting waterfowl and native species the HSR will condemn thousands of sensitive acres that are privately owned, but heavily utilized by the native and migratory species. The Morgan Legacy Farm located near FM 709 and 3194 serves as nesting grounds for Mexican Black-belly Whistling ducks as well as several other migratory species who winter here in Texas. The construction of the HSR will permanently destroy this habitat as the tunnel and rail will permanently occlude the watershed. I am opposed to this project!!!	Refer to LU-5.
brenda MORGAN	2/21/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about significant identified loss of wetland that will be lost by running the train through the high point of water shed underground blocking the flow necessary to fill multiple waters on Morgan Legacy farms including the track of water used for hunting by Bald eagles and as a roost for multiple species of ducks.	Refer to LU-5, NR-2, NR-3, WW-1 and WW-2.
Brenda Morgan	2/22/2018	Website	I am writing this comment to oppose the location of the High Speed Rail. Currently the route cuts through Morgan Legacy Farm located on FM 709 and 3194. This ranch serves as a retreat (free of charge) to many medical service providers. The location of the route goes directly in front of the main lodge separating the rodeo arena, cabins and pastures (that are used for cattle). There will be no way to access these areas with the needed equipment to provide care for the cattle. Also this takes away from the ones using the ranch for retreat purposes. If the route was moved north of the existing power lines it would be saving Morgan Legacy Farm so it can continue to serve the community.	Refer to LU-5.
Brenda Morgan	2/22/2018	Website	I am opposed to the High Speed train destroying a beautiful ranch that has been used for many charitable events. Morgan Legacy Farm provides a wonderful setting for many nurses and doctors, boy scouts, church groups and etc. This ranch has been a sanctuary for wildlife and the families that can enjoy seeing animals they don't normally get to see in the city. In addition to this there are places to meditate, walk in the woods and watch beautiful sunsets. All of this will be ruined if the current route chosen cuts through the Morgan Legacy Farm located at FM 709 and 3194. I strongly ask you to move the route north of the power lines to an existing easement which will allow Morgan Legacy Farm to continue to be a huge benefit to our community.	Refer to LU-5.
Brenda Morgan	2/22/2018	Website	I would like to express concerns regarding the High Speed Rail going through Morgan Legacy Farm located at FM709 and 3194. This ranch has benefitted over thousands of people. Serving as venues for weddings (one was for a young man going into the air force), used for charitable organizations, family retreat (recently for a family to spend time together before their father was deployed). The route chosen will literally destroy the ranch and the opportunity to serve the community.	Refer to LU-5.
Brenda Morgan	2/23/2018	Website	I am opposed to the train destroying the Morgan Legacy Farm located at FM709 and 3194! The impact of the High Speed rail is going to negatively impact the environment and migratory waters of this area. Not only those issues, but the economical and historical factors that are an important role that Morgan Legacy Farm plays in the community of Navarro County. I strongly suggest that the northern route be revisited.	Refer to LU-5.

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			There is an existing route of power lines that has already been cleared and seems to make sense to utilize that area which already been destroyed.	
Brenda Morgan	2/23/2018	Website	I am opposed to the train destroying the Morgan Legacy Farm located at FM709 and 3194. This ranch is located at one of the highest elevations in Navarro county which will bring significant watershed issues. That being said it will be a trickle down negative effect on the migratory waters, wildlife and then economical. The route north of the power lines seems to be a better location for this train.	Refer to LU-5.
Brenda Morgan	2/23/2018	Website	I strongly oppose the High Speed trains current route which divides the Morgan Legacy Farm located near FM709 and 3194. The negative impact of this location will effect the wildlife that is on the ranch. Most recently there has been a bald eagle sighted on many occasions swooping down to get a fish from the 8 acre lake that is on the property. I would ask that the route be moved north of the power lines.	Refer to LU-5, NR-3.
Brenda Morgan	2/23/2018	Website	I am strongly opposed to the High Speed train destroying the Morgan Legacy Farm located at FM709 and 3194. This ranch is unique in that the environment has been well cared for thus allowing wildlife to exist. The fact that one of the highest elevations in Navarro County is on the ranch. The train disrupting this area is going to impact the watershed which will disrupt the environment. A move to the north of the existing power lines would have less impact on the environment.	Refer to LU-5.
Brenda Morgan	2/24/2018	Website	I am strongly opposed to the rail going through Morgan Legacy Farm located at FM709 and 3194. I am concerned about the watershed issues this will create. I ask that you move the rail to north of the power lines. There is already an existing easement available that will be less of an impact on the environment.	Refer to LU-5.
Brenda Morgan	2/24/2018	Website	I am opposed to the rail going through Morgan Legacy Farm located at FM709 and 3194. The train will cut off the rodeo arena and two guest homes on the ranch. This ranch has been used for many charitable events. By cutting these off the ranch cannot continue the charitable work for the community. The trickle down effect is the community losses the access to the ranch and the economical (as Morgan Legacy Farm utilizes the vendors of Corsicana). Also the property no longer has the special feel by a train going by ever so often. I ask you to reconsider going north of the power lines.	Refer to LU-5.
Brenda Morgan	2/24/2018	Website	I would like to suggest that you reconsider going north of the power lines. There is already an easement which I would think would have less impact on the environment. By starting all over with the proposed route you will be effecting the watershed, wildlife, environment, and possibly historical artifacts. The damage that will be created by this route will take years to recover, if it recovers at all.	Refer to LU-5.
Brenda Morgan	2/24/2018	Website	I strongly oppose the High Speed Rail going through Morgan Legacy Farm located at FM709 and 3192. The impact of this train is going to create watershed and environmental issues. I think the northern routes should be revisited. There is already an easement for the power lines, it makes sense to utilize what is already available and not destroy more valuable farm land.	Refer to LU-5.
Brenda Morgan	2/24/2018	Website	I am opposed to the High Speed Train cutting through Morgan Legacy Farm located at FM709 and 3192. This ranch has been used for many of our nurses, doctors policemen, firemen and many other first responders as a place to be able to catch their breath and restore themselves. By placing the train there they will no longer be able to use it because of the damage that will be done to the ranch. So not only is the damage one issue but so are the effects on the environment, economic losses and charitable benefits that will no longer be available to the first responders	Refer to LU-5.
Brenda Morgan	2/25/2018	Website	I am strongly opposed to the High Speed rail going through Morgan Legacy Farm located at FM709 and 3194. The enviroment, wildlife and watershed is going to be greatly impacted by this train. The is already in easement locted north where there are exisiting power lines. this area has already been cleared and should be revisited for the High Speed rail.	Refer to LU-5.
Brenda Morgan	2/25/2018	Website	I am opposed to the High Speed Rail destroying Morgan Legacy Farms located at FM 709 and 3194. Other than the environmental and water shed issues it will bring, it will destroy a place that has been created for charitable events. There has never been a charge for anyone who has ever stayed at the ranch. Most of those who have stayed at the ranch have been nurses, doctors, and those who serve for our country. I request that you look to the north where there is an existing easement of power lines.	Refer to LU-5.
Brenda Morgan	2/25/2018	Website	I strongly request that the route the High Speed Rail be revisited. The route proposed now will impact the water shed in Navarro County. It seems most logical to run the route along the existing power line easement. Especially because of the inability for the farms and ranches on 3194 to be able to have access to their properties. It is hard to understand why there is a need to destroy another line of land when there is already land cleared with the power lines.	Refer to LU-5.
Brenda Morgan	2/25/2018	Website	I am opposed to the High Speed Rail going through Morgan Creek Farm located at FM709 and 3194. I would ask that this route be moved north of the existing power lines. The impact it will have to the area will be extremely harmful to the wildlife. I also believe that there are Native American artifacts on Morgan Legacy Farm actually that have been found right where the train is actually proposed to run through. I strongly ask that this route be moved from the FM709 and 3194 location.	Refer to LU-5.
Brenda Morgan	2/25/2018	Website	I am concerned about the High Speed Train project's proposed location in Navarro County near FM709 and 3194. In this area the has been multiple observations of an bald eagle flying down into the lake located at Morgan Legacy Farm. The impact of an area been completely	Refer to LU-5.

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			destroyed will have a huge impact on the wildlife that the Morgan's have so carefully tried to protect. The is already a power line easement north of the proposed route. I would strongly suggest that the easement be considered instead of the proposed route.	
Brenda Morgan	2/26/2018	Website	I am highly opposed to the train destroying Morgan Legacy Farm. Moving the route north of the existing power lines would not only save the ranch but create less of an impact on the environment. It would be so incredibly harmful to the wildlife if the existing route moves forward.	Refer to LU-5.
Brenda Morgan	2/26/2018	Website	Perhaps one of the greatest purposes of Morgan Legacy Farm has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.I am strongly opposed to the train destroying such a culturally, economically, historically, and charitable ranch that is unlike any other property in the county.	Refer to LU-5.
Brenda Morgan	2/26/2018	Website	I strongly oppose this route. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save Morgan Legacy Farm which is a unique and irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose.	Refer to LU-5.
Brenda Morgan	2/26/2018	Website	Morgan Legacy Farm serves as a retreat (free of charge) to many medical service providers. The location of the route goes directly in front of the main lodge separating the rodeo arena, cabins and pastures (that are used for cattle). There will be no way to access these areas with the needed equipment to provide care for the cattle. Also this takes away from the ones using the ranch for retreat purposes. If the route was moved north of the existing power lines it would be saving Morgan Legacy Farm so it can continue to serve the community.	Refer to LU-5.
Brenda Morgan	2/26/2018	Website	Morgan Legacy Farm located near FM 709 and 3194 is irreplaceable. Other than the obvious ecological damage if this route is used the charitable, economic and cultural benefits of this property would be forever lost. It appears to me that if this 6-7 mile line is moved north of the existing power line easement less damage to the county would occur.	Refer to LU-5.
Brenda Morgan	2/26/2018	Website	The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and proved less damage to the county long term.	Refer to LU-5 and NR-2.
Brenda Morgan	2/26/2018	Website	It is important to recognize that Morgan Legacy Farm has served as an emotional release for health care providers, first responders and military. Aside from the environmental impact- destroying this ranch/property will have a much deeper impact than if the preferred route is moved near the existing power lines.	Refer to LU-5.
Brenda Morgan	2/26/2018	Website	I would request the FRA consider moving a small potion of the preferred route crossing FM 709 at 3194 slightly north of an existing high power line easement. Morgan Legacy Farm is a highly developed facility supporting the local economy and charities. It hosts multiple individuals often giving them the only time to rest and relax in a peaceful environment. Police, fire and healthcare workers routinely stay at the ranch. Always at no cost. The guest homes, rodeo arena, horse barn,colt barn, pavilion and lodge all are within walking distance. However the preferred route cleaves directly in between these amenities destroying there ability to continue the mission of the ranch. Further the bottom portion of the ranch provided a beautiful panoramic vision of undeveloped land as far as the eye can see. The train is proposed to also travel directly in front of the pristine and quiet meditation point. I would ask that given the loss of purpose for this charitable facility serving literally thousands of guests and given the pristine undeveloped area on the bottom half of the ranch that it would be more appropriate to have the train run parallel to the existing easement northeast of the ranch.	Refer to LU-5.
Brenda Morgan	2/27/2018	Email	The preferred route of this rail travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US.	Refer to WW-1.
Brenda Morgan	2/27/2018	Email	The current high-speed rail routing will be detrimental to Morgan legacy Farm on 709. Dividing this Property and running a rail through it will make it next to impossible to keep a relaxed atmosphere that this Ranch has always provide. Especially to first responders, doctors and nurses that need a respite more than most. And no one is ever charged for the use of this special ranch that has opened itself up to the community and the world- even having tsunami victims seek comfort there! Do not rip that from the community and those who need it the most- not when another more suitable and less destructive route is possible!	Refer to LU-5.
Brenda Morgan	2/27/2018	Email	This route through Morgan Legacy farm causes multiple issues that are truly detrimental to migratory waters, the bald eagle habitat and have a huge impact on the environment that is totally unnecessary. There is an alternate route along the power lines with an existing easement that would make much more sense and not destroy all that Morgan Legacy Farm protects. Destruction of this safe haven is deplorable.	Refer to LU-5.

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Brenda Morgan	2/27/2018	Email	This route through Morgan Legacy farm causes multiple issues that are truly detrimental to migratory waters, the bald eagle habitat and have a huge impact on the environment that is totally unnecessary. There is an alternate route along the power lines with an existing easement that would make much more sense and not destroy all that Morgan Legacy Farm protects. Destruction of this safe haven is deplorable.	Refer to LU-5.
Brenda Morgan	2/27/2018	Email	Morgan Legacy Farm located near FM 709 and 3194 is irreplaceable. The charitable benefits are something that can truly not be found anywhere else in the area. The benefit the first responders are given at Morgan Legacy Farm is simply not available at any other venue and the value that providing all of it at no cost is immeasurable. There is a suitable alternate route that would not destroy all that the ranch has to offer the community. I highly oppose the current route and am so disappointed the destruction of such a community asset would even be considered.	Refer to LU-5.
Brenda Morgan	2/27/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US.	Refer to LU-5.
Brenda Morgan	2/27/2018	Email	By separating access on the Morgan Legacy Farm property from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and proved less damage to the county long term.	Refer to LU-5.
Brenda Morgan	2/27/2018	Email	There couldn't possibly be a reason to destroy Morgan Legacy Farm in lieu simply moving the rail to north of the existing power line easement.It seems much more appropriate to run the train next to a high voltage power grid already existing. Making the environmental issues far less detrimental to the county. The property and environment that would be destroyed on Morgan Legacy Farm could not be replaced. I strongly oppose the current proposed route.	Refer to LU-5.
Brenda Morgan	2/27/2018	Email	Our office staff of over 150 employees and family members has benefited immensely from the opportunity to visit and enjoy at no charge this incredible facility. It has provided a needed respite from the rigors of working in a complex healthcare field with tremendous levels of stress providing care for the most difficult patients suffering from complex medical issues. We wish to oppose a small portion of the proposed high speed rail that cleaves Morgan Legacy Farms. The proposed route will destroy mutiple guest homes and the use of a fully operational Rodeo Arena. The route blocks the lodge from access to homes the arena and renders the stables and colt barn worthless. The train if located here would also block one of the most pristine views in all of Navarro County. Economically this ranch infuses millions of dollars into the local economy. Loss of this ranch (held in a long term trust) would cause the loss of hundreds of millions of dollars in revenue generated by the visitors to the property who spend money in the county. In addition the ranch itself spends millions of dollars that contribute to the local economy. There is a more appropriate route that parallels existing power lines north of the proposed location on fm 709 and 3194. Moving the train off of the ranch would preserve this economic boon to the residents of Navarro and the State. Further given the topography of the ranch many acres of wetland will be lost affecting migratory birds and loss of hunting waters used by the bald eagles sighted on the property. There is also historical value to the property as Indian artifacts have been found on the proposed route. I would ask the FRA to relocate this small portion of the route to the north of existing high voltage power lines in an already existing more topographic appropriate location. This would eliminate much of the ecological, cosmetic, historical and economic damage that would be cause if the rail crosses fm 709 south of 3194. Paralleling just south of 3194 as proposed also blocks mutiple homeowner access to their land and will limit economic expansion along 3194. Moving the route to the north of the existing high power lines following the power line as most of the remaining route does should have less affect on access or growth along than the proposed route.	Refer to LU-5.
Brenda Morgan	2/28/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and proved less damage to the county long term	Refer to LU-5.
Brenda Morgan	2/28/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.

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Brenda Morgan	2/28/2018	Email	I believe significant damage will occur to the environment and water shed adversely impacting migratory waters of the US. And by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables -the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel.	Refer to LU-5.
Brenda Morgan	2/28/2018	Email	Although I'm sure there has been much research that went into this southernmost proposed route, the chosen route seems to defy logic. The route crosses several local roads and divides several properties. The work on the roads that would be needed to follow this route would obviously add considerable cost to the construction of the rail line.	Refer to BA-5, BA-7, BA-8 and TR-8.
Brenda Morgan	2/28/2018	Email	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Brenda Morgan	2/28/2018	Email	I have concerns about the proposed route as it cleaves Morgan Legacy Farms by Richland Creek and how it destroys one of the most unadulterated and beautiful panoramic views in the county on the bottom of this facility. From the meditation point on the property a person can sit and look for miles onto undeveloped land. To traverse a train through this view would be criminal. Also the top of the ranch is one of the most highly developed properties in a Navarro supporting 30 or more guests in homes and lodges who come for free to this ranch shared by the Morgan Family Trust. On the top of the property there are multiple amenities such as a full size rodeo arena, horse and colt barns all scheduled to be destroyed if the preferred route is not relocated. Literally hundreds of first responders, nurses, physicians and other healthcare providers and service men and women have benefited from this beautiful facility. The high towers and high tension power line easement north of the proposed route would be less detrimental to the pristine unadulterated view proposed to be destroyed by the preferred route west of 3194 and FM 709 crossing Morgan Legacy Farm.	Refer to LU-5.
Brenda Morgan	2/28/2018	Email	I have concerns about the proposed route as it cleaves Morgan Legacy Farms by Richland Creek and how it destroys one of the most unadulterated and beautiful panoramic views in the county on the bottom of this facility. From the meditation point on the property a person can sit and look for miles onto undeveloped land. To traverse a train through this view would be criminal. Also the top of the ranch is one of the most highly developed properties in a Navarro supporting 30 or more guests in homes and lodges who come for free to this ranch shared by the Morgan Family Trust. On the top of the property there are multiple amenities such as a full size rodeo arena, horse and colt barns all scheduled to be destroyed if the preferred route is not relocated. Literally hundreds of first responders, nurses, physicians and other healthcare providers and service men and women have benefited from this beautiful facility. The high towers and high tension power line easement north of the proposed route would be less detrimental to the pristine unadulterated view proposed to be destroyed by the preferred route west of 3194 and FM 709 crossing Morgan Legacy Farm.	Refer to LU-5.
Brenda Morgan	3/1/2018	Email	I recently became aware of the possible loss of a property due to the proposed route of the HSR. This property listed as Morgan Legacy Farm located near FM 709 and 3194 is irreplaceable. Other than the obvious ecological damage if this route is used the charitable, economic and cultural benefits of this property would be forever lost. It appears to me that if this 6-7 mile line is moved north of the existing power line easement less damage to the county would occur.	Refer to LU-5.
Brenda Morgan	3/1/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Brenda Morgan	3/1/2018	Email	I strongly oppose the loss of watershed and loss of water for migratory waterfowl at Morgan Legacy Farms, given the topography construction go this rail would be better suited north of the ranch along the existing power lines.	Refer to LU-5.
Brenda Morgan	3/1/2018	Email	Morgan Legacy Farm holds cultural, historical, economic and unique emotional benefits to the county, the state and also has international significance. It cannot be destroyed by the proposed route- I urge the rail to move the route north near the existing power lines and allow Morgan Legacy Farm to continue to serve the community.	Refer to LU-5.
Brenda Morgan	3/1/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has	Refer to LU-5, WW-1 and WW-2.

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			been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	
Brenda Morgan	3/1/2018	Email	The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory water fowl of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about The impact on limited areas for special charitable giving events.	Refer to BA-3 and WW-2.
Brenda Morgan	3/1/2018	Email	The current high-speed rail routing will be detrimental to Morgan legacy Farm on 709. Dividing this Property and running a rail through it will make it next to impossible to keep a relaxed atmosphere that this Ranch has always provided. I can't even count the number of times that I've sat down there just listening to nature. I have always looked forward to my children been able to go to the ranch and play in the outdoors and learn about nature there. Rerouting the train further north with the powerlines or down I 45 would be a better option.	Refer to LU-5.
Brenda Morgan	3/1/2018	Email	The current high-speed rail routing will be detrimental to Morgan legacy Farm on 709. Dividing this Property and running a rail through it will make it next to impossible to keep a relaxed atmosphere that this Ranch has always provided. I can't even count the number of times that I've sat down there just listening to nature. I have always looked forward to my children been able to go to the ranch and play in the outdoors and learn about nature there. Rerouting the train further north with the powerlines or down I 45 would be a better option.	Refer to LU-5.
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Brenda Morgan	3/1/2018	Email	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared.	Refer to LU-5.
Brenda Morgan	3/1/2018	Email	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared.	Refer to LU-5.
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Brenda Morgan	3/1/2018	Email	The possible loss of Morgan Legacy Farm due to the proposed route of the HSR is a travesty. Morgan Legacy Farm located near FM 709 and 3194 is irreplaceable. Other than the obvious ecological damage if this route is used the charitable, economic and cultural benefits of this property would be forever lost. It appears to me that if this 6-7 mile line is moved north of the existing power line easement less damage to the county would occur.	Refer to LU-5.

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Brenda Morgan	3/1/2018	Email	The possible loss of Morgan Legacy Farm due to the proposed route of the HSR is a travesty. Morgan Legacy Farm located near FM 709 and 3194 is irreplaceable. Other than the obvious ecological damage if this route is used the charitable, economic and cultural benefits of this property would be forever lost. It appears to me that if this 6-7 mile line is moved north of the existing power line easement less damage to the county would occur.	Refer to LU-5.
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Brenda Morgan	3/2/2018	Email	This is a comment from a visitor to morgan Legacy Farm. I am writing to voice my concerns over the proposed route of the Dallas-Houston HSR project. I am an environmental scientist/engineer with over 30 years of experience in environmental investigations involving soil, groundwater, noise, and air issues. It appears that the proposed route will bisect the Morgan Creek Legacy Farm located near the intersection of Highways 709 and 3194 in Navarro County. I have been a guest at the Morgan Creek Legacy Farm on several occasions along with guests from across the USA and Canada, Australia, and Japan. The Morgan Farm lies in a pastoral setting, with beautiful vistas and abundant wildlife. The Morgan family makes the facilities on the farm available to a wide variety of visitors from all over the world. It is a wonderful place to relax and recreate. It appears that grading the planned right-of-way through the Morgan Farm to below the existing current elevation will be necessary to lay the tracks. This will change the direction of precipitation run-off and impact the existing bodies of water and wetlands on the farm. As such, the impact of running a high-speed railway through the farm would be a threat to the wildlife on the farm, an eyesore and would destroy the aesthetic beauty of the place. There is an electric power substation on the adjoining property northeast of the farm and a northwest to southeast power line right-of-way which runs from the Huntsville area up to the southern part of the Dallas-Ft. Worth metroplex. It would make much more sense to take advantage of this existing thoroughfare than to forcibly create new one by the taking of property by eminent domain and destroying the Morgan farm in the process. The use of this existing right-of-way should be given priority consideration in your deliberations.	Refer to LU-5.
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Brenda Morgan	3/6/2018	Website	I would like to request that the FRA and Texas Central rail revisit the preferred route that has be chosen. This route will have an enormous impact to the water shed, the environment and wildlife near, on and around Morgan Legacy Farm which is located at FM 709 and 3194. I would hope you would consider the existing power line route that has already been cleared. When the existing route of power lines was put in place it took seven years for the wildlife to start coming back into the area, which we are still not at the full amount there was before building the switching station. Now with the watershed issue I fear we may never recover from the impact this train will make in this area. Please reconsider the existing powerline route before destroying this new area.	Refer to LU-5.
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Brenda Morgan	3/7/2018	Website	I have significant concerns regarding the High Speed Rail cutting through Morgan Legacy Farm located at FN709 and 3194. Knowing this is one of the highest elevations in Navarro County I believe there will be significant damage to the water shed and the environment.	Refer to LU-5, WW-1 and WW-2.
Brenda Morgan	3/7/2018	Website	I have concerns about the high speed rail cutting through Morgan Legacy Farm located at FM 709 and 3194. I believe this will greatly impact the environment and wildlife in this area. I would ask that you consider running the rail along the existing power lines just north of this area.	Refer to LU-5. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Brenda Morgan	3/7/2018	Website	I have concerns about the high speed rail running through Morgan Legacy Farm located at FM 709 and 3194. I'm not only concerned about the environment but worried about how this will effect the intersection of FM 709 and 3194. Having the rail so close to the road will impact the farmers and ranchers all long 3194. I would ask that you reconsider running the rail along the existing power lines north of this intersection.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Brenda Morgan	3/7/2018	Website	I have concerns regarding the high speed rail cutting through Morgan Legacy Farms located at FM 709 and 3194. This ranch will be destroyed by the current location of this train. The ranch has been used for many charitable events, a retreat for many first responders and also for several international communities to see how we live here in Texas. I would like for you to reconsider using the power line easement for tis portion of the rail located just north of the ranch.	Refer to LU-5.
Brenda Morgan	3/7/2018	Website	I have concerns about the high speed rail cutting through Morgan Legacy Farm located at FM 709 and 3194. I believe this will impact the wildlife and the watershed of this area. I would ask that the route be reconsidered for the existing power line easement just north of the ranch.	Refer to LU-5, WW-1 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Brenda Morgan	3/8/2018	Website	I would like to say I'm strongly against the High Speed Rail cutting through Morgan Legacy Farm located at FM 709 and 3194. The damage to the ranch will be devastating! The use of the collective housing structures will no longer be usable for families, first responders, and charity	Refer to BA-7, BA-8 and LU-5.

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			events. Also the impact to the watershed and the environment will be just as devastating. All these factors will deem Morgan Legacy Farm to no longer be a viable ranch, which will be a horrific waste. The ranch currently grows hay, raises cattle and lets families come and visit free of charge. I ask The FRA to reconsider another route that already exist with power lines. By utilizing that route the impact would less damaging to the entire area.	
Brenda Morgan	3/8/2018	Website	and agricultural structure displacements when TxDOT criteria are met. I am also concerned the FM 3194 tie in to FM 709 is not located far enough from the new FM 709 Bridge over the high speed rail to meet vertical sight distance criteria for the turning maneuvers at the FM 709 and FM 3194 intersection. I do not have enough information to verify whether this criteria are met and suggest that you investigate this issue further. 3. Based on Google Street view and a site visit on February 2, 2018, I have identified numerous power line impacts for Segment 3A, some of which are not shown in the DEIS report. See Exhibits 3, 4, & 5. Exhibit 5 shows all the power line impacts I identified for both Segment 3A and Segment 3Z. These figures are tabulated in Part 2 of these comments. 4. The DEIS report has diagrams showing visual impacts across the project, but the main concern seems to be in around the stations. Exhibit 8 & 9 show the existing and proposed visuals of Segments 3A and 3Z around the FM 709 area. This segment of the rail may be in a lower density, rural area, but the Navarro County citizens are just as concerned with the visual impacts as the citizens around the stations in Dallas, Houston, and the Brazos Valley. Can higher quality visualizations be provided showing how the rail may look in these areas? What can be done to ensure the visual impacts are minimized? 5. Based on communication from the previous owners of Morgan Legacy Farms, Native American artifacts were regularly found following heavy rains in the area shown in Exhibit 4. Pursuant to discussion with Beth Reed of AECOM, a survey of the property should be conducted for both standing structures and archaeological resources as part of the Section 106 process.6. The land utilized by the Morgan Legacy Farms is subject to a charitable trust, and guests	Refer to LU-5 and NR-3.
Charles Morgan	1/31/2018	Oral	I'm Charles Morgan, I'm the Executive Director of Citizens For Environmental Clean Up. Works environmental issues in Freestone and surrounding counties. Main issues -- we have two issues with this high-speed train. Main reason we don't want it here. We don't need it here. They generate a low frequency noise and they have not defined that. They also use many megawatts 'cause electricity generates electromagnetic radiation that they have not defined and how it affects us. I want to tell you how it affects us. Low frequency noise creates a whole body pathology. I, myself, have been severely affected because of low frequency noise generated by gas and pressure stations. They're 130 of them in this county, but this train, we don't have a clue. They said, oh it'll only be there four seconds. Four seconds every 30 minutes. How long does it take for the noise to impact the brain or to impact the different organs in your body? The folks that live in Portugal name the affect of the low frequency noise vibroacoustic disease. It's a whole body pathology. Each low frequency impacts a different part of system on your body. It impacts your brain at 125 cycles per second. It will affect your eyes in 31.5 cycles per second. Each system is affected. We don't know how this is going to affect us, but we do know that it would travel 5 to 8 miles through the county -- 5 to 8 miles. 70 percent of the studies of the people who lived in Portugal -- 70 percent of the people who were studied are affected by this noise. Low frequency noise, any noise below 500 cycles per second. We have, today in this county, low frequency noise averaging 70 decibels across the county. EPA says 55 is the limit, but they only address the hearing range noise. We're talking about a noise that only seven percent of people can hear, but you're still affected and that's happening already. We don't need a low frequency noise adding to this out of this high-speed rail. The electromagnetic radiation, what's the limit on that? In Europe they said at .1 micro watts per square centimeter. Then in the United States they set the limit at 1,000, 10,000 -- times per day. And you're gonna have many megawatts of electricity being used with this train going down the track. It's gonna travel about two miles in any direction that's going to impact everybody also. That's their brain -These are major issues. Some of the issues are already being addressed by the railroad commission, but we need to have this -- you know, look at this stuff. You know, right now they're not even listening. So we don't need a high-speed rail here that is going to degrade our lives. Thank you.	Measurements of noise from TGV high-speed train operations in France indicate that LFN levels typically peak at a frequency of around 63 Hz, dropping off at frequencies below that. However, because the human ear is much less sensitive to noise in the low-frequency range, the LFN does not contribute significantly to the overall, A-weighted sound level, which is the noise metric prescribed by the FRA for noise impact assessment from high-speed train operations. Thus, during the brief periods of exposure during train passages, any annoyance effects will be predominantly due to higher frequency noise. Furthermore, the ear is the most sensitive organ in the human body for the perception of sound at low frequencies and, although vibration sensations can also occur in different parts of the body due to LFN, vibrotactile thresholds are well above the levels that people would be exposed to from high-speed train operations.
Dr Bob Morgan	3/2/2018	Email	This is a comment from a visitor to morgan Legacy Farm. I am writing to voice my concerns over the proposed route of the Dallas-Houston HSR project. I am an environmental scientist/engineer with over 30 years of experience in environmental investigations involving soil, groundwater, noise, and air issues. It appears that the proposed route will bisect the Morgan Creek Legacy Farm located near the intersection of Highways 709 and 3194 in Navarro County. I have been a guest at the Morgan Creek Legacy Farm on several occasions along with guests from across the USA and Canada, Australia, and Japan. The Morgan Farm lies in a pastoral setting, with beautiful vistas and abundant wildlife. The Morgan family makes the facilities on the farm available to a wide variety of visitors from all over the world. It is a wonderful place to relax and recreate. It appears that grading the planned right-of-way through the Morgan Farm to below the existing current elevation will be necessary to lay the tracks. This will change the direction of precipitation run-off and impact the existing bodies of water and wetlands on the farm. As such, the impact of running a high-speed railway through the farm would be a threat to the wildlife on the farm, an eyesore and would destroy the aesthetic beauty of the place. There is an electric power substation on the adjoining property northeast of the farm and a northwest to southeast power line right-of-way which runs from the Huntsville area up to the southern part of the Dallas-Ft. Worth metroplex. It would make much more sense to take advantage of this existing thoroughfare than to forcibly create new one by the taking of	Refer to LU-5.

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Dr Bob Morgan	3/2/2018	Email	This is a comment from a visitor to Morgan Legacy Farm. This facility is made available to first responders nurses and other healthcare providers and is invaluable to the county, the state and even internationally. I am writing to voice my concerns over the proposed route of the Dallas-Houston HSR project. I am an environmental scientist/engineer with over 30 years of experience in environmental investigations involving soil, groundwater, noise, and air issues. It appears that the proposed route will bisect the Morgan Creek Legacy Farm located near the intersection of Highways 709 and 3194 in Navarro County. I have been a guest at the Morgan Creek Legacy Farm on several occasions along with guests from across the USA and Canada, Australia, and Japan. The Morgan Farm lies in a pastoral setting, with beautiful vistas and abundant wildlife. The Morgan family makes the facilities on the farm available to a wide variety of visitors from all over the world. It is a wonderful place to relax and recreate. It appears that grading the planned right-of-way through the Morgan Farm to below the existing current elevation will be necessary to lay the tracks. This will change the direction of precipitation run-off and impact the existing bodies of water and wetlands on the farm. As such, the impact of running a high-speed railway through the farm would be a threat to the wildlife on the farm, an eyesore and would destroy the aesthetic beauty of the place. There is an electric power substation on the adjoining property northeast of the farm and a northwest to southeast power line right-of-way which runs from the Huntsville area up to the southern part of the Dallas-Ft. Worth metroplex. It would make much more sense to take advantage of this existing thoroughfare than to forcibly create new one by the taking of property by eminent domain and destroying the Morgan farm in the process. The use of this existing right-of-way should be given priority consideration in your deliberations.	Refer to LU-5.
Dr Robert Morgan	2/24/2018	Website	I wish to oppose a small portion of the proposed high speed rail that cleaves Morgan Legacy Farms. The proposed route will destroy multiple guest homes and the use of a fully operational Rodeo Arena. The route blocks the lodge from access to homes the arena and renders the stables and colt barn worthless. The train if located here would also block one of the most pristine views in all of Navarro County. Economically this ranch infuses millions of dollars into the local economy. Loss of this ranch (held in a long term trust) would cause the loss of hundreds of millions of dollars in revenue generated by the visitors to the property who spend money in the county. In addition the ranch itself spends millions of dollars that contribute to the local economy. There is a more appropriate route that parallels existing power lines north of the proposed location on fm 709 and 3194. Moving the train off of the ranch would preserve this economic boon to the residents of Navarro and the State. Further given the topography of the ranch many acres of wetland will be lost affecting migratory birds and loss of hunting waters used by the bald eagles sighted on the property. There is also historical value to the property as Indian artifacts have been found on the proposed route. I would ask the FRA to relocate this small portion of the route to the north of existing high voltage power lines in an already existing more topographic appropriate location. This would eliminate much of the ecological, cosmetic, historical and economic damage that would be cause if the rail crosses fm 709 south of 3194. Paralleling just south of 3194 as proposed also blocks multiple homeowner access to their land and will limit economic expansion along 3194. Moving the route to the north of the existing high piers lines will little affect on access or growth along the route.	Refer to LU-5.
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Dr Robert Morgan	2/24/2018	Website	I wish to oppose a small portion of the proposed high speed rail that cleaves Morgan Legacy Farms. The proposed route will destroy mutiple guest homes and the use of a fully operational Rodeo Arena. The route blocks the lodge from access to homes the arena and renders the stables and colt barn worthless. The train if located here would also block one of the most pristine views in all of Navarro County. Economically this ranch infuses millions of dollars into the local economy. Loss of this ranch (held in a long term trust) would cause the loss of hundreds of millions of dollars in revenue generated by the visitors to the property who spend money in the county. In addition the ranch itself spends millions of dollars that contribute to the local economy. There is a more appropriate route that parallels existing power lines north of the proposed location on fm 709 and 3194. Moving the train off of the ranch would preserve this economic boon to the residents of Navarro and the State. Further given the topography of the ranch many acres of wetland will be lost affecting migratory birds and loss of hunting waters used by the bald eagles sighted on the property. There is also historical value to the property as Indian artifacts have been found on the proposed route. I would ask the FRA to relocate this small portion of the route to the north of existing high voltage power lines in an already existing more topographic appropriate location. This would eliminate much of the ecological, cosmetic, historical and economic damage that would be cause if the rail crosses fm 709 south of 3194. Paralleling just south of 3194 as proposed also blocks mutilple homeowner access to their land and will limit economic expansion along 3194. Moving the route to the north of the existing high piers lines will little affect on access or growth along the route.	Refer to LU-5.
Dr Robert Morgan	2/24/2018	Website	I have concerns about the loss of an irreplaceable property that has provided literally hundreds of nurses physicians and other healthcare providers a much needed respite from the emotional stress of a high acuity pediatric health care environment. Morgan Legacy Farm has allowed free of charge for the providers at CHILDRENS to stay in the multiple homes, enjoy the lakes and use the stables, horses, meditation point, lodge and pavilion to obtain a much needed emotion break from the rigors of a tremendously stressful job. The is no other property within 100's of mile that provides this much needed service. I was extremely saddened to see the proposed high speed rail would destroy the use of this property blocking access to the various amenities and would destroy one of the primary purposes of the ranch. I would ask that the FRA consider moving the proposed route slightly north east of the ranch onto existing powerline easements in order to save this incredible property serving not just the county but the state and even the nation with its international visitors.	Refer to LU-5.
Robert Morgan (Five in Five, LLC)	2/24/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5 and TR-10.

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Dr Robert Morgan	3/3/2018	Email	I am opposed to the train crossing the property referred to as Morgan Legacy Farm as there is a long term history of Indian artifacts being located on the exact site of the proposed route on the ranch. Located on one of the highest points along the proposed route is a hill where according to locals was home for multiple Native American Indians. Arrowheads have been routinely found on the side of this hill. One of the previous owners of the ranch Dale Foster logged the area where most of the artifacts have been found. If the train is built in this proposed route significant excavation will be required in this high topography. There is an already excavated power line easement located just north east of the proposed route in a more appropriate topographic area with no history of artifacts. Please see Dale Foster attachment	Refer to LU-5.
Dr Robert Morgan	3/3/2018	Email	I am opposed to the train crossing the property referred to as Morgan Legacy Farm as there is a long term history of Indian artifacts being located on the exact site of the proposed route on the ranch. Located on one of the highest points along the proposed route is a hill where according to locals was home for multiple Native American Indians. Arrowheads have been routinely found on the side of this hill. One of the previous owners of the ranch Dale Foster logged the area where most of the artifacts have been found. If the train is built in this proposed route significant excavation will be required in this high topography. There is an already excavated power line easement located just north east of the proposed route in a more appropriate topographic area with no history of artifacts. Please see Dale Foster attachment	Refer to LU-5.
Dr. Robert E Morgan	2/28/2018	Email	I have concerns about the proposed route as it cleaves Morgan Legacy Farms by Richland Creek and how it destroys one of the most unadulterated and beautiful panoramic views in the county on the bottom of this facility. From the meditation point on the property a person can sit and look for miles onto undeveloped land. To traverse a train through this view would be criminal. Also the top of the ranch is one of the most highly developed properties in a Navarro supporting 30 or more guests in homes and lodges who come for free to this ranch shared by the Morgan Family Trust. On the top of the property there are multiple amenities such as a full size rodeo arena, horse and colt barns all scheduled to be destroyed if the preferred route is not relocated. Literally hundreds of first responders, nurses, physicians and other healthcare providers and service men and women have benefited from this beautiful facility. The high towers and high tension power line easement north of the proposed route would be less detrimental to the pristine unadulterated view proposed to be destroyed by the preferred route west of 3194 and FM 709 crossing Morgan Legacy Farm.	Refer to LU-5.
Jean Morgan	2/8/2018	Website	I am not sure if this even counts. I vote for the NO Build of this rail. I can not believe that people will lose their homes, land, possibly everything that their families have work hard for. This just does not seem right. Why this train tracks doesn't go down the middle of IH 45 where no one would lose anything. Then what happens the train goes bankrupt. Who then is going to pay to keep this going? Why doesn't the people of the Great State of Texas vote if they want it or not. just don't understand why it is needed.	Refer to BA-9, NE-1, PN-3 and SS-5.
Krista Morgan	2/12/2018	Website	Been in this neighborhood for 55 yrs. This is a terrible terrible terrible idea. We cannot handle all of the traffic and bullshit we have now because of all these damn snowflakes and newbies moving here. We are a very tight knit community. We grew up together, went to school together. Sick and tired of all this so called progress. You know what we call the big houses that took place of the ones that have been in neighborhoods for years and years. McMansions. The snowflakes don't belong here and neither does this train station. Hope I am dead and gone before it gets started, if it's like anything else the city does, I will be. (No bad against our mayor. I like Mr. Turner)	Comment noted.
Krista Morgan	2/21/2018	Website	Regarding Morgan Legacy Farm off FM709. The high speed rail would impact the ranch, in a negative way, to an extreme amount. I believe there could be an alternative route that it could be built on so it wouldn't divide the ranch. I am strongly against the high speed rail.	Refer to LU-5.
Krista Morgan	2/22/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared. My father in law has a staff with over 100 employees and family members visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property....all at no cost. I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable and historic on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
Krista Morgan	2/22/2018	Website	The high speed rail would greatly impact the Morgan Legacy Ranch in a negative way. We have spent many years visiting the ranch and we love everything about it. If the rail were to go through the property it would divide a lot of the guest cottages and arena from the rest of the ranch. The horses wouldn't be able to even get to the arena. The ranch is such a big part of so many peoples lives and I would hate to see that taken away. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Krista Morgan	2/23/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm Texas is becoming over ruled with progress. The rail would take away from the natural wildlife that the Morgan Legacy Farm is trying to protect. Moving it along the power lines would at least keep the farm all together and not disrupt the natural habitat of many animals.	Refer to LU-5.

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Krista Morgan	2/23/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. Destroying guest houses on the farm will greatly impact what the farm is used for. Many service men and women are invited to the ranch, free of cost, to get away from their stressful jobs. By building the rail on the Morgan Legacy Farm it will take away how many people can visit. This is such a peaceful place, and splitting the farm will take that away. There are other routes the rail can be built. I would hate to see the rail ruin the peacefulness that so many service people need right now.	Refer to LU-5.
Krista Morgan	2/23/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. I am fully against the rail, but if it has to be built I would hope that you would consider not splitting up a ranch that protects wildlife, and so many other animals. There have been sightings of an eagle on the property and I would hate to see the rail disrupt its habit.	Refer to LU-5 and NR-3.
Krista Morgan	2/24/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. I am worried about what it will do to the natural wildlife. Texas has enough road ways and adding another form of transportation and taking more natural habitats away from animals will decrease the amount of wildlife that can survive.	Refer to LU-5. For information regarding impacts to wildlife please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife would be minimized by locating the HSR infrastructure adjacent to existing transportation infrastructure, utility corridors and other development. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Natural Ecological Systems and Protected Species, Mitigation Measures .
Krista Morgan	2/24/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed high speed rail route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5, WW-1 and WW-2.
Krista Morgan	2/26/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. The rail will pollute the watershed on the property.	Refer to LU-5 and WW-1.
Krista Morgan	2/26/2018	Website	I would request the FRA consider moving a small portion of the preferred route crossing FM 709 at 3194 slightly north of an existing high power line easement. Morgan Legacy Farm is a highly developed facility supporting the local economy and charities. It hosts multiple individuals often giving them the only time to rest and relax in a peaceful environment. Police, fire and healthcare workers routinely stay at the ranch. Always at no cost. The guest homes, rodeo arena, horse barn, colt barn, pavilion and lodge all are within walking distance. However the preferred route cleaves directly in between these amenities destroying their ability to continue the mission of the ranch. Further the bottom portion of the ranch provided a beautiful panoramic vision of undeveloped land as far as the eye can see. The train is proposed to also travel directly in front of the pristine and quiet meditation point. I would ask that given the loss of purpose for this charitable facility serving literally thousands of guests and given the pristine undeveloped area on the bottom half of the ranch that it would be more appropriate to have the train run parallel to the existing easement northeast of the ranch.	Refer to LU-5.
Krista Morgan	2/26/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm Texas is becoming over ruled with progress. The rail would take away from the natural wildlife that the Morgan Legacy Farm is trying to protect. Moving it along the power lines would at least keep the farm all together and not disrupt the natural habitat of many animals.	Refer to LU-5.
Krista Morgan	2/26/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. The farm is a deer sanctuary, and I would hate to see that destroyed by a high speed rail.	Refer to LU-5.
Krista Morgan	2/27/2018	Email	Our office staff of over 150 employees and family members has benefited immensely from the opportunity to visit and enjoy at no charge this incredible facility. It has provided a needed respite from the rigors of working in a complex healthcare field with tremendous levels of stress providing care for the most difficult patients suffering from complex medical issues. We wish to oppose a small portion of the proposed high speed rail that cleaves Morgan Legacy Farms. The proposed route will destroy multiple guest homes and the use of a fully operational Rodeo Arena. The route blocks the lodge from access to homes the arena and renders the stables and colt barn worthless. The train if located here would also block one of the most pristine views in all of Navarro County. Economically this ranch infuses millions of dollars into the local economy. Loss of this ranch (held in a long term trust) would cause the loss of hundreds of millions of dollars in revenue generated by the visitors to the property who spend money in the county. In addition the ranch itself spends millions of dollars that contribute to the local economy. There is a more appropriate route that parallels existing power lines north of the proposed location on fm 709 and 3194. Moving	Refer to LU-5.

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			the train off of the ranch would preserve this economic boon to the residents of Navarro and the State. Further given the topography of the ranch many acres of wetland will be lost affecting migratory birds and loss of hunting waters used by the bald eagles sighted on the property. There is also historical value to the property as Indian artifacts have been found on the proposed route. I would ask the FRA to relocate this small portion of the route to the north of existing high voltage power lines in an already existing more topographic appropriate location. This would eliminate much of the ecological, cosmetic, historical and economic damage that would be cause if the rail crosses fm 709 south of 3194. Paralleling just south of 3194 as proposed also blocks mutiple homeowner access to their land and will limit economic expansion along 3194. Moving the route to the north of the existing high power lines following the power line as most of the remaining route does should have less affect on access or growth along than the proposed route.	
Krista Morgan	2/27/2018	Email	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm Texas is becoming over ruled with progress. The rail would take away from the natural wildlife that the Morgan Legacy Farm is trying to protect. Moving it along the power lines would at least keep the farm all together and not disrupt the natural habitat of many animals.	Refer to LU-5.
Krista Morgan	2/27/2018	Email	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm Texas is becoming over ruled with progress. The rail would take away from the natural wildlife that the Morgan Legacy Farm is trying to protect. Moving it along the power lines would at least keep the farm all together and not disrupt the natural habitat of many animals.	Refer to LU-5.
Krista Morgan	2/27/2018	Email	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Krista Morgan	2/27/2018	Email	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however, still impact some landowners in the area, specifically the rear of parcels.
Krista Morgan	2/28/2018	Email	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm Texas is becoming over ruled with progress. The rail would take away from the natural wildlife that the Morgan Legacy Farm is trying to protect. Moving it along the power lines would at least keep the farm all together and not disrupt the natural habitat of many animals.	Refer to LU-5.
Krista Morgan	2/28/2018	Email	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm Texas is becoming over ruled with progress. The rail would take away from the natural wildlife that the Morgan Legacy Farm is trying to protect. Moving it along the power lines would at least keep the farm all together and not disrupt the natural habitat of many animals.	Refer to LU-5.
Krista Morgan	2/28/2018	Email	I have concerns about the proposed route as it cleaves Morgan Legacy Farms by Richland Creek and how it destroys one of the most unadulterated and beautiful panoramic views in the county on the bottom of this facility. From the meditation point on the property a person can sit and look for miles onto undeveloped land. To traverse a train through this view would be criminal. Also the top of the ranch is one of the most highly developed properties in a Navarro supporting 30 or more guests in homes and lodges who come for free to this ranch shared by the Morgan Family Trust. On the top of the property their are multiple amenities such as a full size rodeo arena, horse and colt barns all scheduled to be destroyed if the preferred route is not relocated. Literally hundreds of first responders, nurses, physicians and other healthcare providers and service men and women have benefited from this beautiful facility. The high towers and high tension power line easement north of the proposed route would be less detrimental to the pristine unadulterated view proposed to be destroyed by the preferred route west of 3194 and FM 709 crossing Morgan Legacy Farm.	Refer to LU-5.
Krista Morgan Hairstylist	3/2/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm Texas is becoming over ruled with progress. The rail would take away from the natural wildlife that the Morgan Legacy Farm is trying to protect. Moving it along the power lines would at least keep the farm all together and not disrupt the natural habitat of many animals.	Refer to LU-5.
Krista Morgan Hairstylist	3/2/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm Texas is becoming over ruled with progress. The rail would take away from the natural wildlife that the Morgan Legacy Farm is trying to protect. Moving it along the power lines would at least keep the farm all together and not disrupt the natural habitat of many animals.	Refer to LU-5.
Krista Morgan Hairstylist	3/2/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5. Properties that front FM 3194 are no longer impacted and access would not be impacted by the Project. The Project would, however,

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Krista Morgan	3/2/2018	Email	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared. My father in law has a staff with over 100 employees and family members who visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property....all at no cost. I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable and historic on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
Krista Morgan	3/2/2018	Email	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared. My father in law has a staff with over 100 employees and family members who visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property....all at no cost. I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable and historic on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
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Krista Morgan	3/2/2018	Email	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. I am worried about what it will do to the natural wildlife. Texas has enough road ways and adding another form of transportation and taking more natural habitats away from animals will decrease the amount of wildlife that can survive.	Refer to LU-5 and NR-1.
Krista Morgan	3/2/2018	Email	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. I am worried about what it will do to the natural wildlife. Texas has enough road ways and adding another form of transportation and taking more natural habitats away from animals will decrease the amount of wildlife that can survive.	Refer to LU-5 and NR-1.
Krista Morgan	3/8/2018	Website	I would like to make comments regarding the proposed route for the High Speed Rail as proposed by the FRA. I have serious concerns about the proposed route in portions of Navarro County. I understand that overall the southern most route proposed may be the most appropriate as compared to the other two proposed routes however I believe the portion which travels south of 3194, not along the utility easement as suggested in the middle route, would create significant adverse environmental, economic and cultural history problems The proposed route parallels a county route which would require a large berm blocking access to property south of 3194. This would also create maintenance, water shed and inclement weather problems in my opinion. The proposed route could also block expansion of 3194 and future development	Refer to LU-5.

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			<p>along 3194. The proposed route intersects a three-way intersection requiring significant engineering and rerouting of county roads and the access roads to surrounding properties. Given the topography of the area surrounding CR 709 and 3194 the train would both be significantly below grade and then rapidly elevated creating watershed issues, access issues, and cosmetically detractive issues. If the proposed route was blended in this small area with the already vetted middle route, both the train and tall high-tension power lines would run parallel thus creating less environmental and esthetic impact. It seems much more appropriate to run the train next to a high voltage power grid already existing rather than run more high towers. If this small move is made the train would cross 709 at an already existing utility easement and would not adversely affect the three way intersection and would not limit CR 3194. Ongoing road maintenance would be simplified as would water shed.</p> <p>My final and major concern is that the proposed route would destroy a highly developed economic, charitable and cultural Navarro County Ranch. Listed on tax roles as Morgan Legacy Farms. If the proposed route is utilized the rail project would cause the destruction of two of the homes on the ranch, the destruction of one of the first (if not the first) rodeo arenas ever built in Navarro County. Access to the horse bams, parking and Lodge would be lost rendering the ranch unusable for it's primary purpose. Just in the last 5 years the ranch has been visited by over 900 guests as a charitable property. Churches, Girl Scouts, Boy Scouts, Military Police, Fire and various city leaders as well as disadvantaged children from natural disasters. There is no other property like this facility located in Navarro County and perhaps within 100 miles. To destroy this icon rather than move the train route slightly nonh on an existing utility easement would create irreparable losses and damage to the county and those who benefit from the property.</p>	
Krista Morgan	3/9/2018	Website	<p>I would like to make comments regarding the proposed route for the High Speed Rail as proposed by FRA. I have serious concerns about the proposed route in portions of Navarro County. I understand that overall the southern most route proposed may be the most appropriate as compared to the other two proposed routes however I believe the portion which travels south of 3194, not along the utility easement as suggested in the middle route, would create significant adverse environmetal, economic and cultural history problems. The proposed route parallels a county route which would require a large berm blocking access to property south of 3194. This would also create maintenance, watershed and inclement weather problems in my opinion. The proposed route could also block expansion of 3194 and future development along 3194. The proposed route intersects a three-way intersection requiring significant engineering and rerouting of county roads and the access roads to surrounding properties. Given the topography of the area surrounding CR 709 and 3194 the train would both be significantly below grade and then rapidly elevated creating watershed issues, access issues, and cosmetically detractive issues. If the proposed route was blended in this small area with the already vetted middle route, both the train and tall high-tension power lines would run parallel thus creating less environmental and esthetic impact. It seems much more appropriate to run the train next to a high voltage power grid already existing rather than run more high towers. If this small move is made the train would cross 709 at an already existing utility easement and would not adversely affect the three way intersection and would not limit CR 3194. Ongoing road maintenance would be simplified as would water shed. Just in the last 5 years over 900 gusts have visited the ranch as a charitable property. Churches, Girl Scouts, Boy Scouts, Military Personnel, Police, Fire and various city leaders as well as disadvantaged children from natural disasters. There is no other property like this facility located in Navarro County and perhaps within 100 miles. To destroy this icon rather than move the train route slightly north on an existing utility easement would create irreparable losses and damage to the county and those who benefit from the property.</p>	Refer to LU-5.
Mackenzie Morgan	2/21/2018	Website	<p>I have concerns about the routes in Navarro County and I am opposed to the chosen route. This rail will cut directly through a major property, Morgan Creek Ranch, and will destroy the wildlife on the property as well as take away the ability for the property to be able to host charity events, work retreats and weddings. This property has the capacity to impact the lives of many people in Texas and already has provided opportunities to many people that would never have access to see beautiful Texas country side, deer, goats, chicken, bulls, cows, donkeys, and a spectacular (unblemished by city) sunset. No other properties, that I know of have opened their doors to groups in Texas to host, no charge. I was married on the property and regularly visit the site to relive the wonderful day. It would be a travesty to desecrate a property that protects the wildlife as well as provides the people of Texas an opportunity view wildlife and a break from the city. Please reconsider the route that passes through Navarro County so that we may save a historical property.</p>	Refer to LU-5.
Morgan Legacy Farm	2/26/2018	Website	<p>I would request the FRA consider moving a small potion of the preferred route crossing FM 709 at 3194 slightly north of an existing high power line easement. Morgan Legacy Farm is a highly developed facility supporting the local economy and charities. It hosts multiple individuals often giving them the only time to rest and relax in a peaceful environment. Police, fire and healthcare workers routinely stay at the ranch. Always at no cost. The guest homes, rodeo arena, horse barn, colt barn, pavilion and lodge all are within walking distance. However the preferred route cleaves directly in between these amenities destroying there ability to continue the mission of the ranch. Further the bottom portion of the ranch provided a beautiful panoramic vision of undeveloped land as far as the eye can see. The train is proposed to also travel directly in front of the pristine and quiet meditation point. I would ask that given the loss of purpose for this charitable facility serving</p>	Refer to LU-5.

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			literally thousands of guests and given the pristine undeveloped area on the bottom half of the ranch that it would be more appropriate to have the train run parallel to the existing easement northeast of the ranch.	
Mackenzie Morgan	2/26/2018	Website	I would request the FRA consider moving a small portion of the preferred route crossing FM 709 at 3194 slightly north of an existing high power line easement. Morgan Legacy Farm is a highly developed facility supporting the local economy and charities. It hosts multiple individuals often giving them the only time to rest and relax in a peaceful environment. Police, fire and healthcare workers routinely stay at the ranch. Always at no cost. The guest homes, rodeo arena, horse barn, colt barn, pavilion and lodge all are within walking distance. However the preferred route cleaves directly in between these amenities destroying their ability to continue the mission of the ranch. Further the bottom portion of the ranch provided a beautiful panoramic vision of undeveloped land as far as the eye can see. The train is proposed to also travel directly in front of the pristine and quiet meditation point. I would ask that given the loss of purpose for this charitable facility serving literally thousands of guests and given the pristine undeveloped area on the bottom half of the ranch that it would be more appropriate to have the train run parallel to the existing easement northeast of the ranch.	Refer to LU-5.
Mackenzie Morgan	2/26/2018	Website	I am opposed to the current proposed route of the train that would travel along 3194 in Navarro County. This route would affect the access to many properties/homes along 3194. Please move the path north parallel to the existing powerlines, which would affect fewer properties. It would be cheaper to build the railway here rather than paying settlements to all the families whose properties are affected by the 3194 route.	Refer to LU-5.
Mackenzie Morgan	2/26/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about the bald eagle habitat.	Refer to LU-5, NR-3, WW-1 and WW-2.
Mackenzie Morgan	2/27/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious water shed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement. I have grave concerns about the high speed rail in Navarro County traveling through the Morgan Legacy Farm located near FM 709 and 3194. The proposed route will devalue and disassemble its ability to be a charitable ranch. The route will require the removal of all the main structures and infrastructure. Vacations at the ranch have been auctioned off to raise money for schools. It has served as a retreat for many businesses and organizations. The Daughters of the Republic and Medical Residents from Children's Medical Center to name a few. A move to north of the already existing high power lines would have less impact on benefits of the ranch and prove less damaging to the county in the long term.	Refer to LU-5, TR-10 and WW-2.
Matthew Morgan	3/9/2018	Website	The construction of the high-speed rail could have a detrimental impact on the already heavily congested traffic areas of Cypress. Construction and the movement of materials and heavy equipment and workers along main thoroughfares crossing the path of the rail (Fry Road, Barker Cypress Road, Highway 6, North Eldridge Parkway, West Road, Jones Road, Gessner Road and Fairbanks N Houston Road) will impact the school districts transportation services and other traffic. Construction and the movement of materials should be scheduled in a way that minimizes the impact on traffic in the affected areas. In addition, it will be imperative to maintain good communication between Texas Central, Harris County officials and school district officials regarding the construction schedule and potential traffic disruptions.	Along the S.H. 290 corridor, the Project would be constructed on viaduct, and no roads would be rerouted or closed. Potential traffic impacts as a result of the construction and operation of the Project can be found in Section 3.11.5, Transportation, Environmental Consequences . Additionally, local jurisdictions would have review and permitting authority over construction plans and, through this process, would be expected to mitigate any significant adverse impacts to emergency response and school bus travel times during the construction phase.
Michelle Morgan	2/24/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and its charitable mission could be spared..all at no cost. I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable and historic on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.

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Michelle Morgan	3/6/2018	Website	I oppose any route of the Houston to Dallas High Speed Rail that would destroy the Morgan Legacy Farm, which is located near FM 709 and 3194. Alternative routes are available that would be less costly to build and more environmentally friendly, and therefore I oppose the current proposed route.	Refer to LU-5.
Michelle Morgan	3/8/2018	Website	I am opposed to the proposed route which parallels a county route, which would necessitate a large berm blocking access to property south of 3194. I am also opposed to this route due to maintenance, water shed, and inclement weather problems it may cause. The proposed route also intersects a 3-way intersection, which will require significant engineering and rerouting of county roads and the access roads to surrounding properties.	Refer to LU-5 and TR-10.
Michelle Morgan	3/8/2018	Website	I am opposed to the proposed route which parallels a county route, which would necessitate a large berm blocking access to property south of 3194. I am also opposed to this route due to maintenance, water shed, and inclement weather problems it may cause. The proposed route also intersects a 3-way intersection, which will require significant engineering and rerouting of county roads and the access roads to surrounding properties.	Refer to LU-5 and TR-10.
Michelle Alice Morgan	3/9/2018	Website	As a former board member of Altrusa International of Downtown Dallas and Housing Crisis Center of Dallas, I am deeply discouraged and concerned by the proposed location of the high speed rail, as it would destroy the Morgan Legacy Farm - a valuable property to non-profits and others who have benefited from using it. The year that I was Chair of Altrusa's annual fundraising event, Dessert First, the event raised significant sums, which allowed the foundation to give \$70,000 to a local charity, Kids-U, whose mission is to assist low income students. The generous donation of the use of Morgan Legacy Farms contributed to our ability to support this local charity (the primary beneficiary) as well as many other local charities through smaller grants and other support.	Refer to LU-5.
Pam Morgan	2/5/2018	Website	This high speed rail project is going to disrupt alot of farm and ranch lands, the impact to wildlife should also be considered. Its unfortunate that instead of choosing to route this on the I45 corridor, you choose to disrupt family farms and ranches. I believe that the taxpayers will wind up being on the hook for this boondoogle. Please reconsider this project. It is not needed in Texas.	Refer to BA-5, BA-9, NE-1, GN-2, GN-4, LU-11, NE-9, NR-5 and PN-3. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
R Morgan	2/28/2018	Email	I have concerns about the proposed route as it cleaves Morgan Legacy Farms by Richland Creek and how it destroys one of the most unadulterated and beautiful panoramic views in the county on the bottom of this facility. From the meditation point on the property a person can sit and look for miles onto undeveloped land. To traverse a train through this view would be criminal. Also the top of the ranch is one of the most highly developed properties in a Navarro supporting 30 or more guests in homes and lodges who come for free to this ranch shared by the Morgan Family Trust. On the top of the property their are multiple amenities such as a full size rodeo arena, horse and colt barns all scheduled to be destroyed if the preferred route is not relocated. Literally hundreds of first responders, nurses, physicians and other healthcare providers and service men and women have benefited from this beautiful facility. The high towers and high tension power line easement north of the proposed route would be less detrimental to the pristine unadulterated view proposed to be destroyed by the preferred route west of 3194 and FM 709 crossing Morgan Legacy Farm.	Refer to LU-5.
Re Morgan	2/28/2018	Email	I have concerns about the proposed route as it cleaves Morgan Legacy Farms by Richland Creek and how it destroys one of the most unadulterated and beautiful panoramic views in the county on the bottom of this facility. From the meditation point on the property a person can sit and look for miles onto undeveloped land. To traverse a train through this view would be criminal. Also the top of the ranch is one of the most highly developed properties in a Navarro supporting 30 or more guests in homes and lodges who come for free to this ranch shared by the Morgan Family Trust. On the top of the property their are multiple amenities such as a full size rodeo arena, horse and colt barns all scheduled to be destroyed if the preferred route is not relocated. Literally hundreds of first responders, nurses, physicians and other healthcare providers and service men and women have benefited from this beautiful facility. The high towers and high tension power line easement north of the proposed route would be less detrimental to the pristine unadulterated view proposed to be destroyed by the preferred route west of 3194 and FM 709 crossing Morgan Legacy Farm.	Refer to LU-5.
Morgan Legacy Farm	2/26/2018	Website	I would request the FRA consider moving a small potion of the preferred route crossing FM 709 at 3194 slightly north of an existing high power line easement. Morgan Legacy Farm is a highly developed facility supporting the local economy and charities. It hosts multiple individuals often giving them the only time to rest and relax in a peaceful environment. Police, fire and healthcare workers routinely stay at the ranch. Always at no cost. The guest homes, rodeo arena, horse barn,colt barn, pavilion and lodge all are within walking distance. However the preferred route cleaves directly in between these amenities destroying there ability to continue the mission of the ranch. Further the	Refer to LU-5.

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			bottom portion of the ranch provided a beautiful panoramic vision of undeveloped land as far as the eye can see. The train is proposed to also travel directly in front of the pristine and quiet meditation point. I would ask that given the loss of purpose for this charitable facility serving literally thousands of guests and given the pristine undeveloped area on the bottom half of the ranch that it would be more appropriate to have the train run parallel to the existing easement northeast of the ranch.	
Remi Morgan	2/26/2018	Website	I would request the FRA consider moving a small portion of the preferred route crossing FM 709 at 3194 slightly north of an existing high power line easement. Morgan Legacy Farm is a highly developed facility supporting the local economy and charities. It hosts multiple individuals often giving them the only time to rest and relax in a peaceful environment. Police, fire and healthcare workers routinely stay at the ranch. Always at no cost. The guest homes, rodeo arena, horse barn, colt barn, pavilion and lodge all are within walking distance. However the preferred route cleaves directly in between these amenities destroying their ability to continue the mission of the ranch. Further the bottom portion of the ranch provided a beautiful panoramic vision of undeveloped land as far as the eye can see. The train is proposed to also travel directly in front of the pristine and quiet meditation point. I would ask that given the loss of purpose for this charitable facility serving literally thousands of guests and given the pristine undeveloped area on the bottom half of the ranch that it would be more appropriate to have the train run parallel to the existing easement northeast of the ranch.	Refer to LU-5.
Remi Morgan	2/28/2018	Email	I have concerns about the proposed route as it cleaves Morgan Legacy Farms by Richland Creek and how it destroys one of the most unadulterated and beautiful panoramic views in the county on the bottom of this facility. From the meditation point on the property a person can sit and look for miles onto undeveloped land. To traverse a train through this view would be criminal. Also the top of the ranch is one of the most highly developed properties in a Navarro supporting 30 or more guests in homes and lodges who come for free to this ranch shared by the Morgan Family Trust. On the top of the property there are multiple amenities such as a full size rodeo arena, horse and colt barns all scheduled to be destroyed if the preferred route is not relocated. Literally hundreds of first responders, nurses, physicians and other healthcare providers and service men and women have benefited from this beautiful facility. The high towers and high tension power line easement north of the proposed route would be less detrimental to the pristine unadulterated view proposed to be destroyed by the preferred route west of 3194 and FM 709 crossing Morgan Legacy Farm.	Refer to LU-5.
Remi Morgan	3/3/2018	Email	I am opposed to the train crossing the property referred to as Morgan Legacy Farm as there is a long term history of Indian artifacts being located on the exact site of the proposed route on the ranch. Located on one of the highest points along the proposed route is a hill where according to locals was home for multiple Native American Indians. Arrowheads have been routinely found on the side of this hill. One of the previous owners of the ranch Dale Foster logged the area where most of the artifacts have been found. If the train is built in this proposed route significant excavation will be required in this high topography. There is an already excavated power line easement located just north east of the proposed route in a more appropriate topographic area with no history of artifacts. Please see Dale Foster attachment	Refer to LU-5.
Robert Morgan	2/22/2018	Website	At a time when we should be protecting waterfowl and native species the HSR will condemn thousands of sensitive acres that are privately owned, but heavily utilized by the native and migratory species. The Morgan Legacy Farm located near FM 709 and 3194 serves as nesting grounds for Mexican Blackbelly Whistling ducks as well as several other migratory species who winter here in Texas. The construction of the HSR will permanently destroy this habitat as the tunnel and rail will permanently acclude the watershed. I am opposed to this project	Refer to LU-5 and NR-2.
Robert Morgan	2/22/2018	Website	I have hesitation about the high speed rail in Navarro County traveling through the intersection of 709 and 1394 destroying Morgan Legacy Farm along with the water habitats of several rare waterfowl species. With so many other potential sites with less impact on water and landowners I can't support the current path.	Refer to LU-5.
Robert Morgan	2/23/2018	Website	I am concerned about the loss of a historical and cultural facility unique to Navarro County. This facility located on FM 709 and 3194 routinely entertains hundreds of residents in the state. I have over 50 employees who have utilize the ranch to take their families for emotional relief from the constant stress of treating a difficult complex number of patients. If the preferred route crosses this ranch not only will the rodeo arena where they ride horses be destroyed but the loss of watershed will affect negatively the number of places for migratory birds. Visitors who have seen Bald Eagles fishing in the lake (that will be lost) will lose a major benefit as well as the loss of habitat.	Refer to LU-5.
Robert Morgan	2/24/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5.
Robert Morgan	2/25/2018	Website	I wish to oppose a small portion of the proposed route located near FM 709 and 3194 passing through and bisecting one of the most pristine beautiful facilities located in Navarro County referred to as Morgan Legacy Farm. If the preferred route were to be moved to northeast of the existing power line easement the adverse impact to the aesthetics would be eliminated. The enclosed view is looking from the exact point where the train would cross the pristine non improved land destroying the view of this irreplaceable property. according to the impact statement if an alternative has less impact according to water issues, construction issues, migratory birds, local cultural impact the alternative	Refer to LU-5.

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			should be considered. I believe all of the criteria according to the DEIS has been met to consider a move to the power line easement to the north east	
Robert Morgan	2/25/2018	Website	I would ask that the FRA reexamine the preferred route that is slated to travel under a 3 way intersection located in Navarro at FM 709 and 3194. I am concerned about this portion of the preferred route that creates serious construction challenges given the adverse topography exiting along the 3194 and FM 709. In addition the DEIS appears not to have calculated the loss of water by running the train in a deep cut blocking the millions gallons of runoff that fill multiple surface acres southwest of the cut through Morgan Legacy Farm. This would adversely affect the existing water bodies causing a loss of available water for migratory water fowl. If the route is moved north east onto an existing high power line route in a more appropriate topographic area the construction challenges of running a train in a cut under a three way county road intersection can be mitigated. In addition the anticipated flooding and loss of watershed cause by the proposed route through FM 709 and 3194 could be mitigated if the route is moved north of the existing power line easement.	Refer to LU-5.
Robert Morgan	2/25/2018	Website	I am challenging the statement in the DEIS which states in 3.4.4.3 "The noise and vibration sensitive land use along Segment.....is typically rural farm land with scattered single-family residences." Morgan Legacy Farm located near FM 709 and 3194 filed an impact statement before the DEIS was completed advising the ranch was a multiple purpose facility with multiple homes capable of sleeping over 35 individuals in multiple locations on the property all within walking distance to a million dollar plus lodge and entertainment pavilion including a full size fully operational rodeo arena and multiple guest homes. In addition there are multiple other amenities including under ground utilities, and significant infrastructure with an estimated replacement cost in excess of 20 million dollars. Given the fact that is NOT "typical rural farm land" as referred to in the DEIS I would request the preferred alignment be moved off Morgan Legacy farm a small distance north of an existing utility easement with tall power lines where it will then actually be on "typical rural land" as stated in the DEIS.	Refer to LU-5. The facility is outside the range of where there would be noise impacts from HSR operations.
Robert Morgan	2/25/2018	Website	I am concerned about a portion of the preferred route that creates serious construction challenges given the adverse topography exiting along the 3194 and FM 709. In addition the DEIS appears not to have calculated the loss of water by running the train in a deep cut blocking the millions gallons of runoff that fill multiple surface acres southwest of the cut through Morgan Legacy Farm. This would adversely affect the existing water bodies causing a loss of available water for migratory water fowl. If the route is moved north east onto an existing high power line route in a more appropriate topographic area the construction challenges of running a train in a cut under a three way county road intersection can be mitigated. In addition the anticipated flooding and loss of watershed cause by the proposed route through FM 709 and 3194 could be mitigated if the route is moved north of the existing power line easement.	Refer to LU-5, NR-3, WW-1 and WW-2.
robert morgan	2/25/2018	Website	According to the DEIS protection of visual impact should be taken into account. The enclosed photo is the proposed path on the bottoms of Morgan Legacy Farm a multiple dollar facility that serves community with allowing first responders to visit for free, allows scouts to visit for free, allows charitable uses and contributes literally millions of dollars to the local economy. It is a high developed property who's purpose and impact will be destroyed if the train cleaves the property. I would ask that the FRA reexamine the preferred route that is slated to travel under a 3 way intersection located in Navarro at FM 709 and 3194. I am concerned about this portion of the preferred route that creates serious construction challenges given the adverse topography exiting along the 3194 and FM 709. In addition the DEIS appears not to have calculated the loss of water by running the train in a deep cut blocking the millions gallons of runoff that fill multiple surface acres southwest of the cut through Morgan Legacy Farm. This would adversely affect the existing water bodies causing a loss of available water for migratory water fowl. If the route is moved north east onto an existing high power line route in a more appropriate topographic area the construction challenges of running a train in a cut under a three way county road intersection can be mitigated. In addition the anticipated flooding and loss of watershed cause by the proposed route through FM 709 and 3194 could be mitigated if the route is moved north of the existing power line easement.	Refer to LU-5, NR-2, WW-1 and WW-2.
Morgan Legacy Farm	2/26/2018	Website	I would request the FRA consider moving a small potion of the preferred route crossing FM 709 at 3194 slightly north of an existing high power line easement. Morgan Legacy Farm is a highly developed facility supporting the local economy and charities. It hosts multiple individuals often giving them the only time to rest and relax in a peaceful environment. Police, fire and healthcare workers routinely stay at the ranch. Always at no cost. The guest homes, rodeo arena, horse barn,colt barn, pavilion and lodge all are within walking distance. However the preferred route cleaves directly in between these amenities destroying there ability to continue the mission of the ranch. Further the bottom portion of the ranch provided a beautiful panoramic vision of undeveloped land as far as the eye can see. The train is proposed to also travel directly in front of the pristine and quiet meditation point. I would ask that given the loss of purpose for this charitable facility serving literally thousands of guests and given the pristine undeveloped area on the bottom half of the ranch that it would be more appropriate to have the train run parallel to the existing easement northeast of the ranch.	Refer to LU-5.
Robert Morgan	2/26/2018	Website	I would request the FRA consider moving a small potion of the preferred route crossing FM 709 at 3194 slightly north of an existing high power line easement. Morgan Legacy Farm is a highly developed facility supporting the local economy and charities. It hosts multiple individuals often giving them the only time to rest and relax in a peaceful environment. Police, fire and healthcare workers routinely stay at	Refer to LU-5.

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			the ranch. Always at no cost. The guest homes, rodeo arena, horse barn, colt barn, pavilion and lodge all are within walking distance. However the preferred route cleaves directly in between these amenities destroying their ability to continue the mission of the ranch. Further the bottom portion of the ranch provided a beautiful panoramic vision of undeveloped land as far as the eye can see. The train is proposed to also travel directly in front of the pristine and quiet meditation point. I would ask that given the loss of purpose for this charitable facility serving literally thousands of guests and given the pristine undeveloped area on the bottom half of the ranch that it would be more appropriate to have the train run parallel to the existing easement northeast of the ranch.	
Robert Morgan	2/26/2018	Website	I would request the FRA consider moving a small portion of the preferred route crossing FM 709 at 3194 slightly north of an existing high power line easement. Morgan Legacy Farm is a highly developed facility supporting the local economy and charities. It hosts multiple individuals often giving them the only time to rest and relax in a peaceful environment. Police, fire and healthcare workers routinely stay at the ranch. Always at no cost. The guest homes, rodeo arena, horse barn, colt barn, pavilion and lodge all are within walking distance. However the preferred route cleaves directly in between these amenities destroying their ability to continue the mission of the ranch. Further the bottom portion of the ranch provided a beautiful panoramic vision of undeveloped land as far as the eye can see. The train is proposed to also travel directly in front of the pristine and quiet meditation point. I would ask that given the loss of purpose for this charitable facility serving literally thousands of guests and given the pristine undeveloped area on the bottom half of the ranch that it would be more appropriate to have the train run parallel to the existing easement northeast of the ranch.	Refer to LU-5.
Robert Morgan	2/26/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Robert Morgan	2/27/2018	Email	Our office staff of over 150 employees and family members has benefited immensely from the opportunity to visit and enjoy at no charge this incredible facility. It has provided a needed respite from the rigors of working in a complex healthcare field with tremendous levels of stress providing care for the most difficult patients suffering from complex medical issues. We wish to oppose a small portion of the proposed high speed rail that cleaves Morgan Legacy Farms. The proposed route will destroy multiple guest homes and the use of a fully operational Rodeo Arena. The route blocks the lodge from access to homes the arena and renders the stables and colt barn worthless. The train if located here would also block one of the most pristine views in all of Navarro County. Economically this ranch infuses millions of dollars into the local economy. Loss of this ranch (held in a long term trust) would cause the loss of hundreds of millions of dollars in revenue generated by the visitors to the property who spend money in the county. In addition the ranch itself spends millions of dollars that contribute to the local economy. There is a more appropriate route that parallels existing power lines north of the proposed location on FM 709 and 3194. Moving the train off of the ranch would preserve this economic boon to the residents of Navarro and the State. Further given the topography of the ranch many acres of wetland will be lost affecting migratory birds and loss of hunting waters used by the bald eagles sighted on the property. There is also historical value to the property as Indian artifacts have been found on the proposed route. I would ask the FRA to relocate this small portion of the route to the north of existing high voltage power lines in an already existing more topographic appropriate location. This would eliminate much of the ecological, cosmetic, historical and economic damage that would be caused if the rail crosses FM 709 south of 3194. Paralleling just south of 3194 as proposed also blocks multiple homeowner access to their land and will limit economic expansion along 3194. Moving the route to the north of the existing high power lines following the power line as most of the remaining route does should have less affect on access or growth along than the proposed route.	Refer to LU-5.
Robert Morgan	2/28/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and its charitable mission could be spared. Our office staff has had over 100 employees and family members visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property....all at no cost. I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable and historic on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5, WW-1 and WW-2.
Robert Morgan	2/28/2018	Website	I have concerns about the proposed route as it cleaves Morgan Legacy Farms by Richland Creek and how it destroys one of the most unadulterated and beautiful panoramic views in the county on the bottom of this facility. From the meditation point on the property a person can sit and look for miles onto undeveloped land. To traverse a train through this view would be criminal. Also the top of the ranch is one of the most highly developed properties in a Navarro supporting 30 or more guests in homes and lodges who come for free to this ranch shared by the Morgan Family Trust. On the top of the property there are multiple amenities such as a full size rodeo arena, horse and colt barns all	Refer to LU-5.

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Robert Morgan	2/28/2018	Email	I have concerns about the proposed route as it cleaves Morgan Legacy Farms by Richland Creek and how it destroys one of the most unadulterated and beautiful panoramic views in the county on the bottom of this facility. From the meditation point on the property a person can sit and look for miles onto undeveloped land. To traverse a train through this view would be criminal. Also the top of the ranch is one of the most highly developed properties in a Navarro supporting 30 or more guests in homes and lodges who come for free to this ranch shared by the Morgan Family Trust. On the top of the property their are multiple amenities such as a full size rodeo arena, horse and colt barns all scheduled to be destroyed if the preferred route is not relocated. Literally hundreds of first responders, nurses, physicians and other healthcare providers and service men and women have benefited from this beautiful facility. The high towers and high tension power line easement north of the proposed route would be less detrimental to the pristine unadulterated view proposed to be destroyed by the preferred route west of 3194 and FM 709 crossing Morgan Legacy Farm.	Refer to LU-5.
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Robert Morgan	3/2/2018	Email	This is a comment from a visitor to morgan Legacy Farm. I am writing to voice my concerns over the proposed route of the Dallas-Houston HSR project. I am an environmental scientist/engineer with over 30 years of experience in environmental investigations involving soil, groundwater, noise, and air issues. It appears that the proposed route will bisect the Morgan Creek Legacy Farm located near the intersection of Highways 709 and 3194 in Navarro County. I have been a guest at the Morgan Creek Legacy Farm on several occasions along with guests from across the USA and Canada, Australia, and Japan. The Morgan Farm lies in a pastoral setting, with beautiful vistas and abundant wildlife. The Morgan family makes the facilities on the farm available to a wide variety of visitors from all over the world. It is a wonderful place to relax and recreate. It appears that grading the planned right-of-way through the Morgan Farm to below the existing current elevation will be necessary to lay the tracks. This will change the direction of precipitation run-off and impact the existing bodies of water and wetlands on the farm. As such, the impact of running a high-speed railway through the farm would be a threat to the wildlife on the farm, an eyesore and would destroy the aesthetic beauty of the place. There is an electric power substation on the adjoining property northeast of the farm and a northwest to southeast power line right-of-way which runs from the Huntsville area up to the southern part of the Dallas-Ft. Worth metroplex. It would make much more sense to take advantage of this existing thoroughfare than to forcibly create new one by the taking of property by eminent domain and destroying the Morgan farm in the process. The use of this existing right-of-way should be given priority consideration in your deliberations.	Refer to LU-5.
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Robert Morgan	3/8/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared. Our office staff has had over 100 employees and family members visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property....all at no cost. I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable and historic on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
Robert Morgan	3/8/2018	Website	This project on current path will destroy the land of Morgan Legacy Farm. The Morgan Legacy Farm located near FM 709 and 3194 is an irreplaceable site that has hosted weddings (including my own) and hundreds of meetings, gathering, and reunions. Churches, hospitals,	Refer to LU-5.

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Robert Morgan	3/8/2018	Website	This project on current path will destroy the land of Morgan Legacy Farm. The Morgan Legacy Farm located near FM 709 and 3194 is an irreplaceable site that has hosted weddings (including my own) and hundreds of meetings, gathering, and reunions. Churches, hospitals, clinics and families utilize this land and its capacity as a venue to coordinate the fundamental components of their operations. I harshly oppose the destruction of this property by the HSR.	Refer to LU-5.
REM3 Enterprise	3/8/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
REM3 Enterprise	3/8/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Robert Morgan	3/8/2018	Website	At a time when we should be protecting waterfowl and native species the HSR will condemn thousands of sensitive acres that are privately owned, but heavily utilized by the native and migratory species. The Morgan Legacy Farm located near FM 709 and 3194 serves as nesting grounds for Mexican Black-belly Whistling ducks as well as several other migratory species who winter here in Texas. The construction of the HSR will permanently destroy this habitat as the tunnel and rail will permanently occlude the watershed. I am opposed to this project!!!	Refer to LU-5.
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Robert Morgan	3/8/2018	Website	<p>Per previous communication find enclosed documents concerning the proposed Navarro high speed rail route. To Mr. Kevin Wright and whom it may concern: As you know from my prior comments and our conversations, I am a trustee of a charitable trust owning property in Navarro County commonly known as Morgan Legacy Farm. I very much appreciate the difficulty you face as you seek input on the DEIS during this comment period, and I would like to thank you for spending so much time visiting with me at the Dallas and Ellis comment sessions. We have discussed the concerns expressed by myself and others about the proposed route in Navarro County described in the DEIS as Segment 3A. As I informed you on the phone, I am submitting this letter and the enclosed documents in an effort to compile information relevant to the evaluation of the impact of Segment 3A near Morgan Legacy Farms. The enclosures include: (1) reports prepared by engineers regarding the impact of Segment 3A and a proposed alternative route called 3Z, (2) comments from others relating to this portion of Segment 3A, and (3) pictures and other data relevant to your evaluation. I note that there is a discrepancy between the information provided to me by you and the information provided by Texas Central. In particular, Texas Central claims to be unable to alter the proposed route absent direction from the Federal Railroad Administration while the FRA informs me that Texas Central has the authority to determine the route. In an effort to ensure that there is no misunderstanding, I am also providing a copy of this letter to Texas Central with the enclosures. The enclosures demonstrate that an alternate route combining portions of Segments 3A, 3B, and 3C will reduce the negative environmental, construction, transportation, charitable, historical, and structural impacts of the preferred route. In particular, by crossing over FM 709 so close to its intersection with FM 3194 and in an area with substantial elevation changes, the current Segment 3A imposes significant burdens on nearby property owners who will lose road access, causes substantial negative changes to watershed, and disrupts an important part of the local transportation infrastructure. The proposed alternative route would alleviate these negative effects. It is my hope that the FRA and Texas Central will work cooperatively to adopt the less harmful alternative proposed in these comments. Using the FRA’s existing criteria in the DEIS, the proposed alternative is clearly superior and poses less of an environmental impact. Thank you again for your thoughtful consideration. Sincerely, Robert E. Morgan</p> <p>March 8, 2018 To Mr. Kevin Wright and whom it may concern: In addition to my prior comments, this letter and comment is a summary of expressed concerns regarding a small portion of the proposed route of the Texas Dallas to Houston High Speed Rail located in Navarro County. The enclosed data and thousands of comments regarding the location of this small portion of the rail support the conclusion that the Federal Railroad Administration and Texas Central should consider an alternative route that blends portions of the already vetted Segments 3A, 3B, and 3C. We believe this alternative, named 3Z, or a near variant would better address the criteria and mitigate the harms evaluated in the DEIS. It is not our intent to call into question the entirety of the DEIS published in December 2017. However, after a significant review of the proposed route as published, we contend that there are significant issues not identified during the initial study which makes the 6-7 mile portion of Segment 3A that travels parallel to FM 3194 and crosses below grade at FM 709 onto a property referred to as Morgan Legacy Farm unacceptable for use while. Utilizing this proposed route would produce significant negative impacts regarding many of the criteria used to evaluate build alternatives. The following reports, data, photos and comments are submitted documenting the objections to the proposed route transecting Morgan Legacy Farm. We are providing this data and observations as gathered and analyzed by experienced environmental, road, rail, and construction engineers. In addition, statements from multiple individuals, civic leaders, and local, state and even international travelers are included. These statements reflect a concern that this small portion of the rail will destroy this highly-developed, irreplaceable community asset and the properties paralleling FM 3194 in the path of the proposed route. Below are comments related specifically to each of the criteria utilized in the DEIS. With respect to air quality, we contend that the construction and operation of a railroad close to the already existing, tall, high-voltage structures is more appropriate than introducing another obstacle traversing additional properties. With respect to water quality, the enclosed reports and supporting data identify additional harms to water and watershed that were not identified in the DEIS and identify how moving the route further north would mitigate those harms. With respect to noise and vibration, we disagree with the findings of the DEIS stating that, in Navarro County, the route travels through “typical rural farm land with scattered single family structures”. The enclosed photos of Morgan Legacy Farm, a highly developed facility composed of multiple multifamily residences with extensive infrastructures and amenities, show the inaccuracy of the DEIS statement when applied to this portion of the route. Indeed, the existing facility would be difficult, if not impossible, to duplicate should the route not be moved. The division of the facility into two by the rail, and the noise and vibrations caused by the proximity of the train to the structures would preclude the present uses of the property. With respect to hazardous waste materials and solid waste, we have not identified any particular causes for concern. However, construction of the railway would likely create waste, and utilizing the already existing easement further north that contains high voltage lines would be less disruptive than traversing the highly developed properties as now proposed. With respect to natural ecological systems and protected species, we contend the data submitted reveals significant risks if the proposed route is not moved. In particular, there are multiple ecologic impacts, including damage or loss of the lake and waters that bald eagles feed out of (see attached photos). Given the topography of the ranch, the lakes and waters are at risk of loss and damage because the deep cuts utilized in</p>	Refer to LU-5.

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			<p>Segment 3A will significantly alter the flow of water. With respect to utilities and energy, a route adjacent to an already existing power grid and power pads would appear to be vastly preferable to building an entirely separate, cosmetically detractive grid and new high voltage lines. However, by running south of the existing lines, this portion of Segment 3A would require this unnecessary duplication of utilities and accompanying disruption of properties. The enclosed reports with maps identify the already present power pad locations and the document the additional modifications of exiting powerlines that would need to be moved, modified or added should the route utilize this portion of Segment 3A. With respect to the waters of the US, the analysis of data shows an improved conservation of waters if the proposed route is moved to the proposed Segment 3Z. The enclosed tables reveal significant preservation of these waters. With respect to aesthetic and scenic resources, it is abundantly clear that, as visualized from FM 709, having the train run directly adjacent to the existing tall power lines, poles and power grid is more visually appropriate than creating another eye sore. Routing the train adjacent to FM 3194 but underground through a three way intersection at FM 709 produces an additional negative impact in an unneeded second location. Additionally, the proposed route crosses the lower portion of Morgan Legacy Farm and, therefore, would destroy a unique picturesque landscape view of hundreds of acres of clear land. Indeed, the proposed route runs between the existing high point structure referred to as “meditation point” and the land viewable from that high point. Paralleling the existing power lines would be more appropriate to reduce the impact to the cosmetics of this beautiful pristine land. Please see attached simulated views. With respect to transportation, as discussed in the reports and comments, the proposed route creates significant negative issues surrounding construction, bridges, roadways, and roadway maintenance if the proposed route is utilized. Indeed, as discussed in the reports, the proposed adjustments to FM 709 and FM 3194 do not comply with the requirements of the Texas Department of Transportation. In order to comply with state requirements, the proposed Segment 3A would need to be even more disruptive than described in the DEIS. With respect to effects on the elderly and handicapped, the loss of the highly improved facility easily accessible to both groups would cause irreparable loss to the community. In the past young children with emotional and physical disabilities have been provided the opportunity to interact with animals, ranch and surrounding amenities as well as to ride horses in the rodeo arena. The arena and homes are scheduled to be lost if the proposed route is not moved. With respect to socioeconomic and community facilities, it is apparent from the thousands of comments we have received from individuals that a majority are concerned about the loss of this highly developed, economically impactful facility. This facility has contributed literally millions of dollars into the local economy and, given the number of visitors to the locale, the additional socioeconomic benefit is ongoing. The facility has been instrumental in serving numerous civic and charitable purposes. The facility has hosted first responders, health care providers, and visitors from multiple international points, including the survivors of the Japanese Tsunami who visited the ranch as part of the Japanese American Summit in 2012. Perhaps one of the most important issues from a community perspective is the loss of 10 family residences and 14 agricultural structures caused by the proposed route. The alternative route called 3Z will not cause the harmful effects on the 24 structures. Literally thousands of comments on the FRA site are available for review outlining the socioeconomic benefits provided by this facility not available at any other venue. With respect to electromagnetic fields, it is our contention (which we believe to be fairly obvious) that running the train adjacent to already existing powerlines would create fewer risks than creating another electrical station. Therefore, we suggest a modification of the proposed route to more closely parallel the power lines. With respect to cultural resources, in addition to the preceding comments and the thousands of comments made on the FRA DEIS comment link, there are multiple adverse issues created should the proposed route not be modified. The original lodge was once a structure for the rail when it travelled through down town Corsicana and was disassembled and rebuilt as the first structure on the ranch and is over 50 years old. Previous owners routinely located Indian artifacts located directly in the path of the proposed routes and have documented the location (see map enclosed) The rodeo area and the land surrounding the arena is the location of one of the first such facilities in Navarro County and is still in use today as part of the facility’s cultural, charitable, and service to first responders and others. The ranch as developed is of cultural significance as it was one of the properties cleared by German Prisoner of War soldiers that were housed in Corsicana during WWII. This property has a long unique history and cultural impact, and it is therefore inappropriate to destroy for this rail project. The DEIS does not adequately address the cultural and historical importance of the property, and more study would be required before the route could traverse Morgan Legacy Ranch. With respect to soils and geology, there are multiple reasons not to traverse this area using the proposed route. Given the topography of this area, significant adverse drainage, damage to water shed, top soil, degradation of valuable farm land, waters and negatives impact produced by retention ponds would be created given the depth of the required cuts. By running the train through the proposed route adjacent to FM 3194, the required cut and significant areas utilizing a berm would significantly adversely affect the soils and geology through adverse runoff and watershed problems. The less intrusive alternate route in a more appropriate topography closer to the utility easement and away from a highly traveled road should be considered. With respect to greenhouse gas emissions or climate, we have no comment. Please see following specific reports and observation about the DEIS as well as the attached exhibits. We have also documentation of over 3000 negative comments concerning the proposed location along 3194 traversing</p>	

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Robert Morgan	3/8/2018	Website	<p>Per previous communication find enclosed documents concerning the proposed Navarro high speed rail route. March 7, 2018 To Mr. Kevin Wright and whom it may concern: As you know from my prior comments and our conversations, I am a trustee of a charitable trust owning property in Navarro County commonly known as Morgan Legacy Farm. I very much appreciate the difficulty you face as you seek input on the DEIS during this comment period, and I would like to thank you for spending so much time visiting with me at the Dallas and Ellis comment sessions. We have discussed the concerns expressed by myself and others about the proposed route in Navarro County described in the DEIS as Segment 3A. As I informed you on the phone, I am submitting this letter and the enclosed documents in an effort to compile information relevant to the evaluation of the impact of Segment 3A near Morgan Legacy Farms. 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However, after a significant review of the proposed route as published, we contend that there are significant issues not identified during the initial study which makes the 6-7 mile portion of Segment 3A that travels parallel to FM 3194 and crosses below grade at FM 709 onto a property referred to as Morgan Legacy Farm unacceptable for use while. Utilizing this proposed route would produce significant negative impacts regarding many of the criteria used to evaluate build alternatives. The following reports, data, photos and comments are submitted documenting the objections to the proposed route transecting Morgan Legacy Farm. We are providing this data and observations as gathered and analyzed by experienced environmental, road, rail, and construction engineers. In addition, statements from multiple individuals, civic leaders, and local, state and even international travelers are included. 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The enclosed photos of Morgan Legacy Farm, a highly developed facility composed of multiple multifamily residences with extensive infrastructures and amenities, show the inaccuracy of the DEIS statement when applied to this portion of the route. Indeed, the existing facility would be difficult, if not impossible, to duplicate should the route not be moved. The division of the facility into two by the rail, and the noise and vibrations caused by the proximity of the train to the structures would preclude the present uses of the property. With respect to hazardous waste materials and solid waste, we have not identified any particular causes for concern. However, construction of the railway would likely create waste, and utilizing the already existing easement further north that contains high voltage lines would be less disruptive than traversing the highly developed properties as now proposed. 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			<p>not moved. In particular, there are multiple ecologic impacts, including damage or loss of the lake and waters that bald eagles feed out of (see attached photos). Given the topography of the ranch, the lakes and waters are at risk of loss and damage because the deep cuts utilized in Segment 3A will significantly alter the flow of water. With respect to utilities and energy, a route adjacent to an already existing power grid and power pads would appear to be vastly preferable to building an entirely separate, cosmetically detractive grid and new high voltage lines. However, by running south of the existing lines, this portion of Segment 3A would require this unnecessary duplication of utilities and accompanying disruption of properties. The enclosed reports with maps identify the already present power pad locations and the document the additional modifications of exiting powerlines that would need to be moved, modified or added should the route utilize this portion of Segment 3A. With respect to the waters of the US, the analysis of data shows an improved conservation of waters if the proposed route is moved to the proposed Segment 3Z. The enclosed tables reveal significant preservation of these waters. With respect to aesthetic and scenic resources, it is abundantly clear that, as visualized from FM 709, having the train run directly adjacent to the existing tall power lines, poles and power grid is more visually appropriate than creating another eye sore. Routing the train adjacent to FM 3194 but underground through a three way intersection at FM 709 produces an additional negative impact in an unneeded second location. Additionally, the proposed route crosses the lower portion of Morgan Legacy Farm and, therefore, would destroy a unique picturesque landscape view of hundreds of acres of clear land. Indeed, the proposed route runs between the existing high point structure referred to as “meditation point” and the land viewable from that high point. Paralleling the existing power lines would be more appropriate to reduce the impact to the cosmetics of this beautiful pristine land. Please see attached simulated views. With respect to transportation, as discussed in the reports and comments, the proposed route creates significant negative issues surrounding construction, bridges, roadways, and roadway maintenance if the proposed route is utilized. Indeed, as discussed in the reports, the proposed adjustments to FM 709 and FM 3194 do not comply with the requirements of the Texas Department of Transportation. In order to comply with state requirements, the proposed Segment 3A would need to be even more disruptive than described in the DEIS. With respect to effects on the elderly and handicapped, the loss of the highly improved facility easily accessible to both groups would cause irreparable loss to the community. In the past young children with emotional and physical disabilities have been provided the opportunity to interact with animals, ranch and surrounding amenities as well as to ride horses in the rodeo arena. The arena and homes are scheduled to be lost if the proposed route is not moved. With respect to socioeconomic and community facilities, it is apparent from the thousands of comments we have received from individuals that a majority are concerned about the loss of this highly developed, economically impactful facility. This facility has contributed literally millions of dollars into the local economy and, given the number of visitors to the locale, the additional socioeconomic benefit is ongoing. The facility has been instrumental in serving numerous civic and charitable purposes. The facility has hosted first responders, health care providers, and visitors from multiple international points, including the survivors of the Japanese Tsunami who visited the ranch as part of the Japanese American Summit in 2012. Perhaps one of the most important issues from a community perspective is the loss of 10 family residences and 14 agricultural structures caused by the proposed route. The alternative route called 3Z will not cause the harmful effects on the 24 structures. Literally thousands of comments on the FRA site are available for review outlining the socioeconomic benefits provided by this facility not available at any other venue. With respect to electromagnetic fields, it is our contention (which we believe to be fairly obvious) that running the train adjacent to already existing powerlines would create fewer risks than creating another electrical station. Therefore, we suggest a modification of the proposed route to more closely parallel the power lines. With respect to cultural resources, in addition to the preceding comments and the thousands of comments made on the FRA DEIS comment link, there are multiple adverse issues created should the proposed route not be modified. The original lodge was once a structure for the rail when it travelled through down town Corsicana and was disassembled and rebuilt as the first structure on the ranch and is over 50 years old. Previous owners routinely located Indian artifacts located directly in the path of the proposed routes and have documented the location (see map enclosed) The rodeo area and the land surrounding the arena is the location of one of the first such facilities in Navarro County and is still in use today as part of the facility’s cultural, charitable, and service to first responders and others. The ranch as developed is of cultural significance as it was one of the properties cleared by German Prisoner of War soldiers that were housed in Corsicana during WWII. This property has a long unique history and cultural impact, and it is therefore inappropriate to destroy for this rail project. The DEIS does not adequately address the cultural and historical importance of the property, and more study would be required before the route could traverse Morgan Legacy Ranch. With respect to soils and geology, there are multiple reasons not to traverse this area using the proposed route. Given the topography of this area, significant adverse drainage, damage to water shed, top soil, degradation of valuable farm land, waters and negatives impact produced by retention ponds would be created given the depth of the required cuts. By running the train through the proposed route adjacent to FM 3194, the required cut and significant areas utilizing a berm would significantly adversely affect the soils and geology through adverse runoff and watershed problems. 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Robert Morgan	3/8/2018	Website	<p>Per previous communication find enclosed documents concerning the proposed Navarro high speed rail route. March 7, 2018 To Mr. Kevin Wright and whom it may concern: As you know from my prior comments and our conversations, I am a trustee of a charitable trust owning property in Navarro County commonly known as Morgan Legacy Farm. I very much appreciate the difficulty you face as you seek input on the DEIS during this comment period, and I would like to thank you for spending so much time visiting with me at the Dallas and Ellis comment sessions. We have discussed the concerns expressed by myself and others about the proposed route in Navarro County described in the DEIS as Segment 3A. As I informed you on the phone, I am submitting this letter and the enclosed documents in an effort to compile information relevant to the evaluation of the impact of Segment 3A near Morgan Legacy Farms. The enclosures include: (1) reports prepared by engineers regarding the impact of Segment 3A and a proposed alternative route called 3Z, (2) comments from others relating to this portion of Segment 3A, and (3) pictures and other data relevant to your evaluation. I note that there is a discrepancy between the information provided to me by you and the information provided by Texas Central. In particular, Texas Central claims to be unable to alter the proposed route absent direction from the Federal Railroad Administration while the FRA informs me that Texas Central has the authority to determine the route. In an effort to ensure that there is no misunderstanding, I am also providing a copy of this letter to Texas Central with the enclosures. The enclosures demonstrate that an alternate route combining portions of Segments 3A, 3B, and 3C will reduce the negative environmental, construction, transportation, charitable, historical, and structural impacts of the preferred route. In particular, by crossing over FM 709 so close to its intersection with FM 3194 and in an area with substantial elevation changes, the current Segment 3A imposes significant burdens on nearby property owners who will lose road access, causes substantial negative changes to watershed, and disrupts an important part of the local transportation infrastructure. The proposed alternative route would alleviate these negative effects. It is my hope that the FRA and Texas Central will work cooperatively to adopt the less harmful alternative proposed in these comments. Using the FRA’s existing criteria in the DEIS, the proposed alternative is clearly superior and poses less of an environmental impact. Thank you again for your thoughtful consideration. Sincerely, Robert E. Morgan March 8, 2018 To Mr. Kevin Wright and whom it may concern: In addition to my prior comments, this letter and comment is a summary of expressed concerns regarding a small portion of the proposed route of the Texas Dallas to Houston High Speed Rail located in Navarro County. The enclosed data and thousands of comments regarding the location of this small portion of the rail support the conclusion that the Federal Railroad Administration and Texas Central should consider an alternative route that blends portions of the already vetted Segments 3A, 3B, and 3C. We believe this alternative, named 3Z, or a near variant would better address the criteria and mitigate the harms evaluated in the DEIS. It is not our intent to call into question the entirety of the DEIS published in December 2017. However, after a significant review of the proposed route as published, we contend that there are significant issues not identified during the initial study which makes the 6-7 mile that, in Navarro County, the route travels through “typical rural farm land with scattered single family structures”. The enclosed photos of Morgan Legacy Farm, a highly developed facility composed of multiple multifamily residences with extensive infrastructures and amenities, show the inaccuracy of the DEIS statement when applied to this portion of the route. Indeed, the existing facility would be difficult, if not impossible, to duplicate should the route not be moved. The division of the facility into two by the rail, and the noise and vibrations caused by the proximity of the train to the structures would preclude the present uses of the property. With respect to hazardous waste materials and solid waste, we have not identified any particular causes for concern. However, construction of the railway would likely create waste, and utilizing the already existing easement further north that contains high voltage lines would be less disruptive than traversing the highly developed properties as now proposed. With respect to natural ecological systems and protected species, we contend the data submitted reveals significant risks if the proposed route is not moved. In particular, there are multiple ecologic impacts, including damage or loss of the lake and waters that bald eagles feed out of (see attached photos). Given the topography of the ranch, the lakes and waters are at risk of loss and damage because the deep cuts utilized in Segment 3A will significantly alter the flow of water. With respect to utilities and energy, a route adjacent to an already existing power grid and power pads would appear to be vastly preferable to building an entirely separate, cosmetically detractive grid and new high voltage lines. 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We have also documentation of over 3000 negative comments concerning the proposed location along 3194 traversing Morgan Legacy Farm and their desire to move the route to the existing utility easement. Thank you for your consideration. Sincerely, Robert E. Morgan RE: DEIS Comment Dallas to Houston High-Speed Rail Project.</p>	
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Robert Morgan	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5.
Robert Morgan	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5.
Robert E Morgan	3/8/2018	Letter	To Mr. Kevin Wright and whom it may concern: As you know from my prior comments and our conversations, I am a trustee of a charitable trust owning property in Navarro County commonly known as Morgan Legacy Farm. I very much appreciate the difficulty you face as you seek input on the DEIS during this comment period, and I would like to thank you for spending so much time visiting with me at the Dallas and Ellis comment sessions. We have discussed the concerns expressed by myself and others about the proposed route in Navarro County described in the DEIS as Segment 3A. As I informed you on the phone, I am submitting this letter and the enclosed documents in an effort to compile information relevant to the evaluation of the impact of Segment 3 A near Morgan Legacy Farms. The enclosures include: (1) reports prepared by engineers regarding the impact of Segment 3A and a proposed alternative route called 3Z, (2) comments from others relating to this portion of Segment 3A, and (3) pictures and other data relevant to your evaluation. I note that there is a discrepancy between the information provided to me by you and the information provided by Texas Central. In particular, Texas Central claims to be unable to alter the proposed route absent direction from the Federal Railroad Administration while the FRA informs me that Texas Central has the authority to determine the route. In an effort to ensure that there is no misunderstanding, I am also providing a copy of this letter to Texas Central with the enclosures. The enclosures demonstrate that an alternate route combining portions of Segments 3 A, 3B, and 3C will reduce the negative environmental, construction, transportation, charitable, historical, and structural impacts of the preferred route. In particular, by crossing over FM 709 so close to its intersection with FM 3194 and in an area with substantial elevation changes, the Current Segment 3A imposes significant burdens on nearby property owners who will lose road access, causes substantial negative changes to watershed, and disrupts an important part of the local transportation infrastructure. The proposed alternative route would alleviate these negative impacts. It is my hope that the FRA and Texas Central will work cooperatively to adopt the less harmful alternative proposed in these comments. Using the FRA's existing criteria in the DEIS, the proposed alternative is clearly superior and poses less of an environmental impact. Thank you again for your thoughtful consideration. Sincerely, Robert E. Morgan [...] March 8, 2018 To Mr. Kevin Wright and whom it may concern: In addition to my prior comments, this letter and comment is a summary of expressed concerns regarding a small portion of the proposed route of the Texas Dallas to Houston High Speed Rail located in Navarro County. The enclosed data and thousands of comments regarding the location of this small portion of the rail support the conclusion that the Federal Railroad Administration and Texas Central should consider an alternative route that blends portions of the already vetted Segments 3A, 3B, and 3C. We believe this alternative, named 3Z, or a near variant would better address the criteria and mitigate the harms evaluated in the DEIS. It is not our intent to call into question the entirety of the DEIS published in December 2017. However, after a significant review of the proposed route as published, we contend that there are significant issues not identified during the initial study which makes the 6-7 mile portion of Segment 3A that travels parallel to FM 3194 and crosses below grade at FM 709 onto a property referred to as Morgan Legacy Farm unacceptable for use while. Utilizing this proposed route would produce significant negative impacts regarding many of the criteria used to evaluate build alternatives. The following reports, data, photos and comments are submitted documenting the objections to the proposed route transecting Morgan Legacy Farm. We are providing this data and observations as gathered and analyzed by experienced environmental, road, rail, and construction engineers. In addition, statements from multiple individuals, civic leaders, and local, state and even international travelers are included. These statements reflect a concern that	Refer to LU-5.

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			<p>this small portion of the rail will destroy this highly-developed, irreplaceable community asset and the properties paralleling FM 3 194 in the path of the proposed route. Below are comments related specifically to each Of the criteria utilized in the DEIS. With respect to air quality, we contend that the construction and operation Of a railroad close to the already existing, tall, high-voltage Structures is more appropriate than introducing another obstacle traversing additional properties. With respect to water quality, the enclosed reports and supporting data identify additional harms to water and watershed that were not identified in the DEIS and identify how moving the route further north would mitigate those harms. With respect to noise and vibration, we disagree with the findings of the DEIS stating that, in Navarro County, the route travels through "typical rural farm land with scattered single family structures". The enclosed photos of Morgan Legacy Farm, a highly developed facility composed of multiple multifamily residences with extensive infrastructures and amenities, show the inaccuracy of the DEIS statement when applied to this portion of the route. Indeed, the Department of Transportation. In order to comply with state requirements, the proposed Segment 3A would need to be even more disruptive than described in the DEIS. With respect to effects on the elderly and handicapped, the loss of the highly improved facility easily accessible to both groups would cause irreparable loss to the community. In the past young children with emotional and physical disabilities have been provided the opportunity to interact with animals, ranch and surrounding amenities as well as to ride horses in the rodeo arena. The arena and homes are scheduled to be lost if the proposed route is not moved. With respect to socioeconomic and community facilities, it is apparent from the thousands Of comments we have received from individuals that a majority are concerned about the loss of this highly developed, economically impactful facility. This facility has contributed literally millions of dollars into the local economy and, given the number of visitors to the locale, the additional socioeconomic benefit is ongoing. The facility has been instrumental in serving numerous civic and charitable The facility has hosted first responders, health care providers, and visitors from multiple intemational points, including the survivors of the Japanese Tsunami who visited the ranch as part of the Japanese American Summit in 2012. Perhaps one of the most important issues from a community perspective is the loss Of 10 family residences and 14 agricultural Structures caused by the proposed route. The alternative route called 3Z will not cause the harmful effects on the 24 structures. Literally thousands of comments on the FRA site are available for review outlining the socioeconomic benefits provided by this facility not available at any other venue. With respect to electromagnetic fields, it is our contention (which we believe to be fairly obvious) that running the train adjacent to already existing powerlines would create fewer risks than creating another electrical station. Therefore, we suggest a modification Of the proposed route to more closely parallel the power lines. With respect to cultural resources, in additional to the preceding comments and the thousands of comments made on the FRA DEIS comment link, there are multiple adverse issues created should the proposed route not be modified. The original lodge was once a structure for the rail when it travelled through down town Corsicana and was disassembled and rebuilt as the first structure on the ranch and is over 50 years Old. Previous owners routinely located Indian artifacts located directly in the path Of the proposed routes and have documented the location (see map enclosed) The rodeo area and the land surrounding the arena is the location of one of the first such facilities in Navarro County and is still in use today as part of the facility's cultural, charitable, and service to first responders and others. Ihe ranch as developed is of cultural significance as it was one of the properties cleared by German Prisoner Of War soldiers that were housed in Corsicana during WWII. This property has a long unique history and cultural impact, and it is therefore inappropriate to destroy for this rail project. The DEIS does not adequately address the cultural and historical importance of the property, and more study would be required before the route could traverse Morgan Legacy Ranch.</p>	
S Morgan	2/27/2018	Email	<p>Our office staff of over 150 employees and family members has benefited immensely from the opportunity to visit and enjoy at no charge this incredible facility. It has provided a needed respite from the rigors of working in a complex healthcare field with tremendous levels of stress providing care for the most difficult patients suffering from complex medical issues. We wish to oppose a small portion of the proposed high speed rail that cleaves Morgan Legacy Farms. The proposed route will destroy mutiple guest homes and the use of a fully operational Rodeo Arena. The route blocks the lodge from access to homes the arena and renders the stables and colt barn worthless. The train if located here would also block one of the most pristine views in all of Navarro County. Economically this ranch infuses millions of dollars into the local economy. Loss of this ranch (held in a long term trust) would cause the loss of hundreds of millions of dollars in revenue generated by the visitors to the property who spend money in the county. In addition the ranch itself spends millions of dollars that contribute to the local economy. There is a more appropriate route that parallels existing power lines north of the proposed location on fm 709 and 3194. Moving the train off of the ranch would preserve this economic boon to the residents of Navarro and the State. Further given the topography of the ranch many acres of wetland will be lost affecting migratory birds and loss of hunting waters used by the bald eagles sighted on the property. There is also historical value to the property as Indian artifacts have been found on the proposed route. I would ask the FRA to relocate this small portion of the route to the north of existing high voltage power lines in an already existing more topographic appropriate location. This would eliminate much of the ecological, cosmetic, historical and economic damage that would be cause if the rail crosses fm 709 south of 3194. Paralleling just south of 3194 as proposed also blocks mutiple homeowner access to their land and will limit economic expansion along</p>	Refer to LU-5.

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			3194. Moving the route to the north of the existing high power lines following the power line as most of the remaining route does should have less affect on access or growth along than the proposed route.	
Scott Morgan	2/21/2018	Website	I am against the rails current routing. I think it is wrong to destroy Morgan Legacy Farm located near FM 709 and 3194 with a rail. I believe a move north paralleling the existing powerlines or running down along I45 would be a better route.	Refer to LU-5.
Scott Morgan	2/22/2018	Website	The current high-speed rail routing will be detrimental to Morgan legacy Farm on 709. Dividing this Property and running a rail through it will make it next to impossible to keep a relaxed atmosphere that this Ranch has always provided. I can't even count the number of times that I've sat down there just listening to nature. I have always looked forward to my children been able to go to the ranch and play in the outdoors and learn about nature there. Rerouting the train further north with the powerlines or down I 45 would be a better option.	Refer to LU-5.
Scott Morgan	2/23/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property that generations will be able to enjoy for decades to come.	Refer to LU-5.
Scott Morgan	2/24/2018	Website	I do not like the current high-speed rail route running through Morgan Legacy Farm located near FM 709 and 3194. I think the environmental impact of running a rail on that route will be detrimental to livestock and wildlife. The current routing will impact the water run off that feeds the multiple stock tanks on this property. Migratory gamebird use these stock tanks. I think that route further north or route that goes along interstate 45 would be a better route.	Refer to LU-5.
SM Aviation	2/26/2018	Website	I do not like the current high-speed rail route running through Morgan Legacy Farm located near FM 709 and 3194. I think the environmental impact of running a rail on that route will be detrimental to livestock and wildlife. The current routing will impact the water run off that feeds the multiple stock tanks on this property. Migratory gamebird use these stock tanks. I think that route further north or route that goes along interstate 45 would be a better route.	Refer to LU-5.
Scott Morgan	2/26/2018	Website	I do not like the current high-speed rail route running through Morgan Legacy Farm located near FM 709 and 3194. I think the environmental impact of running a rail on that route will be detrimental to livestock and wildlife. The current routing will impact the water run off that feeds the multiple stock tanks on this property. Migratory gamebird use these stock tanks. I think that route further north or route that goes along interstate 45 would be a better route.	Refer to LU-5.
Scott Morgan	2/26/2018	Website	The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about the watershed.	Refer to LU-5, WW-1 and WW-2.
Scott Morgan	2/26/2018	Website	I do not like the current high-speed rail route running through Morgan Legacy Farm located near FM 709 and 3194. I think the environmental impact of running a rail on that route will be detrimental to livestock and wildlife. The current routing will impact the water run off that feeds the multiple stock tanks on this property. Migratory gamebirds, deer, cattle and other types of wiledlife use these stock tanks. I think that route further north or route that goes along interstate 45 would be a better route.	Refer to LU-5, NR-2, WW-1 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Scott Morgan	2/27/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easment would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about Migratory flyway waters.	Refer to LU-5, NR-2 and WW-1.
Scott Morgan	2/28/2018	Email	I have concerns about the proposed route as it cleaves Morgan Legacy Farms by Richland Creek and how it destroys one of the most unadulterated and beautiful panoramic views in the county on the bottom of this facility. From the meditation point on the property a person can sit and look for miles onto undeveloped land. To traverse a train through this view would be criminal. Also the top of the ranch is one of the most highly developed properties in a Navarro supporting 30 or more guests in homes and lodges who come for free to this ranch shared	Refer to LU-5.

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			by the Morgan Family Trust. On the top of the property their are multiple amenities such as a full size rodeo arena, horse and colt barns all scheduled to be destroyed if the preferred route is not relocated. Literally hundreds of first responders, nurses, physicians and other healthcare providers and service men and women have benefited from this beautiful facility. The high towers and high tension power line easement north of the proposed route would be less detrimental to the pristine unadulterated view proposed to be destroyed by the preferred route west of 3194 and FM 709 crossing Morgan Legacy Farm.	
Scott Morgan	2/28/2018	Email	I have concerns about the proposed route as it cleaves Morgan Legacy Farms by Richland Creek and how it destroys one of the most unadulterated and beautiful panoramic views in the county on the bottom of this facility. From the meditation point on the property a person can sit and look for miles onto undeveloped land. To traverse a train through this view would be criminal. Also the top of the ranch is one of the most highly developed properties in a Navarro supporting 30 or more guests in homes and lodges who come for free to this ranch shared by the Morgan Family Trust. On the top of the property their are multiple amenities such as a full size rodeo arena, horse and colt barns all scheduled to be destroyed if the preferred route is not relocated. Literally hundreds of first responders, nurses, physicians and other healthcare providers and service men and women have benefited from this beautiful facility. The high towers and high tension power line easement north of the proposed route would be less detrimental to the pristine unadulterated view proposed to be destroyed by the preferred route west of 3194 and FM 709 crossing Morgan Legacy Farm.	Refer to LU-5.
Scott Morgan	3/2/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easment would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about economical impact.	Refer to LU-5, NR-2, WW-1 and WW-2.
Scott Morgan	3/2/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easment would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about historical impact.	Refer to LU-5, NR-2, WW-1 and WW-2.
Scott Morgan	3/3/2018	Email	These are comments made from a visitor to the facility I am writing to voice my concerns over the proposed route of the Dallas-Houston HSR project. I am an environmental scientist/engineer with over 30 years of experience in environmental investigations involving soil, groundwater, noise, and air issues. It appears that the proposed route will bisect the Morgan Creek Legacy Farm located near the intersection of Highways 709 and 3194 in Navarro County. I have been a guest at the Morgan Creek Legacy Farm on several occasions along with guests from across the USA and Canada, Australia, and Japan. The Morgan Farm lies in a pastoral setting, with beautiful vistas and abundant wildlife. The Morgan family makes the facilities on the farm available to a wide variety of visitors from all over the world. It is a wonderful place to relax and recreate. It appears that grading the planned right-of-way through the Morgan Farm to below the existing current elevation will be necessary to lay the tracks. This will change the direction of precipitation run-off and impact the existing bodies of water and wetlands on the farm. As such, the impact of running a high-speed railway through the farm would be a threat to the wildlife on the farm, an eyesore and would destroy the aesthetic beauty of the place. There is an electric power substation on the adjoining property northeast of the farm and a northwest to southeast power line right-of-way which runs from the Huntsville area up to the southern part of the Dallas-Ft. Worth metroplex. It would make much more sense to take advantage of this existing thoroughfare than to forcibly create new one by the taking of property by eminent domain and destroying the Morgan farm in the process. The use of this existing right-of-way should be given priority consideration in your deliberations.	Refer to LU-5.
Scott Morgan	3/3/2018	Email	I am opposed to the train crossing the property referred to as Morgan Legacy Farm as there is a long term history of Indian artifacts being located on the exact site of the proposed route on the ranch. Located on one of the highest points along the proposed route is a hill where according to locals was home for multiple Native American Indians. Arrowheads have been routinely found on the side of this hill. One of the previous owners of the ranch Dale Foster logged the area where most of the artifacts have been found. If the train is built in this proposed	Refer to LU-5.

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Scott Morgan	3/4/2018	Email	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared. Our office staff has had over 100 employees and family members visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property....all at no cost. I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable and historic on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
Scott Morgan	3/4/2018	Email	The current routing of the high-speed rail will be disasters for the Navarro county community. The rail will be dividing private properties that supply hay, water and grazing for horse and cattle. The current routing is traversing Morgan Legacy Farm (7755 FM 709) at its highest point and continuing to one of its lowest points next to Richland creek. The water run off will not only contaminate stock tanks on Morgan Legacy Farm but will also pollute Richland creek and every thing down stream. The affects of the water contamination on livestock can be disastrous. I have seen waterfowl and other migratory bird use the tanks on Morgan Legacy Farm and travel up and down the Richland Creek. The duck and goose migration has been moving more westerly in the last 5-10 years polluting more water could result in pushing the migration further west. Moving the route north to parallel the power lines or strait down I45 would be less detrimental to Navarro county and would have less water pollution.	Refer to LU-5.
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SM Aviation	3/8/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
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Scott Morgan	3/8/2018	Website	To the FRA and Texas Central Rail, I would like to make comments regarding the proposed route for the High Speed Rail as proposed by the FRA. I have serious concerns about the proposed route in portions of Navarro County. I understand that overall the southern most route proposed may be the most appropriate as compared to the other two proposed routes however I believe the portion which travels south Of 3194, not along the utility easement as suggested in the middle route, would create significant adverse environmental, economic and cultural history problems. The proposed route parallels a county route which would require a large berm blocking access to property south of 3194. This would also create maintenance, watershed and inclement weather problems in my opinion. The proposed route could also block expansion of 3194 and future development along 3194. The proposed route intersects a three-way intersection requiring significant engineering and rerouting of county roads and the access roads to surrounding properties. Given the topography of the area surrounding CR 709 and 3194 the train would both be significantly below grade and then rapidly elevated creating watershed issues, access issues, and cosmetically detractive issues. If the proposed route was blended in this small area with the already vetted middle route, both the train and tall high-tension power lines would run parallel thus creating less environmental and esthetic impact. It seems much more appropriate to run the train next to a high voltage power grid already existing rather than run more high towers. If this small move is made the train would cross 709 at an already existing utility easement and would not	Refer to LU-5.

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			adversely affect the three way intersection and would not limit CR 3194. Ongoing road maintenance would be simplified as would water shed. My final and major concern is that the proposed route would destroy a highly developed economic, charitable and cultural Navarro County Ranch. Listed on tax roles as Morgan Legacy Farms. If the proposed route is utilized the rail project would cause the destruction of two of the homes on the ranch, the destruction of one of the first (if not the first) rodeo arenas ever built in Navarro County. Access to the horse barns, parking and Lodge would be lost rendering the ranch unusable for its primary purpose. Just in the last 5 years over 900 guests have visited the ranch as a charitable property. Churches, Girl Scouts, Boy Scouts, Military Personnel, Police, Fire and various city leaders as well as disadvantaged children from natural disasters. There is no other property like this facility located in Navarro County and perhaps within 100 miles. To destroy this icon rather than move the train route slightly north on an existing utility easement would create irreparable losses and damage to the county and those who benefit from the property.	
SM Aviation	3/9/2018	Website	The current routing of the high-speed rail will be disasters for the Navarro county community. The rail will be dividing private properties that supply hay, water and grazing for horse and cattle. The current routing is traversing Morgan Legacy Farm (7755 FM 709) at its highest point and continuing to one of its lowest points next to Richland creek. The water run off will not only contaminate stock tanks on Morgan Legacy Farm but will also pollute Richland creek and every thing down stream. The affects of the water contamination on livestock can be disastrous. I have seen waterfowl and other migratory bird use the tanks on Morgan Legacy Farm and travel up and down the Richland Creek. The duck and goose migration has been moving more westerly in the last 5-10 years polluting more water could result in pushing the migration further west. Moving the route north to parallel the power lines or strait down I45 would be less detrimental to Navarro county and would have less water pollution.	Refer to LU-5.
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Scott Morgan	3/9/2018	Website	I would like to make comments regarding the proposed route for the High Speed Rail as proposed by FRA. I have serious concerns about the proposed route in portions of Navarro County. I understand that overall the southern most route proposed may be the most appropriate as compared to the other two proposed routes however I believe the portion which travels south of 3194, not along the utility easement as suggested in the middle route, would create significant adverse environmental, economic and cultural history problems. The proposed route parallels a county route which would require a large berm blocking access to property south of 3194. This would also create maintenance, watershed and inclement weather problems in my opinion. The proposed route could also block expansion of 3194 and future development along 3194. The proposed route intersects a three-way intersection requiring significant engineering and rerouting of county roads and the access roads to surrounding properties. Given the topography of the area surrounding CR 709 and 3194 the train would both be significantly below grade and then rapidly elevated creating watershed issues, access issues, and cosmetically detractive issues. If the proposed route was blended in this small area with the already vetted middle route, both the train and tall high-tension power lines would run parallel thus creating less environmental and esthetic impact. It seems much more appropriate to run the train next to a high voltage power grid already existing rather than run more high towers. If this small move is made the train would cross 709 at an already existing utility easement and would not adversely affect the three way intersection and would not limit CR 3194. Ongoing road maintenance would be simplified as would water shed. Just in the last 5 years over 900 guests have visited the ranch as a charitable property. Churches, Girl Scouts, Boy Scouts, Military Personnel, Police, Fire and various city leaders as well as disadvantaged children from natural disasters. There is no other property like this facility located in Navarro County and perhaps within 100 miles. To destroy this icon rather than move the train route slightly north on an existing utility easement would create irreparable losses and damage to the county and those who benefit from the property.	Refer to LU-5.
Scott Michael Morgan	2/27/2018	Email	Our office staff of over 150 employees and family members has benefited immensely from the opportunity to visit and enjoy at no charge this incredible facility. It has provided a needed respite from the rigors of working in a complex healthcare field with tremendous levels of stress providing care for the most difficult patients suffering from complex medical issues. We wish to oppose a small portion of the proposed high speed rail that cleaves Morgan Legacy Farms. The proposed route will destroy mutiple guest homes and the use of a fully operational Rodeo Arena. The route blocks the lodge from access to homes the arena and renders the stables and colt barn worthless. The train if located here would also block one of the most pristine views in all of Navarro County. Economically this ranch infuses millions of dollars into the local economy. Loss of this ranch (held in a long term trust) would cause the loss of hundreds of millions of dollars in revenue generated by the visitors to the property who spend money in the county. In addition the ranch itself spends millions of dollars that contribute to the local economy. There is a more appropriate route that parallels existing power lines north of the proposed location on fm 709 and 3194. Moving the train off of the ranch would preserve this economic boon to the residents of Navarro and the State. Further given the topography of the ranch many acres of wetland will be lost affecting migratory birds and loss of hunting waters used by the bald eagles sighted on the property. There is also historical value to the property as Indian artifacts have been found on the proposed route. I would ask the FRA to relocate this small portion of the route to the north of existing high voltage power lines in an already existing more topographic appropriate location. This would eliminate much of the ecological, cosmetic, historical and economic damage that would be cause if the rail crosses fm 709 south of 3194. Paralleling just south of 3194 as proposed also blocks mutiple homeowner access to their land and will limit economic expansion along	Refer to LU-5.

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			3194. Moving the route to the north of the existing high power lines following the power line as most of the remaining route does should have less affect on access or growth along than the proposed route.	
Spencer Morgan	2/26/2018	Website	I would request the FRA consider moving a small potion of the preferred route crossing FM 709 at 3194 slightly north of an existing high power line easement. Morgan Legacy Farm is a highly developed facility supporting the local economy and charities. It hosts multiple individuals often giving them the only time to rest and relax in a peaceful environment. Police, fire and healthcare workers routinely stay at the ranch. Always at no cost. The guest homes, rodeo arena, horse barn,colt barn, pavilion and lodge all are within walking distance. However the preferred route cleaves directly in between these amenities destroying there ability to continue the mission of the ranch. Further the bottom portion of the ranch provided a beautiful panoramic vision of undeveloped land as far as the eye can see. The train is proposed to also travel directly in front of the pristine and quiet meditation point. I would ask that given the loss of purpose for this charitable facility serving literally thousands of guests and given the pristine undeveloped area on the bottom half of the ranch that it would be more appropriate to have the train run parallel to the existing easement northeast of the ranch.	Refer to LU-5.
Spencer Morgan	2/27/2018	Email	Our office staff of over 150 employees and family members has benefited immensely from the opportunity to visit and enjoy at no charge this incredible facility. It has provided a needed respite from the rigors of working in a complex healthcare field with tremendous levels of stress providing care for the most difficult patients suffering from complex medical issues. We wish to oppose a small portion of the proposed high speed rail that cleaves Morgan Legacy Farms. The proposed route will destroy mutiple guest homes and the use of a fully operational Rodeo Arena. The route blocks the lodge from access to homes the arena and renders the stables and colt barn worthless. The train if located here would also block one of the most pristine views in all of Navarro County. Economically this ranch infuses millions of dollars into the local economy. Loss of this ranch (held in a long term trust) would cause the loss of hundreds of millions of dollars in revenue generated by the visitors to the property who spend money in the county. In addition the ranch itself spends millions of dollars that contribute to the local economy. There is a more appropriate route that parallels existing power lines north of the proposed location on fm 709 and 3194. Moving the train off of the ranch would preserve this economic boon to the residents of Navarro and the State. Further given the topography of the ranch many acres of wetland will be lost affecting migratory birds and loss of hunting waters used by the bald eagles sighted on the property. There is also historical value to the property as Indian artifacts have been found on the proposed route. I would ask the FRA to relocate this small portion of the route to the north of existing high voltage power lines in an already existing more topographic appropriate location. This would eliminate much of the ecological, cosmetic, historical and economic damage that would be cause if the rail crosses fm 709 south of 3194. Paralleling just south of 3194 as proposed also blocks mutiple homeowner access to their land and will limit economic expansion along 3194. Moving the route to the north of the existing high power lines following the power line as most of the remaining route does should have less affect on access or growth along than the proposed route.	Refer to LU-5.
Spencer Morgan	2/28/2018	Email	I have concerns about the proposed route as it cleaves Morgan Legacy Farms by Richland Creek and how it destroys one of the most unadulterated and beautiful panoramic views in the county on the bottom of this facility. From the meditation point on the property a person can sit and look for miles onto undeveloped land. To traverse a train through this view would be criminal. Also the top of the ranch is one of the most highly developed properties in a Navarro supporting 30 or more guests in homes and lodges who come for free to this ranch shared by the Morgan Family Trust. On the top of the property their are multiple amenities such as a full size rodeo arena, horse and colt barns all scheduled to be destroyed if the preferred route is not relocated. Literally hundreds of first responders, nurses, physicians and other healthcare providers and service men and women have benefited from this beautiful facility. The high towers and high tension power line easement north of the proposed route would be less detrimental to the pristine unadulterated view proposed to be destroyed by the preferred route west of 3194 and FM 709 crossing Morgan Legacy Farm.	Refer to LU-5.
Spencer Morgan	3/3/2018	Email	I am opposed to the train crossing the property referred to as Morgan Legacy Farm as there is a long term history of Indian artifacts being located on the exact site of the proposed route on the ranch. Located on one of the highest points along the proposed route is a hill where according to locals was home for multiple Native American Indians. Arrowheads have been routinely found on the side of this hill. One of the previous owners of the ranch Dale Foster logged the area where most of the artifacts have been found. If the train is built in this proposed route significant excavation will be required in this high topography. There is an already excavated power line easement located just north east of the proposed route in a more appropriate topographic area with no history of artifacts. Please see Dale Foster attachment	Refer to LU-5.
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Spencer Morgan	3/8/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared. Our office staff has had over 100 employees and family members visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property....all at no cost. I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable and historic on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
Spencer Morgan	3/8/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the US. Further by separating access of the Morgan Legacy Farm Lodge from the Rodeo Arena and Guest Houses and Stables the train will destroy one of the primary purposes of the ranch which is to provide emotional respite for hospital employees, nurses, fire and police personnel. If the proposed route is relocated to north of the utility lines the damage to the water shed will be lessened and this irreplaceable ranch and it's charitable mission could be spared. Our office staff has had over 100 employees and family members visit this ranch, ride horses, take hay rides and enjoy the unique experience not offered by any similar property....all at no cost. I would ask that this 5-7 mile portion scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable and historic on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
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Taylor Morgan	2/28/2018	Email	I have concerns about the proposed route as it cleaves Morgan Legacy Farms by Richland Creek and how it destroys one of the most unadulterated and beautiful panoramic views in the county on the bottom of this facility. From the meditation point on the property a person can sit and look for miles onto undeveloped land. To traverse a train through this view would be criminal. Also the top of the ranch is one of the most highly developed properties in a Navarro supporting 30 or more guests in homes and lodges who come for free to this ranch shared by the Morgan Family Trust. On the top of the property their are multiple amenities such as a full size rodeo arena, horse and colt barns all scheduled to be destroyed if the preferred route is not relocated. Literally hundreds of first responders, nurses, physicians and other healthcare providers and service men and women have benefited from this beautiful facility. The high towers and high tension power line easement north of the proposed route would be less detrimental to the pristine unadulterated view proposed to be destroyed by the preferred route west of 3194 and FM 709 crossing Morgan Legacy Farm.	Refer to LU-5.
Morgan Creek Ranch	3/7/2018	Website	As I informed you on the phone, I am submitting this letter and the enclosed documents in an effort to compile information relevant to the evaluation of the impact of Segment 3A near Morgan Legacy Farms. The enclosures include: (1) reports prepared by engineers regarding the impact of Segment 3A and a proposed alternative route called 3Z, (2) comments from others relating to this portion of Segment 3A, and (3) pictures and other data relevant to your evaluation. I note that there is a discrepancy between the information provided to me by you and the information provided by Texas Central. In particular, Texas Central claims to be unable to alter the proposed route absent direction from the Federal Railroad Administration while the FRA informs me that Texas Central has the authority to determine the route. In an effort to ensure that there is no misunderstanding, I am providing a copy of this letter to Texas Central with the enclosures.	Refer to LU-5.
Robert Morgan III	2/27/2018	Email	Our office staff of over 150 employees and family members has benefited immensely from the opportunity to visit and enjoy at no charge this incredible facility. It has provided a needed respite from the rigors of working in a complex healthcare field with tremendous levels of stress providing care for the most difficult patients suffering from complex medical issues. We wish to oppose a small portion of the proposed high speed rail that cleaves Morgan Legacy Farms. The proposed route will destroy mutiple guest homes and the use of a fully operational Rodeo Arena. The route blocks the lodge from access to homes the arena and renders the stables and colt barn worthless. The train if located here would also block one of the most pristine views in all of Navarro County. Economically this ranch infuses millions of dollars into the local economy. Loss of this ranch (held in a long term trust) would cause the loss of hundreds of millions of dollars in revenue generated by the visitors to the property who spend money in the county. In addition the ranch itself spends millions of dollars that contribute to the local economy. There is a more appropriate route that parallels existing power lines north of the proposed location on fm 709 and 3194. Moving the train off of the ranch would preserve this economic boon to the residents of Navarro and the State. Further given the topography of the ranch many acres of wetland will be lost affecting migratory birds and loss of hunting waters used by the bald eagles sighted on the property. There is also historical value to the property as Indian artifacts have been found on the proposed route. I would ask the FRA to relocate this small portion of the route to the north of existing high voltage power lines in an already existing more topographic appropriate location. This would eliminate much of the ecological, cosmetic, historical and economic damage that would be cause if the rail crosses fm 709 south of 3194. Paralleling just south of 3194 as proposed also blocks mutiple homeowner access to their land and will limit economic expansion along 3194. Moving the route to the north of the existing high power lines following the power line as most of the remaining route does should have less affect on access or growth along than the proposed route.	Refer to LU-5.
Robert Morgan III	3/3/2018	Email	I am opposed to the train crossing the property referred to as Morgan Legacy Farm as there is a long term history of Indian artifacts being located on the exact site of the proposed route on the ranch. Located on one of the highest points along the proposed route is a hill where	Refer to LU-5.

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Robert Morgan IV	3/3/2018	Email	I am opposed to the train crossing the property referred to as Morgan Legacy Farm as there is a long term history of Indian artifacts being located on the exact site of the proposed route on the ranch. Located on one of the highest points along the proposed route is a hill where according to locals was home for multiple Native American Indians. Arrowheads have been routinely found on the side of this hill. One of the previous owners of the ranch Dale Foster logged the area where most of the artifacts have been found. If the train is built in this proposed route significant excavation will be required in this high topography. There is an already excavated power line easement located just north east of the proposed route in a more appropriate topographic area with no history of artifacts. Please see Dale Foster attachment	Refer to LU-5.
Childrens dental	2/24/2018	Website	Our office staff of over 150 employees and family members has benefited immensely from the opportunity to visit and enjoy at no charge this incredible facility. It has provided a needed respite from the rigors of working in a complex healthcare field with tremendous levels of stress providing care for the most difficult patients suffering from complex medical issues. We wish to oppose a small portion of the proposed high speed rail that cleaves Morgan Legacy Farms. The proposed route will destroy multiple guest homes and the use of a fully operational Rodeo Arena. The route blocks the lodge from access to homes the arena and renders the stables and colt barn worthless. The train if located here would also block one of the most pristine views in all of Navarro County. Economically this ranch infuses millions of dollars into the local economy. Loss of this ranch (held in a long term trust) would cause the loss of hundreds of millions of dollars in revenue generated by the visitors to the property who spend money in the county. In addition the ranch itself spends millions of dollars that contribute to the local economy. There is a more appropriate route that parallels existing power lines north of the proposed location on fm 709 and 3194. Moving the train off of the ranch would preserve this economic boon to the residents of Navarro and the State. Further given the topography of the ranch many acres of wetland will be lost affecting migratory birds and loss of hunting waters used by the bald eagles sighted on the property. There is also historical value to the property as Indian artifacts have been found on the proposed route. I would ask the FRA to relocate this small portion of the route to the north of existing high voltage power lines in an already existing more topographic appropriate location. This would eliminate much of the ecological, cosmetic, historical and economic damage that would be cause if the rail crosses fm 709 south of 3194. Paralleling just south of 3194 as proposed also blocks multiple homeowner access to their land and will limit economic expansion along 3194. Moving the route to the north of the existing high power lines following the power line as most of the remaining route does should have less affect on access or growth along than the proposed route.	Refer to LU-5.
Robert Morgan Jr	2/28/2018	Email	I have concerns about the proposed route as it cleaves Morgan Legacy Farms by Richland Creek and how it destroys one of the most unadulterated and beautiful panoramic views in the county on the bottom of this facility. From the meditation point on the property a person can sit and look for miles onto undeveloped land. To traverse a train through this view would be criminal. Also the top of the ranch is one of the most highly developed properties in a Navarro supporting 30 or more guests in homes and lodges who come for free to this ranch shared by the Morgan Family Trust. On the top of the property there are multiple amenities such as a full size rodeo arena, horse and colt barns all scheduled to be destroyed if the preferred route is not relocated. Literally hundreds of first responders, nurses, physicians and other healthcare providers and service men and women have benefited from this beautiful facility. The high towers and high tension power line easement north of the proposed route would be less detrimental to the pristine unadulterated view proposed to be destroyed by the preferred route west of 3194 and FM 709 crossing Morgan Legacy Farm.	Refer to LU-5.
Robert Morgan jr	3/3/2018	Email	I am opposed to the train crossing the property referred to as Morgan Legacy Farm as there is a long term history of Indian artifacts being located on the exact site of the proposed route on the ranch. Located on one of the highest points along the proposed route is a hill where according to locals was home for multiple Native American Indians. Arrowheads have been routinely found on the side of this hill. One of the previous owners of the ranch Dale Foster logged the area where most of the artifacts have been found. If the train is built in this proposed route significant excavation will be required in this high topography. There is an already excavated power line easement located just north east of the proposed route in a more appropriate topographic area with no history of artifacts. Please see Dale Foster attachment	Refer to LU-5.
Morgan Legacy Farm	3/1/2018	Website	These are comments made from a visitor who has visited the ranch and was appalled to hear the proposed path. I think he raises valid points that should be considered I am writing to voice my concerns over the proposed route of the Dallas-Houston HSR project. I am an environmental scientist/engineer with over 30 years of experience in environmental investigations involving soil, groundwater, noise, and air issues. It appears that the proposed route will bisect the Morgan Creek Legacy Farm located near the intersection of Highways 709 and 3194 in Navarro County. I have been a guest at the Morgan Creek Legacy Farm on several occasions along with guests from across the USA and Canada, Australia, and Japan. The Morgan Farm lies in a pastoral setting, with beautiful vistas and abundant wildlife. The Morgan family makes the facilities on the farm available to a wide variety of visitors from all over the world. It is a wonderful place to relax and recreate. It appears that	Refer to LU-5.

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Morgan Legacy Farm	3/1/2018	Website	These are comments made from a visitor who has visited the ranch and was appalled to hear the proposed path. I think he raises valid points that should be considered. I am writing to voice my concerns over the proposed route of the Dallas-Houston HSR project. I am an environmental scientist/engineer with over 30 years of experience in environmental investigations involving soil, groundwater, noise, and air issues. It appears that the proposed route will bisect the Morgan Creek Legacy Farm located near the intersection of Highways 709 and 3194 in Navarro County. I have been a guest at the Morgan Creek Legacy Farm on several occasions along with guests from across the USA and Canada, Australia, and Japan. The Morgan Farm lies in a pastoral setting, with beautiful vistas and abundant wildlife. The Morgan family makes the facilities on the farm available to a wide variety of visitors from all over the world. It is a wonderful place to relax and recreate. It appears that grading the planned right-of-way through the Morgan Farm to below the existing current elevation will be necessary to lay the tracks. This will change the direction of precipitation run-off and impact the existing bodies of water and wetlands on the farm. As such, the impact of running a high-speed railway through the farm would be a threat to the wildlife on the farm, an eyesore and would destroy the aesthetic beauty of the place. There is an electric power substation on the adjoining property northeast of the farm and a northwest to southeast power line right-of-way which runs from the Huntsville area up to the southern part of the Dallas-Ft. Worth metroplex. It would make much more sense to take advantage of this existing thoroughfare than to forcibly create new one by the taking of property by eminent domain and destroying the Morgan farm in the process. The use of this existing right-of-way should be given priority consideration in your deliberations.	Refer to LU-5.
Morgan Legacy Farm	3/1/2018	Website	These are comments made from a visitor who has visited the ranch and was appalled to hear the proposed path. I think he raises valid points that should be considered. I am writing to voice my concerns over the proposed route of the Dallas-Houston HSR project. I am an environmental scientist/engineer with over 30 years of experience in environmental investigations involving soil, groundwater, noise, and air issues. It appears that the proposed route will bisect the Morgan Creek Legacy Farm located near the intersection of Highways 709 and 3194 in Navarro County. I have been a guest at the Morgan Creek Legacy Farm on several occasions along with guests from across the USA and Canada, Australia, and Japan. The Morgan Farm lies in a pastoral setting, with beautiful vistas and abundant wildlife. The Morgan family makes the facilities on the farm available to a wide variety of visitors from all over the world. It is a wonderful place to relax and recreate. It appears that grading the planned right-of-way through the Morgan Farm to below the existing current elevation will be necessary to lay the tracks. This will change the direction of precipitation run-off and impact the existing bodies of water and wetlands on the farm. As such, the impact of running a high-speed railway through the farm would be a threat to the wildlife on the farm, an eyesore and would destroy the aesthetic beauty of the place. There is an electric power substation on the adjoining property northeast of the farm and a northwest to southeast power line right-of-way which runs from the Huntsville area up to the southern part of the Dallas-Ft. Worth metroplex. It would make much more sense to take advantage of this existing thoroughfare than to forcibly create new one by the taking of property by eminent domain and destroying the Morgan farm in the process. The use of this existing right-of-way should be given priority consideration in your deliberations.	Refer to LU-5.
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Race Morgenroth	3/9/2018	Website	I cant wait to see this passed and built...Its about time TX moves in to the future.....Being a businessman who travels to Dallas 2-3 times a month, I would love this type of transportation...Thanks for the space...Race Morgenroth	Comment noted.
Allen Morris	2/6/2018	Handwritten	1. Why are the sound studios done on ONLY one train & not 2 train passing like there will be? 2. People cannot afford, on a regular basis, \$199 per ticket-one way. It is our opinion that the NO BUILD option is the ONLY option.	Refer to NV-1 and SC-3.
Allen Morris	2/6/2018	Handwritten	My wife and I don't have much. We've never had much. But what we have, is enough. What we have has been earned with much hard work, sweat and sacrifice. This small piece of property, a mere 45.275 acres, has been our home for 30 years and we love it. We cherish every single square inch of it and have made it a home for us to raise our children in, grow old in and, now, for our grandchildren to enjoy. We raise cattle on this property, we grow hay to feed the cattle and to sell when we have a surplus, we hunt and fish On this property, I am in the process of building a welding shop to work Out of after retirement on this property, we have our home on this property and this is the only place we want to live. The proposed high speed rail threatens to take away everything that we have worked so hard for. We are in our mid 50's and can't even fathom having to move away and start over. We can't even fathom having to see and hear a high speed train zoom by our back door every 30 minutes. The peacefulness and beauty of Bedias is why we chose to live here. Sitting on our back patio and watching a beautiful sunset is now in danger. Our land for raising cattle and growing hay is now in jeopardy. Every. Single. Thing. that we have worked for is now at risk. And for what? So a few people can be transported from Dallas to Houston? And I say only a few because realistically, how many people will take this train versus an airplane when the cost of a ticket is the same? How many people will take this train for an exuberant cost instead of driving their own vehicles? Not many, if any. A few may ride in the beginning, but then quickly realize it isn't affordable or practical. Then what? The system fails, the jobs are gone, Japan owns our American soil, the taxpayers, not TCR, will be paying for this travesty and by that time, our home and everything we love so dearly will be gone. Just look at how this is working out in California.ut's not. There are many arguments against this high speed rail, so we beg you to heed them and stop it in its tracks. We cannot make a home somewhere else. This property IS our home. It is everything we have ever wanted and worked for. TCR could not pay us enough to start over somewhere else and they would never pay us enough to cover everything we have into our property and home.	Refer to GN-2,GN-4, NE-1, PN-3 and SC-3.
Becky Morris	1/30/2018	Oral	Hello, my Name is Becky Morris. In 1983 a 19 year old marine married a second year college student in the small town of Texas called Bedise. In 1985 this young couple bought 60 acres of land using a loan from the veterans land board of Texas. This land was wooded and unmarked but the young couple saw some promise and hope on there one piece of property. The young man started clearing this property with only hand tools as they could not afford anything else. Slowly but surely over the course of three years, the young couple had the land cleared and a fence built and a pond constructed, electricity run, a water well and a stock septic system put in. The young people didn't hire up all of the work because they could not afford it. The majority of the work was done by them. Mainly of course by the husband. They were finally able to move their home. An old 1975 single wide onto the property. The young couple was experiencing their American dream and they were thrilled to see their dreams come true. A home on land that belonged to them. By this time the young couple had two children and began to purchase more land in order to run a few heads of cattle through. With much sweat and hard work, the couple purchased more land connected to their original 10 1/2 acres giving them about 45 acres plus. The couple didn't have very much income as the husband worked in the coal mine and the wife was a teacher in a small rural school. Their sacrifice and hard work was worth it because they wanted nothing more than to live on this one piece of property, to raise their children and grow old on. Fast forward 30 years later, 2015. And this couple, my husband and I with grown children hear of the project that threatens everything we have worked so very hard for. Our American dream could be snatched right out from under us. A high-speed rail company has threatened to come and take our land, our home and everything we have been working for our entire married life. This rail with affect every aspect our life. Our land, cattle and home. This will not benefit us or the other land-owners in its path. There are many arguments against this high-speed rail and we beg you to heed them and stop it in its tracks. We can not make a home somewhere else. This property is our home. Everything we ever wanted and worked for. TCR can not pay us enough to start over somewhere else. They would never pay us enough. Everything we are we have put into property and our home.	Comment noted.
Becky Morris	2/5/2018	Oral	My name is Becky Morris and I live in Bettis, Texas. I don't live in Madisonville but I graduated from Madisonville High School just a few years ago and I'm standing with all my friends. I've worked here, I shop here and so I am definitely against this high speed rail. In 1983 a 19-year old Marie married a 20-year old college student in a small town in Texas called Diaz. In 1985, this young couple 2.6 acres of land using a loan from the Veterans Land of Texas. This land was wooded and unworked, but the young couple saw promise and hope in owning they own piece of property. The young man started cleaning this property with only hand tools as they could not afford anything else. Slowly but surely over the course of three years, the young couple had the land clear, fit to build, a pond constructed, an electricity run, a water well dug and a septic system put in. The young couple didn't hire out all the work because they couldn't afford it. The majority of them work was done by them mainly, of course, by the husband. They were finally able to 18 move their home, a 1975 single-wide mobile home unto the property. And this young couple was experiencing the American dream. And they were thrilled to see their dreams coming true, a home on land that belonged	Comment noted.

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			to them. By this time, the young couple had two children and began to purchase more land in order to run a few head of cattle. Through much sacrifice, sweat and hard work, the couple purchased an additional 34 acres of land connecting to the original ten acres giving them about 45 acres. This was not an easy task, as the couple didn't earn very much money. The husband worked and the wife was a teacher in a small rural school. The sacrifice and hard work was absolutely worth it as there was nothing more that this couple wanted as their own piece of property to live on to raise their children on and to grow old on. There was not a time when this couple was not improving their property home and their lives and they loved every minute of it. Fast forward 30 years, 2015. This now seasoned couple, my husband and I, with grown children and now grandchildren, hear of a project that threatens everything we worked so very hard for. Our American dream could be snatched right out from under us. A high speed rail company with ties to Japan is threatening to take our land, our home and everything we treasure for our entire married life. This rail will affect every aspect of our land, cattle and home and it will definitely not benefit us or any other landowner in its path. There are many arguments against this high-speed rail, so we beg you to heed them and stop it in its tracks. We cannot make a home somewhere else. This property is our home. It is everything that I've ever wanted and worked for. TCR could not pay us enough to start over somewhere else and they would never pay us to cover everything we've put into our property and our home.	
Becky Morris	2/6/2018	Handwritten	In 1983 a 19 year old Marine married a 20 year old college student in a small town in Texas called Bedias. In 1985, this young couple bought 10.6 acres of land using a loan from the Veterans Land Board of Texas. This land was wooded and unworked, but the young couple saw promise and hope in owning their own piece of property. The young man started clearing this property with only hand tools, as they could not afford anything else. Slowly, but surely, over the course of 3 years, the young couple had the land cleared, fences built, a pond constructed, electricity run, a water well dug and a septic System put in. The young couple didn't hire Out all of the work, because they could not afford it. The majority of the work was done by them, mainly, of course, by the husband. They were finally able to move their home, a 1975 single-wide mobile home, onto the property. The young couple was experiencing the American dream and they were thrilled to see their dreams coming true--a home on land that belonged to them. By this time, the young couple had two children & began to purchase more land in order to run a few head of cattle. Through much sacrifice, sweat & hard work, the couple purchased an additional 34.675 acres of land connected to their original 10.6 acres, giving them 45.275 acres. This was not an easy task because the couple didn't earn very much income, as the husband worked for a coal mine and the wife was a teacher in a small rural school. The sacrifice and hard work was absolutely worth it as there was nothing more that this couple wanted than their own piece of property to live on, to raise their children on and to grow old on. There was not a time when this couple was not improving their property, home & their lives and they loved every minute of it Fast forward, 30 years later, 2015. This now seasoned couple, my husband and I, with grown children, hear of a project that threatens everything we have worked so very hard for. Our American dream could be snatched right out from under us. A high speed rail company, with ties to Japan, is threatening to take our land, our home & everything we've treasured for our entire married life. This rail will affect every aspect of our land, cattle and home and it will definitely not benefit us, or the other landowners in its path. There are many arguments against this high speed rail, so we beg you to heed them and stop it in its tracks. We cannot make a home somewhere else. This property IS our home. It is everything we have ever wanted and worked for. TCR could not pay us enough to start over somewhere else and they would never pay us enough to cover everything we have into our property and home.	Comment noted.
Becky Morris	2/6/2018	Oral	My name is Becky Morris, and I live in Bedias, and I am definitely against this high-speed rail. My husband and I don't have much, we've never had much, but what we have is enough. What we have has been earned with much hard work, sweat, and sacrifice. A small piece of property, a mere 45 acres, has been on our home for 30 years and we love it. We cherish every single square inch of it, and have made it a home for us to raise our children in, grow old in, and now for our grandchildren to enjoy. We raise cattle on this property, we grow hay to feed the cattle and to sell when we have a surplus, we hunt and fish on this property, my husband is in the process of building a welding shop to work out of after retirement on this property. We have our home on this property, and this is the only place we want to live. The proposed high-speed rail threatens to take away everything that we have worked so hard for. We can't even fathom having to move away and start over. We can't even fathom having to see and hear a high-speed train zoom by our back door every 30 minutes. The peacefulness and beauty of Bedias is why we chose to live here. Sitting on our back patio and watching a beautiful sunset is now in danger. Our land for raising cattle and growing hay is now in jeopardy. Every single thing that we have worked for is now at risk. And for what? So a few people can be transported from Dallas to Houston? And I say only a few, because realistically how many people will take this train versus an airplane when the cost of the ticket is the same? How many people will take this train for an exuberant cost instead of driving their own vehicles? Not many, if any. A few may ride in the beginning, but then quickly realize it isn't affordable and it's not practical. Then what? The system fails, the jobs that they're promising are gone, Japan owns our American soil, the taxpayers, not TCR, will be paying for this travesty, and by that time our home and everything we love so dearly will be gone. There are many arguments against this high-speed rail, so we beg you to heed them and stop it in its tracks. We cannot make a home somewhere else. This property is our home. It is everything we have ever wanted and worked for. TCR	Refer to GN-2,GN-4, NE-1, PN-3 and SC-3.

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			could not pay us enough to start over somewhere else, and they would never pay us enough to cover everything we have into our property and home. Thank you.	
Becky Morris	2/6/2018	Oral	Don't leave, honey. Have you heard about the Aggie code of honor? Aggies do not lie, cheat, or steal, and that's what this company is trying to do is steal our land. Okay. Sorry. I just wanted to tell her that because I have two Aggies, Aggie children. All right. Right now I'm speaking on behalf of the Patterson family from Madison County who cannot be here tonight. Their family opposes the train as it will totally destroy their property. Should this train be approved on the current proposed route, their property would be greatly impacted. Their property they own is rectangle in shape. Currently for the train itself, they will need approximately 110 acres. This does not include the two-mile access for dirt and water. The train will be in their front yard about 100 yards from their front door. Their mother-in-law will be even closer on the other side of the railway. Her back door will be about 50 yards from the railroad. Texas Central has proposed moving their county road so that access continues. They graciously moved it to their backyard; yes, between their house and the pond that they walk their show animals to daily. With the move of the county road, they actually will divide their property into fourths. Now, they haven't actually moved the road yet, but that's what they're proposing they will do. The Pattersons do make their money raising cattle, and have yet to figure the loss of income in that regard at this time. Two of the new sections of property will no longer be able to run cattle because of the lack of water. The damage to wildlife and hunting will be significant as well. They have numerous deer and other animals that reside on their land because of the access to Caney Creek, their natural water source. In regard to imminent domain, the Pattersons believe that imminent domain should be used when it is going to help the majority. This train is being built for two cities. Economically they believe it could negatively affect many of the small towns along I-45. The Patterson family stands firmly against this train and asks for a no build.	Refer to ED-1, ED-2, LU-11, LU-14, NR-5, NR-6 and SC-15.
Gene Morris	1/29/2018	Oral	The train will run right across the street from my house and I concerned about the property value and how that is going to affect my property value and I don't think anybody will want to buy my place with a train running across the road. I am just really concerned about it. i guess that's about it.	Refer to VA-1.
Jim Morris	2/17/2018	Website	The bullet train form Houston to Dallas would be a great way to get to Dallas to do business and be back home the same day. It will be nice to have a second alternative to driving 4 hours each way. I hope in the near future we will have the same rail system to Austin area.	Comment noted.
Plantation Lakes Community Association	3/8/2018	Email	Plantation Lakes objects to the proposed High Speed (HS) rail line between Houston and Dallas for the following reason. Plantation Lakes straddles Grimes and Waller Counties. Texas Central Partners' (TCP) preferred route for the proposed HS Rail line will destroy property and property values in our community. There are Common Areas well within the 2 miles on either side of the rail line that are at risk. The HS Rail will destroy property, our neighborhood's atmosphere as a rural community, and the appraised values. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to ED-2 and VA-1. Section 3.14.5.2, Socioeconomics and Community Facilities, Build Alternatives and Section 3.14.6.2, Socioeconomics and Community Facilities, Mitigation Measures of the Final EIS detail the potential impacts and mitigation for residences located on Plantation Drive. The Project would directly impact and displace 12 of the homes on the west side of Plantation Drive. TCRR shall mitigate the permanent impacts to this neighborhood through compensation and relocation. Terms of relocation would be subject to one-on-one negotiation with the owner and TCRR. This analysis assumes that negotiated prices would reflect the fair market value of displaced businesses, allowing for investment in new or similar businesses outside the LOD. The remaining 14 homes on the east side of Plantation Drive would not be directly impacted. These homes would be facing the Build Alternatives which would be crossing at-grade on embankment. Mitigation strategies would include screening the HSR System through native vegetation, walls, berms, natural looking constructed land forms or visual barriers where possible.
Karen Morris	1/19/2018	Email	Dear Mr. Wright or Whomever it Concerns: I read the legal notice of the Notice of Availability of a Draft Environmental Impact for the Highspeed Rail in the Corsicana Daily Sun. Would it be possible to receive an electronic map file of the route so that we may overlay on our appraisal district maps for accuracy. Should you want to visit with me by phone, my contact information is listed and I would welcome your call.	Refer to PI-1.
Linda Morris	3/8/2018	Website	Plantation Lakes objects to the proposed High Speed (HS) rail line between Houston and Dallas for the following reason. Grimes County transportation and traffic problems will be worsened, whether the track is at grade or is elevated. There are already dangerous traffic accidents and tax payer inconvenience from existing traffic issues and road conditions. The HS Rail will only make these situations worse, would further increase response times for emergency services, and would adversely impact school bus routes and travel times for students: closure of FM 1774 between Plantersville and Anderson (Grimes County); FM 1488 (Waller); Riley Road (Waller and Grimes) and many more.	Refer to SC-6, SC-7 and TR-8. No public roads in Waller County would be closed as a result of the Project. Three public roads would be rerouted, as shown in Table 3.11-50: Waller County Roadway Modifications .

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			The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option. Submitted on behalf of the Plantation Lakes Community Association Board of Directors	
Michael Morris	1/29/2018	Oral	Hi. For the record, Michael Morris, Director of Transportation and the North Central Texas Council of Governments. I'd like to read from our freedom of transportation council statement of support for high-speed rail from Dallas to Houston and we will submit this piece of paper for the record. This is submitted by the Regional Transportation Council of North Central Texas Council of Governments together serving as the metropolitan planning organization for the Dallas Fort Worth area on January 29, 2018. The North Central Texas region has been identified as a potential hub for passenger railroad serving Texas. Federal and state plans indicate a need for high-speed rail service to and through and within our region. The strong economic growth projected population increases to North Central Texas combined with widespread local political support for investment in public infrastructure, provided optimal environment for the high-speed rail and contemporary systems in Texas. High-speed rail between Dallas and Houston is a vital transportation need that'll help sustain the national, regional, and state local economies. Both the Regional Transportation Council and the North Central Texas Council of Governments support and are committed to creating and leveraging public and private resources to enhance the mobility of travellers in Texas. Developing a safe, dependable, and the interconnected passenger rail systems is in the best interest of the traveling public because of rail's safety, reliability, air quality benefits and efficient use of land which fosters and economic development. In the North Central Texas region the proposed high-speed rail system will provide connectivity to existing public transportation systems, and the proposed Dallas Fort Worth high-speed rail corridor express roads. The design supports the development of high-speed rail connectivity between Fort Worth, Arlington, Dallas, Houston to the Texas Central Partners proposed Dallas high-speed rail station in downtown Dallas. The proposed Dallas to Houston high rail is consistent with mobility 2040, the metropolitan transportation plan for North Central Texas. Due to the projects critical natural the North Central Texas Council of Governments is willing to provide any assistance in the planning, design, and implementation for this.	Comment noted.
Ian M. Morrison	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Jamie Morrison	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Melissa Morrison	2/11/2018	Website	I do not want my tax dollars to fund this.	Comment noted.
Jacqueline Morton	3/9/2018	Email	This project is ridiculous & is selling minimal disruption. That is crap. All the small town families you are forcing to sell or move away after generations of sweat & blood put into a family's heritage. We choose to move into a small town in the country, to the middle of nowhere. We choose this because it is our right & our preference. However, big cities are choosing to take this away from us. Try to explain minimal disruption to a quite small country town. We aren't used to noise except maybe cows and a tractor. Now we have a train zooming by at 200	Refer to ED-1, GN-7, NE-1, NR-5, NV-1, PN-3, SC-19.

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			miles an hour. Not only that, this would not even benefit us, who would have to drive hours to the nearest station. Minimal disruption, our wildlife is now disrupted. Our one lane country roads that take us to where we need to go. All for the convenience of a few big city people trying to pass over us like we are nobody to get to the next big city? When did America get so selfish? You see it on the news, but now we are living it. Maybe if these big city people trying to pass over us country folk would take the time to stop off at one of these towns & see the people. It's a whole another world out there & it's not so bad. Hell they might enjoy it and see that they are passing up life. Maybe these big city people can learn something from these county folks they are passing up. But I'm guessing they should do what they do best & hurry because IF this train comes through there will not be any stops to small town America & all we will be is a blur at 200 mph. So much history & heritage will be passed up and then the disconnect will be even greater between these people. How selfish are we as Americans to pass up & forget the history that made this country. Shame on you America. I could write a book for all the reasons why this train is a disruption and a negative impact. But I'm guessing you've heard all these reasons plus a hundred more. I'm also guessing that you do not care and will do what you want to do because that is what the American people now think is right. Again, shame on you. A truly concerned citizen and soon to be forgotten of small town America, Farrar, Texas.	
Chris Moss	1/30/2018	Oral	I didn't write a speech. I wasn't planning on speaking. My grandmother is here. Billy Moss Bolin. This train is going to cut through two tracks of land that my grandparents own. It is going to cut through my mother's track of land and it is going to cut through my uncle's track of land. My grandmother has done real estate for over 50 years. Her investment was land. She didn't have like a retirement or pension and she has oil and gas on her land and this proposed route, it says on item number 14 -- would close that down. So it is going to take her livelihood. It is going to take what she's worked for her whole life for. So you know that's one thing. The second thing is I have a lot of doubts about the numbers they we have been given. I've been reading different studies and throwing a lot of numbers around and talking about the project. Some figures say 3 billion. Some say 19. Some said, you know, the figures are all over the place. It doesn't make sense. I don't think it is going to be profitable. There is two high-speed rails in the world that are profitable. One of them is in Osaka, Japan to Toyko. They have a very high concentration of people. Not a lot of people that have cars there. The second one that is profitable is from Paris to Lions in France. How many of you people know people from Houston or Dallas that have automobiles? Raise your hands. Thank you. The subways in New York. I know it is not a high-speed rail but the reason they work is there are so many people and densely populated area right there that they do not own cars. Texans have trucks. Texans have cars. We have Southwest Airlines to take up back and forth. The people in between are going to see no benefit. I really don't know how the people of Houston and Dallas are going to benefit either. They already have avenues to travel. So that is all I have to say.	Refer to BA-4, BA-12, GN-1, LU-7, NE-1, SC-19 and SC-22.
Chris Moss	1/30/2018	Oral	I just forgot to say something the last time I was up. And if you heard the statement that says, "if you don't learn from history you are bound to repeat it." I think if you look at the figures this doesn't look like they are going to make money based on there are 20 high-speed rails in the world and only two are profitable. Look at California how theirs is such a mess and it is going way over budget and I feel like this thing is going to fail and they're saying that the legislation that was just passed prevents the taxpayer from picking up the bill. When a large insurance failed and General Motors failed who paid for that? The taxpayers. So they can say anything they want but I mean do you trust them. I don't. That is all I want to say.	Refer to GN-2, GN-4 and NE-1.
Karen Moss	2/16/2018	Website	This railway is so exciting for so many reasons. A safe, quick and eco-friendly way to travel. Jobs created and ongoing, taxes for the communities, are just a few. To be at the forefront of mass transit capabilities is a positive statement for Texas and will no doubt bring corporations and more jobs.	Comment noted.
Marvin Moss	2/6/2018	Website	High speed rail service is a vital part of any first world nation's transportation network - it's time that America steps up to the plate and add the links and service that will replace wasteful short haul flights and four-hour drives that are inefficiently serving medium-distance city pairs. Doing so will thereby free up capacity at airports for more lucrative long-haul flights and mitigate the need for long distance freeway expansion projects.	Comment noted.
Mollie Moss	3/8/2018	Email	I, Mollie Moss, do oppose this proposal of the THSR. My great grandparents a century ago bought our land that is now in danger of being ruined. Please add my name to the list. Mollie Moss [...] Thank you.	Comment noted.
Will Moss	12/19/2017	Email	I'm worried about the noise pollution caused by this type of train. The proposed routes will cut through residential areas within a couple miles, how can we be sure the train won't disturb the peace of the neighborhoods? Also, how will the tracks be maintained and guarded from debris and people? Will there be a parking garage to house the travelers?	Refer to NV-1, SS-2, SS-13 and TC-5.
Destiny Mow	2/4/2018	Website	I am very concerned with the impact of economic development. There are dozens of roads planned which cannot be completed if the train cuts through. Stifling all future economic developments in all counties along the proposed route. The feasibility of this project is not there. In closing a NO build should be chosen as the only viable option in the final Environment Impact Statement.	Refer to TR-1 and TR-8.
Ronald Mraz	1/30/2018	Oral	I am a retired policeman from Houston, 22 years. And I also worked for the DART transit police for 11 years. I was on the start-up team and there are going to be many comments on the objection I realize about this train situation. We have acreage on the east side of 45 about 200	Refer to SS-6 and SS-7.

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			acres and what will be will be. But in the interest of safety or personal health I am wondering if there has been any thought on how they would handle the security between Dallas and Houston and when I worked for the DART police we work in three counties with jurisdiction between these two cities and what has gone wrong will actually happen. And for the safety of the people if this has already been thought of and figured out then I would say that this organization is well on its way to planning the full needs of the people. I would like -- I would like to see if there has been any planning on this situation as I just mentioned. Because with the world situation things have gotten a lot worse compared to when this ideas was first generated. And so that's about it.	
Linda Mudgett	NA	Website	Also, the business case for this project is very weak.	Refer to GN-4 and NE-1.
Paul Mudgett	NA	Website	Also, the business case for this project is very weak.	Refer to GN-4 and NE-1.
Addison Mueller	2/27/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
John Mueller	2/27/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
John Mueller	2/27/2018	Email	Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment.	Refer to WW-2.
Katelyn Mueller	2/27/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
Imran Muhammad	12/27/2017	Email	interested to get in list to receive update on the project.	Refer to PI-1.
Jennifer Muir	1/29/2018	Handwritten	What makes this project any different than the H.S. project in California? NO Railroads H.S. or otherwise Run Without Federal or Government Support. I DO NOT Want my tax Dollars to be used to pay for ANY Part of this project now or later. the Financial Numbers DO NOT ADD UP to Support the claim that Ridership will Pay for the Opperation of the H.S.R. the General Public is not Aware of what a ticketwill Cost to Ride the HSR.	Refer to GN-2, GN-4, NE-1 and SC-3.
Jennifer Muir	1/29/2018	Handwritten	How will Riders Get From the Train Station to th Business Disticts of either Dallas or Houston? Texas will not Give us their Cars and the Flexability personal transpotation Allows. the construction of the Project kwill ultimately go over budget and not get built in a timely fashion. Refer to the California H.S.R project. I conclude the project will end us like the " Super Conducting Super Collider" in Waxahachie unfinished and unused.	Refer to GN-6.
Jennifer Muir	1/31/2018	Email	My name is Jennifer Muir. I live on a ranch in Navarro County, specifically 1 mile (+ or —) from the overhead crossing on FM 7098. I can only imagine the noise, interruption and hassle this project is going to cause. The thought that the last years of my life will be spent watching a project that is despised by so many be built so close to our home is sickening! I truly hope the FRA will step in and STOP the insanity!!!	Refer to EU-2, GN-2, GN-4, GN-7, NE-1, PN-3, SC-3, TR-3 and TR-4.

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			<p>I have attended several "meetings" concerning this project. The Texas Central people have NOT been very forthcoming with any specific information. The general public is NOT aware of what the cost of a ticket will be, exactly where the stations will be located in Dallas or Houston or how anyone is going to get from the stations to their destinations once they arrive in either Dallas or Houston. I feel that if more people were aware of the prohibitive cost and the less than ideal locations of the stations, they would also be against this project. That is not to mention the likelihood of eventual Government funding and tax payers dollars going to subsidize this ridiculous project. The studies/projections of ridership are very flawed. Dallas or Houston does not have the dense population that Japan or even Europe has. Texans will never give up the freedom that driving their own vehicle provides. Texas Centrals claim that the HSR Will lessen congestion on the freeway is false. The only places that there is significant congestion is in the immediate proximity to Dallas or Houston. I travel 1-45 regularly and drive at the posted speed limit of either 70 or 75 mph the whole trip. Their claim that business travelers will take advantage of the train is suspect to me. My understanding is most businesses are using Skype or a similar cyber meeting system to cut down on travel and the added expense that goes with it. No where in the literature does it explain how utilities will be handled. This type of construction will increase the need for more right of ways and therefore more land grab!</p> <p>This brings me to another concern: the likelihood of the project being started and then abandoned. Just like the Superconducting Supercollider was in Waxahachie. Land grab, tax dollars spent and then NOTHING!!! What would happen to all the land if/when this project goes bankrupt? What if some Of the rail is built and then left unfinished? Not only would this be an eye sore, it would devalue any property in its path. Once again....Bad idea, Bad for Texas! I will not go on and on discussing all of the valid points that are being brought up at the public hearings, but I agree with all of them. Hog concerns, flooding, erosion, safety issues with road closures, land locking ranchers, rebuilding fences, cyber attacks, devaluation of land, illegal use of eminent domain (specifically private venture for private profit), displacing homeowners, restrictions on hunting due to gun fire.</p>	
Robert Muir	1/29/2018	Handwritten	I Strongly oppose the rail project. It will make money and sustain as an ongoing project. Therefore the burden will fall on Tax Payers. It will devalue our property values thus reducing local tax receipts. The will inevitably Terminate Numerous county roads denying access for local residents. They will divide peoples ranches and farms creating hardship with little or no remuneration. They will create a carbon footprint with construction that the rail will never I believe it will be a land grab for right away fo all sorts of utilities (power, hydrocarbon, communications,...) that will be seperated from the rail project by the original Investors thus removing The True Profit center from The Project.	Refer to GN-4, LU-11, NE-1, TR-8, TR-10 and VA-1. Construction emissions are quantified in Section 3.2.5.2.1, Air Quality, Build Alternatives.
Robert Muir	3/3/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
Robert Muir	3/7/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5, WW-1 and WW-2.
Benjamin Mull	3/9/2018	Website	This is a very long overdue addition to the options for transportation in Texas. this will relieve strain on both I-45 and the 2 airports in both cities and give an easy alternative for travelers. Then add Ft. Worth, San Antonio and Austin.	Comment noted.
Diane Munson	3/4/2018	Website	This is a bad idea all the way around. Peoples homes and properties are being negatively impacted. Your so called environmental impact study is flawed. This train runs through wetlands, migratory bird paths, town squares, farm land, residential housing, horse properties, etc. PUT IT IN YOUR BACK YARD! NOT OURS!	Refer to BA-8, GN-1, GN-4, NE-1, NE-7, NE-9 and NR-2.

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			Another thing, WHERE ARE THE ECONOMIC STUDIES? HOW COME YOU DO NOT SHOW EVERYONE THE 5 STUDIES THAT SHOW THIS CANNOT MAKE MONEY. EVER! And, the taxpayers will be obligated to fund even when it goes OVER BUDGET or BELLY UP, WHICH IT WILL. They all do and the taxpayers have to pick up the cost. The government is already out of control and this has to stop now. We cannot afford anymore bad ideas to pay for.	
Richard Munson	2/6/2018	Website	THE IMPACT OF A HIGH SPEED RAIL LINE ON THE VALUE OF MY PROPERTY IS UNKNOWN, PENDING ITS FINAL ALIGNMENT, BUT CANNOT BE TO THE POSITIVE. IT CAN ONLY BE TO THE NEGATIVE BECAUSE OF THE NOISE CREATED BY THE TRAINS WHICH ENCROACH ON THE SIRENITY OF LIVING OUT IN THE COUNTRY. THEREFORE, THE NO BUILD OPTION SHOULD BE CHOSED AS THE ONLY VIABLE OPTION IN THE FINAL ENVIRONMENTAL IMPACT STATEMENT	Refer to NV-1, SS-23, TR-6, TR-8 and VA-1.
Richard Munson	2/6/2018	Website	THE IMPACT OF A HIGH SPEED RAIL LINE ON THE VALUE OF MY PROPERTY IS UNKNOWN BUT CANNOT BE TO THE POSITIVE. IT CAN ONLY BE TO THE NEGATIVE BECAUSE OF THE BLOCKING OF ROADS THAT CURRENTLY CROSS WHERE THE LINE IS PROPOSED TO BE CONSTRUCTED AND OPERATED. THE POTENTIAL BLOCKAGE COULD LIMIT CIRCULATION WITHIN THIS PART OF THE COUNTRY NEGATIVELY AFFECTING LIFE SAFETY ADN EMERGENCY MANAGEMENT SERVICES INCLUDING FIRE FIGHTING. THEREFORE, THE NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION IN THE FINAL ENVIRONMENTAL IMPACT STATEMENT.	Refer to SS-23, TR-6, TR-8 and VA-1.
Richard Munson	2/6/2018	Website	THE IMPACT OF A HIGH SPEED RAIL LINE ON THE VALUE OF MY PROPERTY IS UNKNOWN BUT CANNOT BE TO THE POSITIVE. IT CAN ONLY BE TO THE NEGATIVE BECAUSE THE BLOCKING OF ROADS THAT CURRENTLY CROSS WHERE THE LINE IS PROPOSED TO BE CONSTRUCTED AND OPERATED. THE POTENTIAL BLOCKAGE COULD LIMIT ACCESS TO MY PROPERTY AND GENERAL CIRCULATION WITHIN THIS PART OF THE COUNTY. THEREFORE, THE NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION IN THE FINAL ENVIRONMENTAL IMPACT STATEMENT.	Refer to SS-23, TR-6, TR-8, TR-10 and VA-1.
Richard Munson	2/6/2018	Website	ONE OF THE BASES OF THE ENVIRONMENTAL IMPACT STUDY AS DEFINED IN ITS INTRODUCTION IS THAT THE FRA HAS THE AUTHORITY TO REGULATE THE SAFETY OF RAILROADS, INCLUDING THIS PROJECT. IT IS MY UNDERSTANDING THAT THE PROPOSED HIGH SPEED RAIL OR ITS OWNERSHIP DOES NOT MEET THE DEFINITION OF RAILROADS THAT THE FRA HAS THE AUTHORITY TO REGULATE. THEREFORE, THE NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION IN THE FINAL ENVIRONMENTAL IMPACT STATEMENT.	Refer to NE-1, NE-2 and SS-4.
Richard Munson	2/6/2018	Website	THE ECONOMIC FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL IS IN QUESTION. SOME HAVE CONCLUDED THAT THE PROPOSED HIGH SPEED RAIL WILL NOT HAVE THE RIDERSHIP THAT THE OWNERS ARE PROJECTING. IN ADDITION, SOME HAVE CONCLUDED THAT THE COST TO CONSTRUCT AND OPERATE THE PROPOSED HIGH SPEED RAIL WILL EXCEED THE OWNERS PROJECTIONS. IF THE PROPOSED HIGH SPEED RAIL FAILS TO OPERATE WITH A PROFIT AND / OR IS MORE COSTLY TO BUILD AND / OR OPERATE, IT WILL MOST LIKELY END UP BECOMING THE RESPONSIBILITY OF THE TEXAS TAX PAYERS TO BAIL IT OUT. THEREFORE, THE NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION IN THE FINAL ENVIRONMENTAL IMPACT STATEMENT.	Refer to GN-2, GN-4 and NE-1.
Paul Muri	2/21/2018	Website	Please build this! Make sure the train station can be easily accessed from Clear Lake, TX.	Comment noted.
Maureen Murphy	2/20/2018	Website	Re: High-speed rail between Houston and Dallas I am a Houston resident and have NO property that will be affected by this rail project. I am also a huge proponent of mass transit. However: My concern is whether this rail will be used enough to make it worthwhile. I have lived in Houston for 30 years and have traveled to Dallas only about six times. The only possible reason I can think of for my ever using this train would be to fly out of Dallas-Fort Worth Airport but, with two international airports in Houston, that possibility seems unlikely to happen. Will people really use this train? Will the cost of a ticket be affordable - and will this system be totally self-sufficient? Or will the federal government have to step in and subsidize it for the rest of its life? I personally don't think this rail is necessary or viable. NO federal funding should be provided for for construction or operations. Local residents don't need this train, and the federal government doesn't need this financial albatross.UA Thank you for allowing local residents to comment.	Refer to GN-2, GN-4, NE-1 and PN-3.
Patrick Murphy	2/8/2018	Website	I write to urge support of the Dallas to Houston High-speed Rail A few of the reasons to support the Dallas to Houston HSR are as follow: * 100% privately funded infrastructure unlocks more local investment * Creates 10,000 construction jobs each year and 1,000 permanent jobs * Texas Central will be a tax-payer, not a tax-taker, paying \$2.5 Billion in taxes in 25 years * Estimates injecting \$36 Billion over next 25 years into the Texas economy * Re-enforces importance of investment in a balanced transportation system * Creates vital piece of a 21st century transportation system * N700 Bullet Train emits 1/12th the CO2 as a jet would between Houston and Dallas * The current 4-hour, 240 mile mile trek up I-45 is expected to increase to 6.5 hours by 2035 * I-45 is the nation's 2nd deadliest interstate in the U.S.; rail keeps more cars off roads and saves lives * With a 90-minute travel time, be at your destination before you could board a flight after arriving at an airport	Comment noted.

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			With the Texas population set to nearly double by 2050, now is the time to be proactive and put in place infrastructure that can support the ballooning population along the Houston to Dallas corridor. Building more or wider highways is not the answer; sustainable, frequent, on-time mass transportation is, and will be, embraced as the preferred mode of transportation in the future. Thank you Patrick Murphy	
Patrick Murray	1/28/2018	Website	I am in favor of a high speed train to and from Dallas / Houston. I hate driving I-45 due to it's amount of traffic. It's so highly traveled, it proves that a rail corridor is needed. High Speed trains would allow more flexibility to do business in both Cities more frequently. I am also a big "live music" person. A high speed train would allow me to come to Houston from Dallas, and see more musical performances. Thanks for your consideration.	Comment noted.
Evelyn Mushinski	2/5/2018	Handwritten	REFERENCE: ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF WALLER COUNTY (A Historical Minority Population County) - DEVALUATION OF HOMES LAND HOMESTEAD PROPERTY NO HIGH SPEED RAIL WALLER/HARRIS COUNTY This project will create an Obsolescence that will negatively impact the property values in Waller/Harris County. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. As a resident of the Waller/Harris County area, FRA, High Speed Rail, failed to coordinate with the local Waller County Government, and it is obvious it would *beneficial to our area. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and many of neighbors and friends. The train will be felt by the surrounding residents up to 2 miles (either side of the rail), which would definitely cause future foundation issues to surrounding homes in the close proximity of the proposed route. This proposed route of HSR's goal is to service from only one city central to the next city central with a possible one stop in-between. This HSR will not benefit one Waller resident in anyway. In fact it will add many safety concerns. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to BA-8, ED-2, EJ-1, NV-5, PI-1, PN-3, PN-5, SC-19, SS-1, SS-4, SS-12, SS-13, SS-23 and VA-1.
Evelyn Mushinski	2/5/2018	Handwritten	REFERENCE: FARM, AND SHOW ANIMALS. AND THE MAJOR IMPACT OF HIGH SPEED RAIL WILL PLACE ON THEIR GROWTH PERFORMANCE, PRODUCTION AND SUPPLY OF LAND TO TABLE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one Of these is a big source of our daily nourishment. As we know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Train. I feel our family has supplied generations to come with the lifestyle Of animal life, which so many never benefit from. As all know THE FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Stop this madness, let today's, tomorrows, and future generations enjoy this lifestyle of Farm Of Nature, Land and Animals, which so many miss in today's world. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to GN-3, NE-1, NR-1 and PI-1.
Evelyn Mushinski	2/5/2018	Handwritten	REFERENCE: IMPACT ON ECONOMIC DEVELOPMENT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more do-able, that will bring more residents to this area, as well of Jobs, and businesses. But, none will be able to be completed Train Cuts through. which will also be Stifling to All Future Economics Development in this area. HC-4 route through Waller/Harris County: This route is some three miles west Of the original publicly notice route, and changed without any public input from those affected: Waller/Harris County. FRA Failed to Coordinate With The Local Waller County Government. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to BA-3, PI-1, SC-13, SC-19 and TR-8.
Evelyn Mushinski	2/5/2018	Handwritten	REFERENCE: IMPACT ON FLOODING AND DRAINAGE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY	Refer to FP-1, WW-1, WW-2 and WW-8.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

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			<p>As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community.</p> <p>Local Environmental Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR.</p> <p>Stop this future flooding issues from adding to our drainage issues, stop the HSR.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS.</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	
Evelyn Mushinski	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON THE CITY OF WALLER</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 —a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility.</p> <p>FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to AQ-7, GN-3, LU-4 and NE-1.
Evelyn Mushinski	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of Waller/Harris County, I feel that the Northern Portion of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value of everyone's property, which is devastating to each individual and or piece of property of each resident. Why! Why destroy this TEXAS sole with a HSR.</p> <p>Our community is made up of beautiful acreage, and residents that have paid high dollar for their Texas Soil. Stop the High Speed Rail in Waller/Harris County, say: No To High Speed Rail, save our Communities, save our Texas Heritage, Save Our Land.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Resident of Waller/Harris County.</p>	Refer to LU-3, LU-4, RF-1 and VA-1.
Evelyn Mushinski	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of the Waller/HARRIS County area, the proposed alignment of the High Speed Rail will run through a large portion of the Waller ISD's district. This would negatively impact bus routes, which may cause Waller ISD to purchase addition school buses to transport student, and accommodate delays to county and private roads being impacted and/or closed by the proposed High Speed Rail project.</p> <p>The safety of our children is the utmost concern for our Waller/Harris County residents, parents, and school factuality. Why add the risk? Why add the tax dollars, to withstand this unneeded debt to our community.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Resident of Waller/Harris County.</p>	Refer to SC-5 and SC-8.
Evelyn Mushinski	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON HEWLETT PACKARD DATA CENTER</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property.</p> <p>FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area.</p> <p>As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to SC-11.

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Evelyn Mushinski	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO. 200 NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, the "Need and purpose" of this project has not been shown to date. A High Speed Train would not be beneficial to our land, our city, our community, our schools, our roads, our emergency services, and neighboring communities. HC-4 route through Waller County, is some three miles west of the original publicity noticed route, and changed without any opportunity for public input from those affected. EMERGENCY SERVICES could be negatively impacted by the HSR line, due to its potential impact on our county and private roads. Many of which are used for emergency vehicles that now service the District and provide an 8 — minute response time. This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit Waller residents in any way. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely from a Concerned Citizen of Waller/Harris County</p>	Refer to BA-3, PI-1, PI-8, PN-3, SC-7, SC-19 and SS-23.
Evelyn Mushinski	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON WATERFOWL AND HUNTING NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting. The route of the HSR cuts through and will destroy the north end of one of the major wetlands in this region, where duct hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN. Again, "The NEED AND PURPOSE" of this HSR project has not been shown, to date!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to NR-1, NR-2, RF-2 and WW-2.
Evelyn Mushinski	2/5/2018	Handwritten	<p>REFERENCE: IMPACT OF PUBLIC SAFETY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY To me public safety is a big issue, a factor in our day to day operations, as wemove from location to location within OUT community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!! NO one has considered the lives of the residents that live in our community, or our safety of an explosion, from the speed of the train. Again FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT!!!!!!!!!!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to EU-2, EU-6, EU-7 and PI-1.
Evelyn Mushinski	2/5/2018	Website	<p>REFERENCE: IMPACT ON PULIC SAFETY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY To me public safety is a big issue, a factor in our day to day operations, as we move from location to location within our community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!! No one has considered the lives Of the residents that live in our community, or our safety of an explosion, from the speed of the train. Again, FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT!!!!!!!!!!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p>	Refer to EU-2, EU-6, EU-7 and PI-1.
Evelyn Mushinski	2/5/2018	Website	<p>REFERENCE: FARM, AND SHOW ANIMALS, AND THE MAJOR IMPACT OF HIGH SPEED RAIL WILL PLACE ON THEIR GROWTH, PERFORMANCE, PRODUCTION AND SUPPLY OF LAND TO TABLE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as well as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one of these is a big source of our daily nourishment. As we all know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Train. feel our family has supplied generations to come with the lifestyle of animal life, which so many never benefit from. As we all know THE FEASIBILITY OF THE PROPOSED MGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Stop this madness, let todays, tomorrows, and future generations enjoy this lifestyle of Farm of Nature, Land and Animals, which so many miss in today's world. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p>	Refer to NR-1.
Evelyn Mushinski	2/6/2018	Website	<p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet of this Water Tower.</p>	Refer to GN-3, WW-1 and WW-6. The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.

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			Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Harris county to this devastating loss. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	
Evelyn Mushinski	2/6/2018	Website	NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting. The route of the HSR cuts through and will destroy the North end of one of the major wetlands in this region, where duct hunting is vital to the economy and where waterfowl and their hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN. Again, "The NEED AND PURPOSE" of this HSR project has not been shown, to date!!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to PI-1, NR-1, NR-2, RF-2 and WW-9.
Evelyn Mushinski	2/6/2018	Handwritten	NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as well as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one of these is a big source of our daily nourishment. As we all know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Train. I feel our family has supplied generations to come with the lifestyle of animal life, which so many never benefit from. As We all know THE FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL, The Reason foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Stop this madness, let todays, tomorrows and future generatin enjoy this lifestyle of Farm of Nature, Land and Animals, which so many miss in today's world. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely from a Concerned Citizen of Waller/Harris County	Refer to GN-3, NE-1 and NR-1.
Evelyn Mushinski	2/6/2018	Handwritten	NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more doable, that will bring more residents to this area, as well of jobs, and businesses. But, none will be able to be completed If The High Speed Train Cuts through, which will also be Stifling to All Future Economics Development in this area. HC-4 route through Waller/Harris County: This is some reason three miles west of the original publicly notice route, and change without any public input from those affected: Waller/Harris county. FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Refer to PI-1 and TR-8.
Evelyn Mushinski	2/6/2018	Handwritten	REFERENCE: IMPACT ON THE CITY OF WALLER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 —a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to AQ-7, GN-3, LU-4 and NE-1.
Evelyn Mushinski	2/6/2018	Handwritten	REFERENCE: IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY	Refer to LU-3, LU-4, RF-1 and VA-1.
Evelyn Mushinski	2/6/2018	Handwritten	REFERENCE: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/HARRIS County area, the proposed alignment of the High Speed Rail will run through a large portion of the Waller ISD's district. This would negatively impact bus routes, which may cause Waller ISD to purchase addition school buses to transport student, and accommodate delays to county and private roads being impacted and/or closed by the proposed High Speed Rail project. The safety of our children is the utmost concern for our Waller/Harris County residents, parents, and school factuality. Why add the risk? Why add the tax dollars, to withstand this unneeded debt to our community.	Refer to SC-5 and SC-8.

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			NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	
Evelyn Mushinski	2/6/2018	Handwritten	REFERENCE: IMPACT OF QUALITY OF LIFE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY "Quality of Life", would be a huge devastating issue for the residents, and community of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye sight of Waller/Harris County. HSR's are known for derailing, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns of safety for our Waller/Harris County residents in that existing surrounding area, as well. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to AS-1, NV-1, NV-5, SS-1 and TC-4.
Evelyn Mushinski	2/6/2018	Handwritten	REFERENCE: IMPACT ON HISTORICAL SITES NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Today in our community we are very fortunate to be able to drive by, admire, and learn the history of this community of Waller County. An Army Corps of Engineers Section 4 Permit report has revealed four archeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of Historical Places. Why deprive our County of this Historical Event. Due to the fact that FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY". NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to CR-3, CR-11 and PI-1.
Evelyn Mushinski	2/6/2018	Handwritten	REFERENCE: IMPACT ON HEWLETT PACKARD DATA CENTER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to SC-11.
Evelyn Mushinski	2/6/2018	Handwritten	NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, the "Need and Purpose" of this project has not been shown to date. A High Speed Train would not be beneficial to our land, our city, our community, our schools, our roads, our emergency services, and neighboring communities. HC-4 route through Waller County, is some three miles west of the original publicity noticed route, and changed without any opportunity for public input from those affected. EMERGENCY SERVICES could be negatively impacted by the HSR line, due to its potential impact on our county and private roads. Many of which are used for emergency vehicles that now service the District and provide an 8-minute response time. This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit Waller residents in any way. Why make our community pay the price of a future distaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE VIABLE OPTION FOR TEXAS	Refer to BA-3, PI-1, PN-3, SC-6, SC-19, SS-1, SS-23, TR-1 and TR-8.
Evelyn Mushinski	2/6/2018	Handwritten	NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am worried about the impact of the High Speed Rail would have on the KATY PRAIRIE CONSERVANCY, which is a biologically deverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildfolwers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor. As our community grows, with progress, why tear each mile stone down, with an un-needed, un-wanted	Refer to LU-4, NR-2, NR-3, RF-4, WW-1 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in

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			high speed rail. How can Waller County grown with this co-nonsense HSR in our area! NO BUILD OPTION SHOULD BE SHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS	Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.
Norman Mushinski	2/6/2018	Letter	NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS As a resident Of County, I feel that the Northern Portion Of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value of everyone's property, which is devastating to each individual and or piece of property of each resident.	Refer to LU-3. The current platted boundaries of the Kickapoo Preserve, located north of the Daiken/Goodman facility, are approximately 1,600 feet east of the LOD and would not be directly impacted by the Project.
Norman Mushinski	2/6/2018	Handwritten	REFERENCE: IMPACT ON ECONOMIC DEVELOPMENT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more do-able, that will bring more residents to this area, as well of Jobs, and businesses. But, none will be able to be completed Train Cuts through. which will also be Stifling to All Future Economics Development in this area. HC-4 route through Waller/Harris County: This route is some three miles west Of the original publicly notice route, and changed without any public input from those affected: Waller/Harris County. FRA Failed to Coordinate With The Local Waller County Government. No Build Option Should Be Chosen As The Only Viable Option For Texas Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to BA-3, PI-1, SC-13, SC-19 and TR-8.
Norman Mushinski	2/6/2018	Handwritten	REFERENCE: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/HARRIS County area, the proposed alignment of the High Speed Rail will run through a large portion of the Waller ISD's district. This would negatively impact bus routes, which may cause Waller ISD to purchase addition school buses to transport student, and accommodate delays to county and private roads being impacted and/or closed by the proposed High Speed Rail project. The safety of our children is the utmost concern for our Waller/Harris County residents, parents, and school factuality. Why add the risk? Why add the tax dollars, to withstand this unneeded debt to our community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to SC-5 and SC-8.
Norman Mushinski	2/6/2018	Handwritten	REFERENCE: IMPACT OF QUALITY OF LIFE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY "Quality of Life", would be a huge devastating issue for the residents, and community of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye sight of Waller/Harris County. HSR's are known for derailing, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns of safety for our Waller/Harris County residents in that existing surrounding area, as well. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to AS-1, NV-1, NV-5, SS-1 and TC-4.
Norman Mushinski	2/6/2018	Handwritten	REFERENCE: IMPACT ON HEWLETT PACKARD DATA CENTER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way.	Refer to SC-11.

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			NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	
Norman Mushinski	2/6/2018	Handwritten	REFERENCE: IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO. 200 NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, the "Need and purpose" of this project has not been shown to date. A High Speed Train would not be beneficial to our land, our city, our community, our schools, our roads, our emergency services, and neighboring communities. HC-4 route through Waller County, is some three miles west of the original publicity noticed route, and changed without any opportunity for public input from those affected. EMERGENCY SERVICES could be negatively impacted by the HSR line, due to its potential impact on our county and private roads. Many of which are used for emergency vehicles that now service the District and provide an 8 — minute response time. This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit Waller residents in any way. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely from a Concerned Citizen of Waller/Harris County	Refer to BA-3, PI-1, PI-8, PN-3, SC-7, SC-19 and SS-23.
Norman Mushinski	2/6/2018	Handwritten	REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This Is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor. As our community grows, with progress, why tear each mile Stone down, with an un-needed, un-wanted high speed rail. How can Waller County grown with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Norman Mushinski	2/6/2018	Handwritten	REFERENCE: IMPACT ON G&W WATER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet of this Water Tower. Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Harris County to this devastating loss. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to GN-3 and WW-6. The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.
Norman Mushinski	2/6/2018	Handwritten	REFERENCE: IMPACT ON WATERFOWL AND HUNTING NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting. The route of the HSR cuts through and will destroy the north end of one of the major wetlands in this region, where duct hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN. Again, "The NEED AND PURPOSE" of this HSR project has not been shown, to date!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to NR-1, NR-2, RF-2 and WW-2.
Normon Mushinski	2/5/2018	Handwritten	REFERENCE: ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF WALLER COUNTY (A Historical Minority Population County) - DEVALUATION OF HOMES LAND HOMESTEAD PROPERTY NO HIGH SPEED RAIL WALLER/HARRIS COUNTY This project will create an Obsolescence that will negatively impact the property values in Waller/Harris County. The proposed route will cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. As a resident of the Waller/Harris County area, FRA, High Speed Rail, failed to coordinate with the local Waller County Government, and it is	Refer to EJ-1, NV-5, PI-1, PN-3, PN-5, SC-19, SS-1, SS-12, SS-13 and VA-1.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS				
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			<p>obvious it would *beneficial to our area. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and many of neighbors and friends. The train will be felt by the surrounding residents up to 2 miles (either side of the rail), which would definitely cause future foundation issues to surrounding homes in the close proximity of the proposed route.</p> <p>This proposed route of HSR's goal is to service from only one city central to the next city central with a possible one stop in-between. This HSR will not benefit one Waller resident in anyway. In fact it will add many safety concerns. Why make our community pay the price of a future disaster to take place in our wonderful small community.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	
Normon Mushinski	2/5/2018	Handwritten	<p>REFERENCE: FARM, AND SHOW ANIMALS. AND THE MAJOR IMPACT OF HIGH SPEED RAIL WILL PLACE ON THEIR GROWTH PERFORMANCE, PRODUCTION AND SUPPLY OF LAND TO TABLE</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>Our Homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as as the High Dollar Show Lambs, my family enjoys on a day to day basis. Each one Of these is a big source of our daily nourishment. As we know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the High Speed Train.</p> <p>I feel our family has supplied generations to come with the lifestyle Of animal life, which so many never benefit from.</p> <p>As all know THE FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Stop this madness, let today's, tomorrows, and future generations enjoy this lifestyle of Farm Of Nature, Land and Animals, which so many miss in today's world.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to GN-3, NE-1 and NR-1.
Normon Mushinski	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON ECONOMIC DEVELOPMENT</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>I am a resident of Waller/Harris County. Our community has dozens of roads planned, that will make transportation times more do-able, that will bring more residents to this area, as well of Jobs, and businesses. But, none will be able to be completed Train Cuts through. which will also be Stifling to All Future Economics Development in this area.</p> <p>HC-4 route through Waller/Harris County: This route is some three miles west Of the original publicly notice route, and changed without any public input from those affected: Waller/Harris County.</p> <p>FRA Failed to Coordinate With The Local Waller County Government.</p> <p>No Build Option Should Be Chosen As The Only Viable Option For Texas</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to BA-3, PI-1, SC-13, SC-19 and TR-8.
Normon Mushinski	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON THE CITY OF WALLER</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the city's extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 —a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility.</p> <p>FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area.</p> <p>NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL FOR TEXAS</p> <p>Sincerely From a Concerned Citizen of Waller/Harris County.</p>	Refer to AQ-7, GN-3, LU-4 and NE-1.
Normon Mushinski	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON RESIDENTIAL COMMUNITIES IN NORTHERN WALLER COUNTY</p> <p>NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY</p> <p>As a resident of Waller/Harris County, I feel that the Northern Portion of Waller/Harris County Communities: Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest, Six Pines and the Kickapoo Preserve, on these developments, the HC-4 route travels directly through these developments and destroys the economic viability of them and the value of everyone's property, which is devastating to each individual and or piece of property of each resident. Why! Why destroy this TEXAS sole with a HSR.</p> <p>Our community is made up of beautiful acreage, and residents that have paid high dollar for their Texas Soil. Stop the High Speed Rail in Waller/Harris County, say: No To High Speed Rail, save our Communities, save our Texas Heritage, Save Our Land.</p>	Refer to LU-3, LU-4, RF-1 and VA-1.

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			NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	
Normon Mushinski	2/5/2018	Handwritten	REFERENCE: IMPACT ON WATERFOWL AND HUNTING NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY I moved to this area to have property, acreage to spread out on, acreage to watch nature, and for an area for hunting. The route of the HSR cuts through and will destroy the north end of one of the major wetlands in this region, where duct hunting is vital to the economy and where waterfowl and their hunting will be diminished, if not destroyed by a HIGH SPEED TRAIN. Again, "The NEED AND PURPOSE" of this HSR project has not been shown, to date!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to NR-1, NR-2, RF-2 and WW-2.
Normon Mushinski	2/5/2018	Handwritten	REFERENCE: IMPACT ON WALLER INDEPENDENT SCHOOL DISTRICT NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/HARRIS County area, the proposed alignment of the High Speed Rail will run through a large portion of the Waller ISD's district. This would negatively impact bus routes, which may cause Waller ISD to purchase addition school buses to transport student, and accommodate delays to county and private roads being impacted and/or closed by the proposed High Speed Rail project. The safety of our children is the utmost concern for our Waller/Harris County residents, parents, and school factuality. Why add the risk? Why add the tax dollars, to withstand this unneeded debt to our community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to SC-5 and SC-8.
Normon Mushinski	2/5/2018	Handwritten	REFERENCE: IMPACT ON HISTORICAL SITES NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Today in our community we are very fortunate to be able to drive by, admire, and learn the history of this community of Waller County. An Army Corps of Engineers Section 4 Permit report has revealed four archeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of Historical Places. Why deprive our County of this Historical Event. Due to the fact that FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY". NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to CR-9.
Normon Mushinski	2/5/2018	Handwritten	REFERENCE: IMPACT ON HEWLETT PACKARD DATA CENTER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to PI-1 and SC-11.
Normon Mushinski	2/5/2018	Handwritten	REFERENCE: IMPACT ON WALLER HARRIS EMERGENCY SERVICES DISTRICT NO. 200 NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of the Waller/Harris County Area, the "Need and purpose" of this project has not been shown to date. A High Speed Train would not be beneficial to our land, our city, our community, our schools, our roads, our emergency services, and neighboring communities. HC-4 route through Waller County, is some three miles west of the original publicity noticed route, and changed without any opportunity for public input from those affected. EMERGENCY SERVICES could be negatively impacted by the HSR line, due to its potential impact on our county and private roads. Many of which are used for emergency vehicles that now service the District and provide an 8 — minute response time. This HSR goal is to service from only one city central to the next city central with a possible ONE stop in-between. This HSR will not benefit	Refer to BA-3, PI-1, PI-8, PN-3, SC-7, SC-19 and SS-23.

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			Waller residents in any way. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely from a Concerned Citizen of Waller/Harris County	
Normon Mushinski	2/5/2018	Handwritten	REFERENCE: IMPACT ON KATY PRAIRIE CONSERVANCY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am worried about the impact of the High Speed Rail would have on the Katy Prairie Conservancy, which is a biologically diverse powerhouse with more than 300 species of birds, 110 species of mammals, amphibians and reptiles and more than 600 species of grasses, wildflowers, trees, vines and shrubs. A 200 MPH train barreling within one miles of this migratory bird sanctuary is going to cause bird collisions and accidents. This Is also where important wetlands of the Waller County area exist, which will be directly or indirectly affected by a HSR corridor. As our community grows, with progress, why tear each mile Stone down, with an un-needed, un-wanted high speed rail. How can Waller County grown with this no-nonsense HSR in our area! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . For information regarding vegetation please see Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Normon Mushinski	2/5/2018	Handwritten	REFERENCE: IMPACT ON G&W WATER NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, and after the research on the devastating affects the high speed rail would put on our community, my concern with the quality of local drinking water which would have a potential impact, with a High Speed Rail Track and Train operating within feet of this Water Tower. Feasibility of Proposed High Speed Rail, by The Reason Foundation, concludes that proposed high speed rail project could lose over \$500 Million a year. Please don't subject Waller/Harris County to this devastating loss. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	Refer to GN-3 and WW-6. The Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.
Normon Mushinski	2/5/2018	Handwritten	REFERENCE: IMPACT OF PUBLIC SAFETY NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY To me public safety is a big issue, a factor in our day to day operations, as wemove from location to location within OUT community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED!!! NO one has considered the lives of the residents that live in our community, or our safety of an explosion, from the speed of the train. Again FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT!!!!!!!!!! NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County.	Refer to EU-2, EU-6, EU-7 and PI-1.
Normon Mushinski	2/6/2018	Website	This project will create an obsolescence that will negatively impact the property values in Waller/Harris County. The proposed route will cause people to lose value in their property, and decreased valuation Of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. As a resident of the Waller/Harris County area, FRA, High Speed Rall, failed to coordinate with the local Waller County Government, and It Is obvious It would be beneficial to our area. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and many of neighbors and friends. The train will be felt by the surrounding residents up to 2 miles (either side Of the rail), which would definitely cause future foundation Issues to surrounding homes in the close proximity of the route. This proposed route Of HSR's goal is to service from only city central to the next city central with a possible one stop in-between. This HSR will not benefit one resident in any way. In fact it will add many safety concerns. Why make our community pay the price of a future disaster to take place in our wonderful small community.	Refer to NV-5, SC-19, SS-1, SS-12, SS-13, SS-23 and VA-1.
Normon Mushinski	2/6/2018	Handwritten	REFERENCE: IMPACT OF QUALITY OF LIFE NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY "Quality of Life", would be a huge devastating issue for the residents, and community of Waller/Harris County. Our residents, and our community area would be living, working, functioning day to day within the noise and vibration within noticeable distance. The sight of the rail, as well as the 90 minute train, that will pass several times a day. These high speed rails are elevated, which would add to the distracting visible eye sight of Waller/Harris County. HSR's are known for derailing, and that would add devastating issues to the surround area of Waller/Harris County. This would add concerns	Refer to AS-1, NV-1, NV-5, SS-1 and TC-4.

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			of safety for our Waller/Harris County residents in that existing surrounding area, as well. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS Sincerely From a Concerned Resident of Waller/Harris County.	
Evelyn Mushinski	2/5/2018	Handwritten	Waller County welcomes large growth for our community, Hewlett Packard Date Center Enterprise is currently not in a position to approve or disapprove the proposed route of HSR. This Data Center would bring jobs to the Waller/Harris County. However the proposed route would have very serious negative impact on our Waller/Harris County property of the critical outcome of the data center operations at the proposed property. FRA FAILED TO COORDINATE WITH LOCAL WALLER COUNTY GOVERNMENT. Our Waller/Harris County Community deserves to be abreast of our county government functions happening in our surrounding county area. Our Government cannot do their job property if FRA failed to coordinate with our local county government, for the High Speed Rail in our area. As a resident of Waller/Harris County, I do not feel the "Need and Purpose" of this project has "not" been shown. It does not benefit our Waller County Community in any way.	Refer to PI-1, PN-3, SC-11 and SC-19.
Evelyn Muskinski	2/5/2018	Letter	Today in our community, we are very fortunate to be able to drive by, admire, and learn the history Of this community Of Waller County. An Army Corps Of Engineers Section 4 Permit report has revealed four archeological sites, and two pre-historic sites considered at this time for inclusion in the National Register Of Historical Places. my deprive our County Of this Historical Event. Due to the fact that FRA FAILED ro COORDINATE MTH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY".	Refer to CR-9.
Evelyn Muskinski	2/6/2018	Letter	NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our Community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the deveopment of the holding walls the High Speed Rail will add to out community. Local Environment Impact includes the Spring Creek Watershed where five creeks will cross the tract of the HSR. Stop this future flooding issues from adding to our drainage issues, stop the HSR. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS.	Refer to FP-1, WW-1, WW-2 and WW-8.
Evelyn Muskinski	2/6/2018	Website	REFERENCE: ECONOMIC IMPACT ON PROPERTY VALUES AND TAX BASE OF WALLER COUNTY (A Historical Minority count") - DEVALUATION OF HOMES. HOMESTEAD PROPERTY NO HIGH SPEED RAIL WALLER/HARRIS COUNTY This project will create an obsolescence that will negatively impact the property values in Waller/Harris County. The route win cause people to lose value in their property, and decreased valuation of property will cause lower tax revenue collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes. As a resident of the Waller/Harris County area, FRA, High Speed Rail, to coordinate with the local Waller County Government, and it Is obvious it would be to the area. Looking at the proposed route, the HSR will run through a large number of pieces of private property owned by myself and many of neighbors and friends. The train will be felt by the surrounding resIDents up to 2 miles (either side of the rail), which would definitely Cause future foundation issues to surrounding homes in the dose proximity Of the route. This proposed route of HSR's goal is to service from only one aty central to the next city central with a possible One stop in-between. This HSR will not benefit one Waller resident in any way. In fact it will add many safety concerns. Why make our community pay the price of a future disaster to take place in our wonderful small community. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR HIGH SPEED RAIL IN TEXAS	Refer to PI-1, SC-19, SS-1, SS-12, SS-21 and VA-1.
Norman Muskinski	2/6/2018	Website	Our homestead in Waller/Harris County supplies numerous benefits as the pleasant viewing of the farm animals, as well as the high dollar show lambs, my family enjoys on a day to day basis. Each one of these Is a big part of our daily nourishment. As we know, all animals are sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, every 90 minutes due to the high-speed train. I feel our family has supplied generations to come with the lifestyle of animal life, which so many never benefit from. As we know THE FEASIBILITY OF THE PROPOSED HIGH SPEED RAIL, The Reason Foundatlon, concludes that the proposed high-speed rail project could lose over \$500 million a year. stop madness, let todays, tomorrows, and future generations enjoy this lifestyle of farm of nature, land and animals, which so many miss in today's world. No build option should be chosen as the only viable option for texas.	Refer to GN-3, NE-1 and NR-1.
Norman Muskinski	2/6/2018	Website	As a resident of the Waller/Harris County Area, I take pride in my neighbors, and community. The IMPACT ON THE CITY OF WALLER, one of my main surrounding areas in my community I feel the HSR will affect. The HC-4 Route passes through the citys extraterritorial jurisdictions and through the planned Waller Town Center. HC-4 passes through the Delta Troy Interests, a 990 -a tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of Daikin/Goodman facility. FEASIBILITY OF PROPOSED HIGH SPEED RAIL, The Reason Foundation, concludes that the proposed high speed rail project could lose over \$500 Million a year. Why pass that future disaster and clean up debt on to the surrounding communities of the Waller/Harris County Area. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPT'ON FOR HIGH SPEED RAIL FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County,	Refer to GN-2, GN-3 and LU-4.

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Norman Muskinski	2/6/2018	Website	An Army Corps of Engineers Section 4 Permit report has revealed four archaeological sites, and two pre-historic sites considered at this time for inclusion in the National Register of Historical Places. Why deprive our County of this Historical Event. due to the fact that FRA FAILED TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY."	Refer to CR-9.
Norman Muskinski	2/6/2018	Website	To me public safety is a big issue, a factor in our day to day operations, as we move from location to location within our community as it is, day to day!!! The HIGH SPEED RAIL TRACKS would pass with approximately of 580 feet Of a Natural Gas Pipeline Compressor Station. THIS HAZARD IS NOT ADDRESSED! No one has considered the lives of the residents that live in our community, or our safety of an explosion, from the speed of the train.	Refer to EU-2, EU-6 and EU-7.
Norman Muskinski	2/6/2018	Letter	As a resident of Waller/Harris County, I am devastated each time there is volume-over abundance of rain in our community, now! Waller/Harris County cannot take the impact of more water entering or be retained by the development of the holding walls the High Speed Rail will add to our community. Local environmental impact includes the Spring Creek watershed where five creeks will cross the tract of the HSR. Stop this future flooding issues from adding to our drainage issues, stop the HSR. No build option should be chosen as the only viable option for Texas.	Refer to FP-1, WW-1, WW-2 and WW-8.
Jack Myers	2/17/2018	Website	Please do not approve the Dallas -Houston High-Speed Rail Line, After attending the hearing held in Cypress recently it was very clear this is not a viable project. It lacks funding, as well as ridership to support the endeavor . If it fails the taxpayers will be stuck with the cost and taxed appropriately. The sad part is the property taken will be gone and not returned to the original owners. What a chance to take.	Refer to GN-2, GN-4 and NE-1.
Lois Myers	3/4/2018	Website	<p>I do not support this High Speed Rail. I attended the Cypress Public Meeting & after listening to many public comments, which had substantive evidence & facts to back them up, I believe this private-business High Speed Rail enterprise will be an economic failure, and Taxpayers will end up having to pay for it. American citizens cannot afford any additional taxation, especially to bail out a business backed primarily by foreign banks initially funding this Project, with Construction Contracts awarded to foreign businesses. Therefore, I am NOT in favor of Texas Central Rail, because of the strong likelihood that I, & other Americans, would end up being taxed in the long-run to fund this Project.</p> <p>I also am opposed to the sheer ugliness of the monstrously tall buildings, required to support the rails, & also opposed to the high wires suspended above the rails that I believe would be detrimental from a health-standpoint (too loud, above legal noise decibel-levels for tolerance/hi-voltage electricity too close to homes).</p> <p>Furthermore, I do not see any plans for any detention ponds (above or below ground) that Central Rail intends to build, to contain its Rain Run-Off, displaced by cement and other structures necessary for the construction of this Railway; instead, its Rain Run-Off, displaced by all its cement & buildings on the ground, will run into surrounding streets, homes, bayous, & creeks, causing man-made flooding.</p> <p>Additionally, this Railway also poses a great potential threat to possible gas explosions, because in Texas there are many underground oil/gas lines, and some of the structures for this Rail Project will be built too close to them, and therefore dangerous.</p> <p>Texas is NOT the place for this high-speed rail...it might be fine for foreign countries, which have most of their populace living mostly in multi-family dwelling units or housing, without a predominance of single-family homes...BUT here in America, where single-family homeownership & neighborhoods exist, where such quality of living needs to be preserved, Texas Central would ruin such neighborhoods, and be a huge detriment & mistake.</p> <p>Please present all my arguments & concerns at the Public Meeting for HSR in Houston, TX on March 5th. Thank you.</p>	Refer to AS-1, EU-2, EU-5, GN-4, NE-1, NV-1 and WW-1. Utilities and Energy mitigation measures are discussed in Section 3.9.6.2, Utilities and Energy, Mitigation Measures , and include performing below ground utility exploration during final design (EU-MM#1: Development Impact Report) and protecting/encasing (EU-MM#3: Coordination with Anderson Water Company and Wickson Creek SUD for the Brazos Valley Intermediate Station Water Demand), or relocating the utilities during final design and construction (EU-MM#2: Coordination with Prairielands Groundwater Conservation District for the Bardwell MOW Water Demand).

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N				
Lee Nader	2/23/2018	Website	Make it happen.	Comment noted.
Gregg Nady	2/5/2018	Handwritten	1) Please include a bike trail connection south from the Houston NW mall terminal to the planned 12th St to Westview bike trail, under the 610 loop. 2) Provide a bike trail underpass along the drainage between Bingle and Kempwood. This will provide a safe pathway between Addricks Rosemont and White Oak bayou along the so called powerline hike and bike trail corridor. 3) I fully support this project and look forward to an alternative transit option between Houston and Dallas.	TCRR has not proposed any bike trails as part of the project.
Gregg Nady	2/6/2018	Website	I have several comments, but I am in complete support of the HSR project and look forward to an alternative mode of transportation and reduced congestion on I-45. First, I would like to have included a hike and bike trail connection at the Houston NW Mall terminal from the planned Westview Dr. to 12th St bikeway. Preferably this would cross between the TxDOT detention ponds under Loop 610 and connect to the terminal at the West Loop Southbound feeder road and Hempstead Road. This should include a bike path to the terminal building and bike parking at the terminal. Note that the Westview/12th St bikeway has direct bikeway connections to downtown Houston and West Houston/Katy. This would provide an alternative form of commuting to and from Dallas. I am including a file which shows the Westview to 12th St bikeway. On the Dallas terminal end, please plan to include a safe bikeway connection to the Trinity Skyline trail which plans to be extended to downtown Dallas with a connection to the Katy Trail which runs to the SMU campus and White Rock Lake. It appears that a bike path southeast from the terminal might be the best option. Also, please consider accommodations on the trains to allow bike storage for the trip. This would allow riders to bike to the terminal, ride to Dallas, then bike around Dallas before returning to Houston. In Houston, please consider allowing for a bikeway underpass at the east-west drainage along Hempstead Hwy, just south of Bingle Rd. This is the likely route of a future bikeway connecting White Oak Bayou to West Houston, via a powerline corridor. Thank you for your consideration of these comments and please contact me if you need additional information.	TCRR nor FRA are recommending new or additional hike and bike trails, however, data concerning bicycle and pedestrian facilities were collected from NCTCOG, H-GAC and the cities in the Study Area. On-road, non-motorized transportation facilities, including bike lanes, bike routes and multi-use paths or trails, were obtained from the inventory of roadway crossings discussed above. Facilities designed for use by bicycles, whether on-road or off-road, are defined as bikeways. All facilities in an existing roadway ROW are considered on-road. Off-road facilities, or facilities not within an existing roadway ROW, are discussed separately in Section 3.17, Recreational Facilities .
Monica Nagel	3/9/2018	Website	The train is a much needed project! Texas needs more like this as it continues to grow in population.. We need to embrace the 21st century.	Comment noted.
Steven Nagel	3/9/2018	Website	I fully support this project. Houston and Texas need to build more rail systems.	Comment noted.
National Motorists Association	2/5/2018	Website	With the advances in autonomous vehicles, 18th century solutions to 21st century problems is a silly waste of money. HSR to cover a distance of 200 miles is a waste of money. Please stop lying to people that "no tax dollars will be used". Please shut down this effort immediately.	Refer to BA-4, NE-1, GN-4, PN-3.
Liz Nava	2/1/2018	Email	I am absolutely against the HSR. Being from a small community this rail will run through, I cannot imagine the negative impact it will have on our community. Keep this out of here. Definitely a NO.	Comment noted.
Penelope Navar	3/9/2018	Website	This is an extraordinary idea. It is both efficient and accessible. There is a lot of travel between Houston and Dallas, and this would just make both business travelers and pleasure travelers commute much faster.	Comment noted.
Ken Navarro	2/13/2018	Website	Houston High-Speed Rail Watch, a coalition of neighborhood leaders, has put forward a proposal for connecting the HSR station to downtown with METRORail or BRT (Bus Rapid Transit) running elevated over the main lanes of I-10. With a modest number of station stops along the way, this line could serve the neighborhoods it passes by while providing a speedy end-to-end link. The new line could tie in to the Green and Purple METRORail lines downtown, and into the Bus Rapid Transit (BRT) line currently under construction in Uptown. It could also become part of a commuting solution for residents of West Houston. This solution would provide connectivity to other parts of Houston, strengthen Houston's transportation network, and benefit neighborhoods. I support this proposal, and urge METRO, Texas Central Partners, the FRA, and TxDOT to work with Houston High-Speed Rail Watch to make their connectivity proposal a reality for Houston.	Refer to TR-4.
Kelly Neal	2/6/2018	Oral	Good evening. My name's Kelly Neal. I live in Austin. I'm a real estate agent, and I'm here tonight because my parents own 21 acres off of Binford Road. They have a blackberry farm. They have a -- they're in the process of building a farmers market right now, and this entire -- their entire livelihood is built off of this property. But I'm here tonight to talk to y'all about something that no one in this room has mentioned yet, and that's Google fiber. I'm not sure how many of y'all are familiar with Google fiber or have even heard of the word. It's short for fiberoptics. It's Google's new fiber optic cables that are about a hundred times faster than the average U.S. Internet service. Back in 2011, Google started a test market, and they tried it out in Kansas City first. They wired up the entire area of Kansas City with the underground fiber optic cables. And it was so successful that they made Austin their second market for testing since Google's headquarters are in Austin, as well. So in 2014, they started wiring up the city. They got all of our sidewalks, our roads, subdivisions. They have wired up about 90 percent of the city limits right now. And it costs about \$130 plus tax for you to get Internet and digital TV through Google fiber. So since it's so expensive, not that many people are really using it. It also has a \$300 install fee. But what I'm concerned with about all of this is that Austin was the first city wired up in Texas. Now, San Antonio is being wired up. They started getting wired up in late 2017. And now Dallas is in the running for the third group that Google is going to wire up. So there's been no mentioning of Google fiber in Houston that I've heard of; and from what I've talked to my	Refer to LU-14 and NE-1.

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			parents and grandparents' friends, most of y'all are not even familiar with the word at all. And I think it's something that most of you need to be researching if you're landowners, because if they put the train -- which sounds like it's a useless train -- but they can't put it -- they can't -- Google can't take your land for utility easement. So if they put a worthless train through there, then they can take your land for the train easement. Then when the train fails, they'll already have an existing easement that's already wired up with Wi-Fi, and Google is going to be making a couple of hundred bucks off of every single user that uses this. I want to know if my parents and grandparents and all of you other property owners are going to get paid anything from Google or any of the other tech companies off of that train if the train fails and the utility lines still stay in place and Google's still running their fiber. So that's all I needed to say.	
Les Neal	1/31/2018	Oral	How are y'all doing? My name is Les Neal. I live out in Shiloh, right around the corner from Bobby Forrest. And he's right, we have some good people out there in Shiloh, and I know that Shiloh isn't solid for this particular land grab, but let me just tell you people something. Y'all are in the wrong damn state to be trying to steal people's land. Y'all should have went to fucking California with that shit. Okay. Time saving. There ain't going to be no time saving. I'm a truck driver. Let me tell you something. You're going to go to Dallas, you're going to get on -- I agree with that lady. You're going to go to Dallas, you're going to try to drive up and park your personal vehicle on one end or the other, and then take a train to Houston, -- By the way, the only people going to Houston from Dallas is lawyers, doctors, people with more money than they have sense, and are impatient, and do not appreciate the Texas landscape that they can drive down and enjoy on I-45, stop by, Bucc-ee's, Woody's, or wherever, and buy some beef jerky, and just take your time. You're in the wrong damn state. If you're in a hurry, go to Jersey, where everything is right there local. Also, eminent domain. I mean this. Have y'all ever heard of Ruby Ridge? There was just one family up there getting in trouble over a shotgun. Y'all are talking about people with five generations. That shit runs deep. Excuse my French. That runs deep. And Texans don't back down. Richard Petty -- I mean, Petty -- Tom Petty should have been from here. Okay. They don't abide lies, they don't like little trickery bullcrap. They won't put up with it. So, whenever you go down to one of this Mr. Little's house, or somebody else's house, and you've got a shotgun in your face, and you're wondering "Why are we on TV -- We were suppose to be having a commercial about the high-speed rail, but now we're on TV", and Donald Trump is going "Well, we have a problem in Texas. The high-speed rail came in, and we had a bunch of killings", that's probably going to be what happens. So, go to California, try it from L.A. to San Francisco. It's bigger. You know, let the fags go to nuts, and the nuts go to fags, whatever. So, bye.	Comment noted.
Anna Beth Neason	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual diruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Anna Beth Neason	2/6/2018	Oral	It was my understanding this was an opportunity to also comment on the Environmental Impact Statement. I've spent the last several days digging through that thing. A number of issues were not addressed at all and how it will impact us in our environment. For one thing, the traffic on our current roads. Highway 30 is already overloaded with traffic. If you put a station in Roans Prairie, it's going to increase that. And Shiro, which is where I live, we already have problems where they ignore the speed limit. It's not uncommon to see them doing 75 and 80 in front of my house. They ignore the passing zones. They even ignore the emergency vehicles. The Shiro Fire Department is catty-corner from my house. They have to sit at the end of their driveway with their lights and their sirens going waiting for the traffic to decide to stop. Well, to clear because they don't stop. If you increase the traffic on that current highway it will get worse. Secondly, emergency services. One of things that they did not address is they talked about the current emergency services. Do you realize that most of the route through Grimes County is served by volunteer fire departments, which means during the workday they have very few or very low manpower to address any emergency situations. You would have to wait until Bryan/College Station could get out there because they would not have the manpower to handle a train wreck. You will also increase the accident rate on Highway 30 which is already high by increasing the traffic. Pollution. I looked at the air pollution. The only thing they address was the non-attainment areas in Houston and Dallas and their effects on it. So what's it going to do to Grimes County? I could not find anything in there that would address that issue. Light pollution in the five-mile area. We already have light pollution from Tenaska, the transformer station, and now we're going to get this big train depot. Noise pollution. Believe me, the traffic noise	Refer to AS-1, CR-12, HZ-5, NE-1, NE-9, NV-1, PI-7, SS-23, TR-2, WW-1 and WW-2. Section 3.2 Air Quality and Section 3.21 Greenhouse Gas Emissions contain detailed analysis of potential air quality impacts associated with construction and operation of the Build Alternatives. Both sections determined there would not be significant, long term adverse impacts to air quality and a net reduction in both major pollutants and greenhouse gases. Temporary adverse air quality impacts associated with construction were discussed, and mitigation measures outline at the end of Section 3.2, Air Quality. Section 3.20.4.8.3, Soils and Geology, Seismicity have been updated to reflect all major and minor faults within the Grimes County. Section 3.20.5.2.3, Soils and Geology, Seismicity details that annual probability for seismic hazards being felt is low and would cause

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			<p>is already a problem. I've tried to soundproof one of my bedrooms in my home. You can't do it. And if you increase the traffic, it will be worse. Ground water and surface water. We depend upon ground water for our water source. What are you going to be doing to it? I could not determine from the comments in the environmental statement what they would do if they contaminated our ground water. Fault lines. There are three fault lines across Grimes County. How is it going to impact them? Again, nothing was in there. Historical sites. You know, not every historical site's on the National Register of Historical Sites. I know of Hadley Fort. It will be impacted. I know of an Indian campground north of Roans Prairie. It will be impacted, and you can't just pick it up and move it. I am against the high-speed rail.</p>	<p>minimal to no structural damage to the HSR system and would not pose risk of injury or death to passengers. Furthermore, as described in Section 2.2.1, Alternatives Considered, Technology, the HSR system is equipped with proven earthquake sensors containing anti-derailment and braking technology.</p>
Annabeth Neason	2/23/2018	Website	<p>I wish to express my opposition to the proposed High Speed Train that would link Houston and Dallas, TX and be built by the Texas Central Railroad. First I will explain why I believe this to be a very bad idea. Then I will point out deficiencies in the Draft Environmental Impact statement that was released in December of 2017. Why I oppose the High Speed Train (HSR):</p> <ol style="list-style-type: none"> 1. Texans are NOT mass transit minded people. We are not accustom to being herded into a container like cattle and then dumped out a point that may or may not be near our destination. Most people may take the train once or twice. But, as soon as transport to our final destination, such as Lewisville, Keller, or Grapevine, is excessively expensive in money or time, we WON'T take the train again. 2. Our cities are sprawling and have not been developed to allow easy mass transportation within the metroplexes. Look at the history of mass transit in Houston. They still haven't been successful with it. 3. The cost is too high. Estimates for a one-way ticket from Houston to Dallas are \$199.00. You can fly from Houston to Dallas on Business Select level for \$126 one way on Southwest Airlines. Flight time is 1 hour. People will choose the airline over the train. 4. The HSR is planned to travel through the rural areas of Texas while the benefit is for the larger cities. The cities such as Bryan-College Station see the HSR as an enormous benefit. They only gain benefits. They do not lose anything. Only the rural counties lose. The supposed increase in taxes the railroad would pay will not make up for the increased costs of road maintenance, trash and waste handling, or the other impacts of the railroad. 5. The building of the HSR is highly detrimental to the rural areas of Texas. We lose our land. Much of this land is highly productive agricultural land. I know that compared to production to the entire state of Texas, this reduction is small, but the day will come when any reduction is unacceptable. It will remove land from the property tax roles of counties that are not affluent. It will destroy family legacies that have stood for five or more generations. It will destroy or severely damage family livelihoods. 6. Safety – Based on the Amtrak accidents that have occurred in the last couple of months, I have a concern for the safety of the high speed rail. Amtrak only travels about 70 miles per hour, the high speed rail will travel at 205 mph. How will the Federal Railroad Administration ensure the safety of the passengers on the train. <p>In addition to opposing the general concept of the high speed rail, I have numerous concerns about the Draft Environmental Impact Statement (DEIS).</p> <ol style="list-style-type: none"> 1. Validity of data used. The statement clearly indicates that it is a desktop statement. This means most of the data used in the report was obtained from other studies by other entities for other reasons and possibly in other areas. Very little data was actually obtained on the land that will be directly impacted by the railroad. I question the validity of such data. Such a drastic enterprise should be evaluated on the actual land it will impact, not similar areas. There are many variables within "similar" areas that will affect the environmental impact. The data needs to be specific to the area that is being included in the rail line 2. Impact on nearby small communities. The houses in the community of Shiro sit very close to Hwy 30. Some are less than 100 ft from the road. They are old houses. <ol style="list-style-type: none"> A. Noise –The station in Roans Prairie will create an increase in traffic, especially on Hwy 30, which increases noise levels that are nearly impossible to block. The current levels of traffic increase about 5:30 a.m.. I seldom have to wait for my alarm to wake me. The increased traffic at that hour usually wakes me up before the alarm goes off. And this problem is with the current level of traffic. The station in Roans Prairie will possibly increase the traffic level. B. Maintenance – increased traffic will require increased maintenance. Maintenance that will have to be paid by the tax payers C. Safety – Current traffic flies through the community at high speeds ignoring the speed limit. The train station in Roans Prairie will increase this problem. D. Difficulty in accessing Hwy 30 from side roads and driveways. Traffic on Hwy 30 already makes it difficult and dangerous in pulling out on the highway. Increased traffic will exacerbate the problems. <ol style="list-style-type: none"> 1) many homes along the highway have to back out into the traffic because there is no room for a turn around in the drive 2) due to drivers ignoring speed limits, accelerating to obtain speed after accessing the highway often ends up with impatient drivers sitting on your bumper. 3) Drivers ignore the no-passing zone in Shiro. This makes pulling out into the traffic even more hazardous. You have consider not only the 	<p>Refer to AQ-8, CR-12, GN-2, HZ-5, LU-2, NV-1, PN-3, SC-3, SS-4, SS-12, SS-13, SS-18, SS23, TR-6, TR-7, WW-1 and WW-6.</p> <p>Section 3.20.4.8.3, Soils and Geology, Seismicity has been updated to include all major and minor faults within Grimes County. Section 3.20.5.2.3, Soils and Geology, Seismicity details that annual probability for seismic hazards being felt is low and would cause minimal to no structural damage to the HSR system and would not pose risk of injury or death to passengers. Furthermore, as described in Section 2.2.1, Alternatives Considered, Technology, the HSR system is equipped with proven earthquake sensors containing anti-derailment and braking technology. The station area impacts discussion in Section 3.10.5.2.2, Aesthetics and Scenic Resources, Build Alternatives have been revised to include impacts from station area lighting. For the Brazos Valley Station, FRA introduced additional mitigation measures to minimize the cumulative lighting impacts. The station would be located approximately 1/2-mile from the businesses located at the Hwy 90 and Hwy 30 intersection. While the height of existing mature trees may not block the view of the entire station, the existing vegetation and trees will help limit the distance light travels from the station area.</p>

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			<p>traffic you see, but also the traffic that may be behind them and in a hurry.</p> <p>E. Heavy traffic on Hwy 30 makes it difficult for emergency vehicles from the Volunteer Fire Department to respond to emergency calls.</p> <p>1) Traffic on Hwy 30 ignores the fire engine sitting in the drive with its lights and sirens going. They do not stop. The fire fighters have to wait for traffic to clear.</p> <p>2) This delays the response time of the Volunteer Fire Department.</p> <p>3). Impact on the County</p> <p>A. The DEIS notes that construction materials will be brought in by rail. These materials willstill have to be trucked to the construction sites. To access the remote construction sites, thetrucks will have to use county roads.</p> <p>B. Trucking these materials to construction sites will often involve small County maintained, dirt roads. The county will have increased costs for road maintenance.</p> <p>C. Emergency Services</p> <p>1) The DEIS admits that during construction there may be problems with response time for emergency vehicles in some areas. When emergency services arrive at the scene of an emergency, victims must be transported to the nearest medical facility in Huntsville, Navasota or Bryan. Increasing the response time could possibly have negative effects on victim survival.</p> <p>2) Most of the areas the proposed high speed rail will travel in Grimes County and other rural counties are served by Volunteer Fire Departments. During the day, these departments have very few responders since many of the younger firefighters work elsewhere. The limited number of available responders would be a major concern if there is a rail accident. Responders from larger towns that may be much further away would have to be called. This would definitely delay the response time if an accident occurred on the railroad.</p> <p>4. Impact on Environment</p> <p>A. Air Pollution</p> <p>1) Most of the areas addressed by the DEIS on air pollution dealt with the non-attainment areas found in Houston and Dallas. The DEIS does not address air pollution which will be created by the increased traffic on Hwy 30 and Hwy 90 due to the location of the Roans Prairie station. This air pollution will affect homes located very close to these two highways. Currently we meet air quality standards. How will the train and its station location affect the air quality in Grimes County?</p> <p>B. Light pollution –While the DEIS addressed the light pollution from construction and the operation of the train. I did not find that they addressed light pollution from the stations. Grimes County is a rural area and yet within 5 miles of the proposed station, we already have excessive light pollution emitted by the Valero station in Roans Prairie, the Tenaska power station between Roans Prairie and Shiro, and the electrical transformer station down CR 229. The Roans Prairie station would add a fourth light pollution source that disrupts wildlife behavior. This issue was not addressed.</p> <p>C. Noise pollution –</p> <p>1) The only statement I could find related to noise pollution and the stations was in Section 3.4.5.2.2 and I quote -"sources of potential operational noise impacts in the vicinity of stations includes auto and bus traffic on access roads and parking facilities. For these sources, FTA guidance suggests impact screening distances in the range of 100 to 225 feet. For the station sites under consideration, however, there are no noise-sensitive land uses within these distances. Thus, noise impacts would not occur due to station activities. The DEIS does not address noise pollution from increased traffic in the areas of the Roans Prairie station. 2) I believe this is a false statement. Hwy 30 runs close to a number of homes. It is about 100' from my front porch. The home was built in this location prior to 1944. The traffic noise is already extensive and creates difficulties in sleeping. Most methods of noise abatement available to home owners are ineffective. I know, I have tried several of them on one bedroom so overnight guests could sleep in peace. These methods have not worked.</p> <p>D. Groundwater and Surface water</p> <p>1) The following statements were made in the DEIS</p> <p>a) "No watershed protection plans are currently in effect for any sub watersheds in the study area; therefore the Project would not be subject to local watershed protection plan requirements."</p> <p>b) "Operation of the railway would have permanent impacts on surface water quality including impaired stream segments."</p> <p>c) "Long-term increase in water demand would occur during operations at the stations and TMFs from food and beverage service, restrooms, meal preparation and train washing."</p> <p>2) The impact of the stations was addressed concerning how you would meet these needs in Houston and Dallas. You did not address how you would meet these increased needs at the Grimes Co. Station.</p> <p>a) Roans Prairie does not have "city water" so you would have to drill wells to supply the station. This could draw down our groundwater of the area with the increased demand.</p>	

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			<p>b) Roans Prairie does not have "city sewer". Homes in the area use a septic system for disposal of sewage. The sewage outflow from the station could affect our surface water as well as our groundwater.</p> <p>c) You admit that construction may have impacts on the quality of surface and groundwater in the build areas. However you only promised to use best management practices. You did not address what will be done in the case of contamination. I noticed a definite lack of addressing these possibilities in Grimes County. Shiro is solely dependent on groundwater for our water supply.</p> <p>E. Fault lines I could not find anything in DEIS addressing effects of the TCRR rail line and the three fault lines that cross Grimes County.</p> <p>5. Historical sites Not all historical sites are listed in the National Register of Historic Places or the Texas Historical Commission. How will the construction of the HSR affect the ruins of the Radley Fort, south of Roans Prairie or the Indian campground (possibly the Bidias Indians) north of Roans Prairie?</p> <p>Overall, I find the DEIS to be insufficient in addressing the actual impact on our environment. It tends to use a broad brush in explaining the impact of the high speed rail as it applies to Houston, Dallas and the rural counties it will severely impact. These three areas are unique and different. Noise and light in Houston and Dallas is considered normal. However, in Grimes County it will a drastic, detrimental change. I suspect much of the data used in the report came from the environmental impact statement of the Center Point power transmission line currently being constructed in Grimes County. There is a huge difference in the impact of a power line upon the air and a rail system on the ground with its associated increase of people and traffic. Also, the transmission line does not incur the problems of a rail station and its impact on a rural county. The Environmental Impact Statement is inadequate. It needs to be completely redone. It needs to use real data concerning the impact of this rail, not data from other studies for other reasons. PLEASE stop the high speed rail. It is a financial disaster. I do not believe it will succeed over the long term. Then the rural areas of Texas will be left "holding the bag" with this monstrosity sitting on our land, and destroying our environment. This is discrimination against rural counties and the people who live there, including black, brown and white. We do not have the "voice" or money to fight high dollar investors such as the backers of the high speed rail. We ask the federal government to stop the high speed rail.</p>	
AnnaBeth Neason	2/23/2018	Website	<p>To the Federal Railroad Administration Re: High Speed Train in Texas Dear sirs or madams: I wish to express my opposition to the proposed High Speed Train that would link Houston and Dallas, TX and be built by the Texas Central Railroad. First I will explain why I believe this to be a very bad idea. Then I will point out deficiencies in the Draft Environmental Impact statement that was released in December of 2017 Why I oppose the High Speed Train (HSR) 1. Texans are NOT mass transit minded people. We are not accustom to being herded into a container like cattle and then dumped out a point that may or may not be near our destination. Most people may take the train once or twice. But, as soon as transport to our final destination, such as Lewisville, Keller, or Grapevine, is excessively expensive in money or time, we WONT take the train again. 2. Our cities are sprawling and have not been developed to allow easy mass transportation within the metroplexes_ Look at the history of mass transit in Houston. They still haven't been successful with it. 3. The cost is too high. Estimates for a one-way ticket from Houston to Dallas are \$199 00. You can fly from Houston to Dallas on Business Select level_ for \$126 one way on Southwest Airlines. Flight time is 1 hour. People will choose the airline over the train. 4. The HSR is planned to travel through the rural areas of Texas while the benefit is for the larger cities. The cities such as Bryan-College Station see the HSR as an enormous benefit They only gain benefits. They do not lose anything Only the rural counties lose. The supposed increase in taxes the railroad would pay will not make up for the increased costs of road maintenance, trash and waste handling, or the other impacts of the railroad. 5. The building of the HSR is highly detrimental to the rural areas of Texas. We lose our land Much of this land is highly productive agricultural land I know that compared to production to the entire state of Texas, this reduction is small, but the day will come when any reduction is unacceptable. It will remove land from the property tax roles of counties that are not affluent. It will destroy family legacies that have stood for five or more generations. It will destroy or severely damage family livelihoods. 6. Safety Based on the Amtrak accidents that have occurred in the last couple of months, I have a concern for the safety of the high speed rail. Amtrak only travels about 70 miles per hour, the high speed rail will travel at 205 mph. How will the Federal Railroad Administration ensure the safety of the passengers on the train. In addition to opposing the general concept of the high speed rail, I have numerous concerns about the Draft Environmental Impact Statement (DEIS). 1. Validity of data used. The statement clearly indicates that it is a desktop statement. This means most of the data used in the report was obtained from other studies by other entitles for other reasons and possibly in other areas. Very little data was actually obtained on the land that will be directly impacted by the railroad. I question the validity of such data. Such a drastic enterprise should be evaluated on the actual land it will impact, not similar areas. There are many variables within similar areas that will affect the environmental impact. The data needs to be specific to the area that is being Included in the rail line 2. Impact on nearby small communities. The houses in the community of Shiro sit very close to Hwy 30. Some are less than 100 ft from the road They are old houses. A. Noise The station in Roans Prairie Will create an increase in traffic, especially on Hwy 30, which increases noise levels that are nearly impossible to block. The current levels of traffic increase about 5:30 a m. I seldom have to wait for my alarm to wake me. The increased traffic at that hour usually wakes me up before the alarm goes off And this problem is with the current level of traffic. The station in</p>	<p>Refer to AQ-8, AS-1, BA-12, CR-12, EJ-1, GN-1, GN-2, GN-6, HZ-5, LU-2, NE-1, NE-8, NE-9, NV-1, PN-3, SC-3, SS-4, SS-12, SS-13, SS-18, SS-23, TR-3, TR-4, TR-6, TR-7, VA-1, WW-1 and WW-6.</p> <p>The Final EIS considered noise impact from auto and bus traffic on access roads and parking facilities in the immediate vicinity of the station but did not evaluate the potential noise effects of increased road traffic beyond that area. The station area impacts discussion in Section 3.10.5.2.2, Aesthetics and Scenic Resources, Build Alternatives have been revised to include impacts from station area lighting. For the Brazos Valley Station, FRA introduced additional mitigation measures to minimize the cumulative lighting impacts. The station would be located approximately 1/2-mile from the businesses located at the Hwy 90 and Hwy 30 intersection. While the height of existing mature trees may not block the view of the entire station, the existing vegetation and trees will help limit the distance light travels from the station area. Section 3.20.4.8.3, Soils and Geology, Seismicity have been updated to reflect all major and minor faults within the Grimes County. Section 3.20.5.2.3, Soils and Geology, Seismicity details that annual probability for seismic hazards being felt is low and would cause minimal to no structural damage to the HSR system and would not pose risk of injury or death to passengers. Furthermore, as described in Section 2.2.1, Alternatives Considered, Technology, the HSR system is equipped with proven earthquake sensors containing anti-derailment and braking technology.</p>

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			<p>Roans Prairie will possibly increase the traffic level. B. Maintenance Increased traffic will require Increased maintenance. Maintenance that will have to be paid by the tax payers C. Safety Current traffic flies through the community at high speeds ignoring the speed limit The train station in Roans Prairie will increase this problem. D. Difficulty in accessing Hwy 30 from side roads and driveways. Traffic on Hwy 30 already makes it difficult and dangerous in pulling out on the highway. Increased traffic will exacerbate the problems. 1) many homes along the highway have to back out into the traffic because there IS no room for a turn around in the drive 2) due to drivers ignoring speed limits, accelerating to obtain speed after accessing the highway often ends up with impatient drivers sitting on your bumper. 3) Drivers ignore the no-passing zone in Shiro This makes pulling out into the traffic even more hazardous. You have consider not only the traffic you see, but also the traffic that may be behind them and in a hurry. E. Heavy traffic on Hwy 30 makes it difficult for emergency vehicles from the Volunteer Fire Department to respond to emergency calls. 1) Traffic on Hwy 30 ignores the fire engine sitting in the drive with its lights and sirens going. They do not stop. The fire fighters have to wait for traffic to clear. 2) This delays the response time of the Volunteer Fire Department. 3 _ Impact on the County A. The DEIS notes that construction materials will be brought in by rail. These materials will still have to be trucked to the construction sites. To access the remote construction sites, the trucks will have to use county roads. B. Trucking these materials to construction sites will often involve small County maintained, dirt roads. The county will have increased costs for road maintenance C. Emergency Services 1) The DEIS admits that during construction there may be problems with response time for emergency vehicles in some areas. When emergency services arrive at the scene of an emergency, victims must be transported to the nearest medical facility in Huntsville, Navasota or Bryan. Increasing the response time could possibly have negative effects on victim survival 2) Most of the areas the proposed high speed rail will travel in Grimes County and other rural counties are served by Volunteer Fire Departments. During the day, these departments have very few responders since many of the younger firefighters work elsewhere. The limited number of available responders would be a major concern if there is a rail accident. Responders from larger tmvns that may be much further away would have to be called This would definitely delay the response time if an accident occurred on the railroad. 4. Impact on Environment A. Air Pollution 1) Most of the areas addressed by the DEIS on air pollution dealt with the non-attainment areas found in Houston and Dallas. The DEIS does not address air pollution which will be created by the Increased traffic on Hwy 30 and Hwy 90 due to the location of the Roans Prairie station. This air pollution will affect homes located very close to these two highways. Currently we meet air quality standards. How will the train and its station location affect the air quality in Grimes County? B. Light pollution While the DEIS addressed the light pollution from construction and the operation of the train. I did not find that they addressed light pollution from the stations. Grimes County is a rural area and yet within 5 miles of the proposed station, we already have excessive light pollution emitted by the Valero station in Roans Prairie, the Tenaska power station between Roans Prairie and Shiro, and the electrical transformer station down CR 229. The Roans Prairie station would add a fourth light pollution source that disrupts wildlife behavior. This issue was not addressed C. Noise pollution 1) The only statement I could find related to noise pollution and the stations was in Section and I quote -sources of potential operational noise impacts in the vicinity of stations Includes auto and bus traffic on access roads and parking facilities. For these sources, F TA guidance suggests impact screening distances in the range of 100 to 225 feet. For the station sites under consideration, however, there are no noise-sensitive land uses within these distances. Thus, noise impacts would not occur due to station activities. The DEIS does not address noise pollution from increased traffic in the areas of the Roans Prairie station. 2) I believe this is a false statement Hwy 30 runs close to a number of homes. It is about 100' from my front porch. The home was built in this location prior to 1944 The traffic noise is already extensive and creates difficulties in sleeping. Most methods of noise abatement available to home owners are ineffective. I know, I have tried several of them on one bedroom so overnight guests could sleep in peace. These methods have not worked. D Groundwater and Surface water 1) The following statements were made in the DEIS a) No watershed protection plans are currently in effect for any subwatersheds in the study area; therefore the Project would not be subject to local watershed protection plan requirements. b) Operation of the railway would have permanent impacts on surface water quality including impaired stream segments. c) Long-term increase in water demand would occur during operations at the stations and TMFs from food and beverage service, restrooms, meal preparation and train washing. 2) The impact of the stations was addressed concerning how you would meet these needs in Houston and Dallas. You did not address how you would meet these increased needs at the Grimes Co. Station a) Roans Prairie does not have city water so you would have to drill wells to supply the station. This could draw down our groundwater of the area with the increased demand b) Roans Prairie does not have city sewer. Homes in the area use a septic system for disposal of sewage. The sewage outflow from the station could affect our surface water as well as our groundwater. c) You admit that construction may have impacts on the quality of surface and groundwater in the build areas _ However you only promised to use best management practices. You did not address what will be done in the case of contamination. I noticed a definite lack of addressing these possibilities in Grimes County _ Shiro IS solely dependent on groundwater for our water supply E. Fault lines I could not find anything in DEIS addressing effects of the TCRR rail line and the three fault lines that cross Grimes County _ 5 _ Historical sites Not all historical sites are listed in the National Register of Historic Places or the Texas Historical Commission. How will the construction of the HSR affect the ruins of the Radley Fort, south of Roans Prairie or the Indian</p>	

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			campground (possibly the Bidias Indians) north of Roans Prairie? Overall, I find the DEIS to be insufficient in addressing the actual impact on our environment. It tends to use a broad brush in explaining the impact of the high speed rail as it applies to Houston, Dallas and the rural counties it will severely impact. These three areas are unique and different. Noise and light in Houston and Dallas is considered normal. However, in Grimes County it will a drastic, detrimental change. I suspect much of the data used In the report came from the environmental impact statement of the Center Point power transmission line currently being constructed in Grimes County. There is a huge difference in the impact of a power line up in the air and a rail system on the ground with its associated increase of people and traffic. Also, the transmission line does not incur the problems of a rail station and its impact on a rural county. The Environmental Impact Statement is inadequate. It needs to be completely redone. It needs to use real data concerning the impact of this rail, not data from other studies for other reasons. PLEASE stop the high speed rail. It is a financial disaster. I do not believe it will succeed over the long term. Then the rural areas of Texas will be left holding the bag with this monstrosity sitting on our land, and destroying our environment. This is discrimination against rural counties and the people who live there, Including black, brown and white. We do not have the voice or money to fight high dollar investors such as the backers of the high speed rail We ask the federal government to stop the high speed rail.	
Sheila Necessary	3/5/2018	Website	As to the proposed HSR, the negative effect it will have on my property is it will run right behind my property. I raise horses and cattle and have been around them all my life. Now let me tell you that horses are extremely sensitive, they are prey animals and introducing something as obtrusive as this train would send my horses into turmoil. They simply cannot take the stress of this monster on a day in and day out basis. Now, lets talk about the environmental side of this. First, we have the large Red Headed Wood Peckers that live out here, this would certainly mean a catastrophic end to them. The next thing would be the flooding issue. Let me tell you that we already have a problem with the water out here and if this train comes through it will only have devastating effects on our community and property. Last but not least, I have a hearing problem already, and the last thing I need is to have this train cancel out my hearing all together, let alone having to look at this horrible site all day and all night. So I support "THE NO BUILD" on this Terror Train!	Refer to FP-1, NR-1, NR-2, NV-1, WW-1 and WW-2. Red-Headed Woodpeckers are relatively common and occur throughout the eastern part of the United States. While some individuals may temporarily be displaced to similar adjacent habitat, The Project will not likely impact the species. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Sheila Necessary	3/5/2018	Website	The need and the purpose for the HSR is just not there. The studies have shown that only 5% of people in the area would only take part in this. As you know, if someone takes this train once they get to their destination they will need additional transportation from point A to point B and that is only going to cost addition funds out of their pockets. Also, there will be security checks to enter the train, that will only delay the time to the commuter. I think the studies are very correct on this issue. It is just not economically wise to build this train, that is why "I SUPPORT THE NO BUILD"!	Refer to GN-2, GN-4, NE-1 and PN-3.
Sheila Necessary	3/5/2018	Website	The impact of the HSR on our schools, would have a significant negative impact on the routes and times our children get to school and home. WISD would have to purchase more buses to get the children picked up and the pickup time would be even earlier than 7:30 a.m. as it is now, and the drop off time will be even later than 5:00 p.m. as it is now. Now that means our taxes would be going up because of that negative factor and all of the other negatives this train would bring. No child deserves to be on a bus that length of time, but that would be the direct result of our roads being negatively impacted or closed by the HSR project. "I SUPPORT THE NO BUILD"!	Refer to SC-5, SC-6, SC-7 and SC-8.
Sheila Necessary	3/5/2018	Website	The economic impact on property values in my county will create an obsolescence that would negatively impact the property values in Waller County. The proposed route will cause our property values to decrease and cause a lower tax revenue collected for our schools and emergency services. We bought this property 30 years ago and put our blood, sweat and tears in it to increase its value, only to have a high speed train come through, "I Don't Think So"! "I SUPPORT THE NO BUILD"!	Refer to VA-1.
Sheila Necessary	3/5/2018	Website	How is this HSR going to impact my quality of life? I moved out here from Houston to get away from the hustle and bustle of the city. We found this peace of paradise 30 years ago and decided to lay down roots and send our son to the WISD for education. He grew up out here riding horses, working cattle and just learning about every day life of mother nature. No one can take those memories away, those are great memories. I moved my parents out here to live with us only to have my father pass away here in the country. Like any small towns you're going to have people move in and move out and then before you know it, your small piece of paradise starts to grow. However, when I still look out my back door, all I see are trees, birds, blue skies, deer, dogs, horses, cattle and all that mother nature has to offer. But now, you want to come in and take all of that away from me and my family. I never want to open up my back door and see a monstrosity like the HSR and feel like I live in hell. This is my tranquility, my peace and quiet and I do not want to ever look at the ugly site of a high speed train and all the maintenance that will have to be performed when the loud and horrible train is not running. So that is why "I SUPPORT THE NO BUILD"!	Refer to AS-1.

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Sheila Necessary	3/6/2018	Website	I understand that the HSR is going to run within feet of our water supply tower G&W. On my property I have both well and G&W water supply. What do you think will happen to our water supply with the train running so close to the tower? First, it will definitely disrupt our supply with all the construction and vibration from the train and second it will pollute our water supply. We have some of the best drinking water here and if this train comes through, that will cease to exist. That is why "I SUPPORT THE NO BUILD"!	Refer to WW-6. Further, the Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.
Sheila Necessary	3/6/2018	Website	Here in Waller County, we have a real problem with flooding. When hurricane Harvey came through the amount of rain that fell and all of the properties that flooded around here were astronomical. In fact, when it just rains mere inches we still have the problem with flooding. This train is going to run across 5 creeks here that we already have a problem with. Now, I have to ask you, what do you think is going to happen with berms built all around here to support this train. Residents will definitely be washed out all together. This is just not right or humane. That is why "I SUPPORT THE NO BUILD"!	Refer to FP-1, SS-17, WW-1 and WW-2. Approximately 40 percent of the Preferred Alternative in Waller County will be constructed on viaduct (bridge type structure) which allows for free movement of water and would avoid and/or minimize floodplain and waters impacts.
Sheila Necessary	3/6/2018	Website	This is important that the HSR tracks would run within approximately 580 feet of a Natural Gas Pipeline Compressor Station. Now, if you did not know, gas and electricity is just not a perfect combination. What do you think is going to happen when these two components catch up with each other? It doesn't take a rocket scientist to figure this one out. It is my understanding that this "Very Dangerous Hazard" has not be addressed at all. I think it is time to start addressing this problem. I know I don't ever want to hear a huge blast. What do you think the future riders of this train will think when they are brought into the light about this hazard? You would be putting so many lives at risk with this train. "I SUPPORT THE NO BUILD"!	Refer to EU-2, EU-7 and SS-18.
Terry Necessary	3/7/2018	Website	The proposed HSR, will have negative effect on my property as it will run behind my property. I have horses and cattle and these animals are extremely sensitive, they are prey animals and having something as obtrusive as this bullet train will send my animals into turmoil. They cannot take the stress of a bullet train day in and day out. We have Red Headed Woodpeckers out here and the environmental impact it would have on them would be a catastrophic end to these amazing birds. As to the flooding issue, we already have a problem with the water out here and the proposed HSR would have devastating effects on our community and our property. I also have hearing problems, and hearing this train all day and night would only hinder the hearing I have left, this is unacceptable and then the sight of this monstrosity I just cannot accept. "I SUPPORT THE NO BUILD" of this train!	Refer to FP-1, NR-1, NR-2, NV-1, WW-1 and WW-2. Red-Headed Woodpeckers are relatively common and occur throughout the eastern part of the United States. While some individuals may temporarily be displaced to similar adjacent habitat, The Project will not likely impact the species. For information regarding impacts to wildlife and vegetation please see Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures .
Terry Necessary	3/7/2018	Website	The studies have shown that only 5% of people in the area would ride this train. If someone takes the train, once they get to Dallas/Houston, they'll need to take additional transportation to get to their final destination, which will cost additional funds. They will have to go through security checks to enter the train, which will cost time at that point. I think the studies speak for themselves that the need and purpose for this train is not economical at all. "I SUPPORT THE NO BUILD"!	Refer to GN-2 and PN-3.
Terry Necessary	3/7/2018	Website	The impact of our Emergency Services District No. 200, the response time would be significantly impacted. I am a volunteer fireman at Tri-County and our response time is an 8 minute response and if our roads are closed off or torn up due to this train construction, that would add time to our response and I can tell you that even 1 minute longer would mean the time between life and death. "I SUPPORT THE NO BUILD"!	Refer to SS-23.
Terry Necessary	3/7/2018	Website	The economic impact on property values in Waller County will create an obsolescence that would highly negatively impact the property values in this county. The proposed route will cause our property values to plummet and cause a lower tax revenue to be collected for our schools and emergency services. We purchased our property approximately 30 years ago to one day retire off of and put 30 years worth of hard labor and money into this land to increase its value and now you want to come along and put this eye sore through here and devalue our properties. I will not stand for that! That is why "I SUPPORT THE NO BUILD"!	Refer to VA-1.
Terry Necessary	3/8/2018	Website	The HSR is going to run within feet of our water supply tower G&W. On my property I have both well and G&W water supply. What do you think will happen to our water supply with when the train will be running so close to the tower? It will definitely disrupt the water supply with all the construction and vibration of the train. Second, it will most certainly pollute the water system. We have great drinking water here and this train would certainly disrupt that. "I SUPPORT THE NO BUILD"!	Refer to WW-6. Further, the Project would not impact the water tower. The rail would be located approximately 320 feet from the water tower.
Terry Necessary	3/8/2018	Website	How will the HSR impact my quality of life? I moved my family out here 30 years ago to get away from the city. I wanted my son to be exposed to the good things in life that the country had to offer. He attended school here from kindergarten through graduation, he grew up with horses and cattle and just enjoyed things that the city could never offer him. We live a peaceful life and a quiet one, but now you want to send this bullet train right behind our property to disrupt everything we have enjoyed for 30 years. There is no way I want to start my day off and end it with a monstrosity of this magnitude in my back yard every day. I do not want this at all and that is why "I SUPPORT THE NO BUILD"!	Comment noted.

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Terry Necessary	3/8/2018	Website	We have a big problem with flooding in Waller County. When hurricane harvey hit us, I was on duty with Tri-County Fire Dept. assisting with rescuing residents that were flooded out. I can tell you from first hand experience, that what I saw was just unimaginable to wrap your head around. Let me be the first one to tell you that if this train comes through and you start building berms around here, we will be experiencing flooding of this proportion permanently. I do not ever want to have to go through this type of flooding or any flooding ever again. This is why "I SUPPORT THE NO BUILD!"	Refer to FP-1, SS-17, WW-1 and WW-2. Approximately 40 percent of the Build Alternatives in Waller County would be constructed on viaduct (bridge type structure).
Linda Neel	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Angela Nelson	1/25/2018	Website	Please approve the Dallas to Houston High Speed Rail project. Here are a few good reasons why: Time savings vs. driving 4-5 hours on a good day, which means less congestion and pollution on the roads; planes have cut back service between Dallas and Houston and this gives travelers a good option; no highway grade crossings to worry about train-vehicle collisions; it uses technology that is safe and efficient; the train is more environmentally friendly than cars, buses or planes; it takes too long in total time to fly when you consider check-in, security, waiting and delays; it will help revive an economically depressed area of Dallas and Houston; it will create thousands of construction jobs for the Texas economy and permanent, well-paying jobs in the railroad industry; it will create accessible transportation for mobility challenged Texans, and it's a private company investing in Texas and is not asking for state or federal funding to build or operate the railroad.	Comment noted.
Betsy Nelson	1/2/2018	Email	As a transportation professional, I am extremely supportive of the Texas HSR project; not only because I support passenger rail, but because of the implications of not supporting this project are too large to ignore. I grew up in Houston and have spent way too many days traversing I-45 between Houston and Dallas. Our dependence on POVs, is not only an environmental issue, but is most importantly a safety issue. I-45 is the nation's second most deadly highway. When we can save one life, we have succeeded. When we take cars off the road, traffic is lighter, accidents fewer, more lives saved. Lives should never take a backseat to the environment. We will likely build new roads, widen existing ones, and spend tens of billions of dollars only to create more traffic. This is a privately funded, environmentally friendly, lifesaving project that should be supported by the Federal Government/FRA, local and state governments, and the public	Comment noted.
Dean Nelson	2/17/2018	Website	The Dallas to Houston high-speed train system will significantly benefit our state and riders economically, from an environmental and safety standpoint and demonstrates to the country as a whole the leadership in Texas. Let's move forward on new technology investments. The time for action is now. Thank You Dean Nelson	Comment noted.
Debbie Nelson	2/11/2018	Website	This would be a mistake. There are not enough people that would be willing to pay \$200 each way for this service. Flights are easier and maybe even cheaper. Who is this supposed to benefit? Families won't use it, it is too expensive. Businessmen fly and don't need it. The drive is just not that far and this will save very little time in the total commute. Then you must find a car when you get there to get around anyway. What is needed are commuter trains from the suburbs into the city, not from Houston to Dallas. I love my home in Cypress, but it is located less than a mile from the proposed route. Home sales are already down in this area due to the possibility of this disaster happening. I could not live with the sound of a jet taking off right next to my home every 45 minutes (who could?). But I will not even be able to sell my home (which I don't want to do) if this becomes reality. Please STOP this project NOW, before hundreds of people lose their homes and businesses.	Refer to GN-2, GN-6, PN-3, SC-3, SC-19 and VA-1.
Jason Nemeck	2/20/2018	Website	This is the dumbest idea to come along since Rick Perry's Trans-Texas Corridor. Thankfully that boondoggle got show down. Not only is this a train that will not GO anywhere useful, but it's going the wrong way to Dallas! Put the station at the AIRPORT! Put it downtown or in the Galleria, where people WANT TO GO! NW Houston on 290 at 610???? DUMB and DUMBER could have come up with a better plan than this! And there's been a LOT of silliness and subterfuge on WHO is paying for this "Train to Nowhere that No One Wants!" NO TAX MONEY EVER for this thing!!!	Refer to GN-4, GN-7, GN-9, and NE-1.
Beth Nemeth	1/31/2018	Website	I am against this 100% and even more against the use of eminent domain for this project. It isn't right to split land up with in the manner that it is to be done. This is just not a good option for Texas	Refer to ED-1.

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George NeSmith	2/11/2018	Website	I live in Nevada, but I feel the issue of High Speed Rail is of national importance. As our nation grows and our infrastructure falls behind, staying connected becomes more important. This project is very important in so many ways, and can be a kickstart for other projects of it's type. This city pair is a good example of the benefits that can be achieved by fast, efficient, and safe high speed rail. Thank you, George NeSmith	Comment noted.
Chris Nettles	1/25/2018	Email	A MUCH more useful route would be from Houston to Austin to Dallas, connecting the three largest cities in the state. There are no great reasons for going through College Station other than it's "on the way". That stop just delays what would be an even faster trip. With the unnecessary stop in College Station (if you've ever been there you would realize this immediately) and travel time to the station from home and parking, boarding, deboarding, etc., the time savings of the bullet train diminish significantly. Don't throw an extra stop in College Station just because a bunch of Texas A&M alums want it.	Refer to BA-2, BA-8, GN-7, PN-3 and TC-4.
Judith Nettles	2/6/2018	Handwritten	Vote No	Comment noted.
Judith Nettles	2/6/2018	Handwritten	Vote No	Comment noted.
Raymond Nettles	2/6/2018	Handwritten	I vote No	Comment noted.
Raymond Nettles	2/6/2018	Handwritten	I vote No	Comment noted.
Mike Nevill	2/6/2018	Oral	Hello. My name is Mike Nevill: and I'm a landowner in Grimes County I heard someone here to submit written comments to the FRA by registered mail to the FRA documents. I couldn't trust electronic submissions in this day and age. Rs important to include all the issues in your comments: because if we challenge this this is going to be decided in an administrative court by an administrative law judge of the EPA who is an EPA employee: so you have to get all your comments in and make sure it's part of the record. The DEIS is deficient in several — in many areas: actually. Some areas are covered thoroughly: but it's deficient in many areas. This does not address any of the required permits except for a general flood plain development permit: a general construction storm water permit: and a classified UIC permit to inject the 30,000 gallons a day sewage-contaminated water at the Roans Prairie substation. No determination has been made or addressed of the hazardous waste generated by the operation of the high-speed rail and its associated facilities. It's been dismissed or a detailed evaluation was dismissed by saying the best management practices would eliminate hazardous waste. For something this size and this big an operation: saying that less than 220 pounds per month of ignitable: corrosive: toxic: or listed waste will be generated is not realistic. There should be adequate data from the Japanese operation to determine this. No assessment was made and: therefore: no discussion for the required TPDS wastewater discharge permits for the TMF facility for the attendant maintenance: assembly and paint and washing facilities. Again, they should be available from Japan. And this permit is required before construction can begin. No assessment was made and: therefore: no discussion was made for the required TCEQ storm water permit for the operation of the railroad and all the other facilities. This is another permit that is required and has to be issued before construction can begin. Again, the data should be available from Japan. The EIS is supposed to detect or address the detrimental effects of forcibly taking land from landowners, which is required by the NEPA Act: and it doesn't do that: so I'm not going to go into the details. Several other people have talked about that The noise impacts have been mentioned: and what they did is actually use the average noise surveys and areas: and then I would take an average noise generated by the rail. And you need to use peak-to-peak You can't have noise you can't use decibels if you can't add the noise: and that's something that should be done. They talk about permanent impacts to the flood plains: but this only - the flood plains are 100- and 500-year flood plains. You need to look at the entire 240-mile route of what that's going to do to storm water drainage. We already drainage problems in Grimes County, and that has to be modeled for a Hurricane Harvey type event They talk about safety, and I'll just — you've already talked about what' s happened with Amtrak, but the other highway, rail: and air travel fatalities increased by at least — decreased by at least 25 percent from 2004 to 2013: while transit fatalities have increased by 50 percent in the same time period. Fra admits that TxDOT's expansion of 1-45, which is going to occur, it's already been planned: will satisfy the transportation needs of this project. Also increased bus traffic would satisfy that But FRA says that that's not allowed because it doesn't meet the high-speed rail requirement of 90-minute travel. So the transportation needs can be satisfied: but if your only tool is a hammer, everything looks like a nail. Also FRA eliminated the two railroad corridors because the railroads declined to share access with the high-speed rail. If the railroads can decline to share high-speed rail access: why can't landowners decline this.	Refer to BA-4, BA-6, BA-10, ED-1, FP-1, FP-4, GN-1, HZ-4, NE-1, NE-6, NE-9, NV-1, NV-6, PI-1, PI-7, SG-1, SS-12, SS-17, SS-23 and WW-1.
Harry Newell	2/7/2018	Website	I hope to one day ride this high speed rail line, even though I live across the country in Massachusetts. I think it is a crucial need in infrastructure for the whole nation that projects like this go forward to reduce our highway crowding and keep our people the world's most productive.	Comment noted.
Marcy Newman	2/6/2018	Website	I am hopeful this project comes to fruition. Texas has a long history of being "car captives", but the cost and amount of infrastructure to move people and goods across this state can no longer be borne by the highway system. Reductions in gas taxes have reduced the amount for infrastructure improvements. Texas needs alternative transportation options. Air is no longer affordable or practical for many families. High	Comment noted.

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			speed rail is an attractive alternative and requires much less infrastructure and ROW to construct. Please, please, please move forward with this project! Thanks for taking my comments into consideration.	
Duke Newton	2/22/2018	Website	Not getting this bullet train would be a travesty. I need to get to Dallas weekly and this would open up a whole new economy for Texas. Don't be pre-historic. Get modern Texas, please.	Comment noted.
Duke Newton	2/22/2018	Website	Come on really. PUT THE TRAIN IN!	Comment noted.
Kimberly Nguyen	2/17/2018	Website	I support 100%	Comment noted.
Anthony Nicasio	3/9/2018	Website	We should start with this train. And add the ones for Houston to San Antonio and Houston to Austin	Comment noted.
Burgess Nicholas	1/29/2018	Handwritten	As you are elected official we are watching how the republican party is handling this. Due to the lack of support to stop this from the republican party we may need to replace all of you. The value of our property has already dropped and there are so many houses and land in the front of this. And as Americans we are to just lay down and take it from a privately owned company. I don't think so.	Comment noted.
Kim Nicholas	1/29/2018	Website	We moved from the Dallas area about 20 years ago, in hopes of raising our children without fear of bullets coming through their windows. Well, that is now once again my worst fear, only it is a bullet train! My husband has spent the last year waking up in the middle of the night due to nightmares of what this train, company, government can just come in and steal our land to use it for whatever it wants. We have gotten to raise 2 of our children in peace, but you know what, I have 2 more. What about my future grandchildren that I want to play the same places their parents got to play. I am mad, to say the least.	Comment noted.
Harry Nicholls	2/14/2018	Website	I am definitely in favor of the project. It will encourage more locals at each end to travel to the other city for more functions, business, and entertainment. I do have a problem with the location of the end stations, not the route nor real estate needs. The Houston site announced is too far from the center of town and will require a "second seat" of some type to attain access to city center. Renting a car, riding a bus, and definitely any taxi type service is not conducive to attract customers. While the Dallas end is better located than first spoken of, I still think for access to the local DART and Trinity Express would be better served if the Union Station was the end terminal. "Close" is not close enough. I realize there are problems of track availability with DART, Trinity Express and local freight with AMTRAK access, but space must be found, or created, for the HSP project. Otherwise, the project may not find its fulfillment in transporting people between the cities as planned.	Refer to GN-6, GN-7, GN-8, TR-3 and TR-4.
Cathann Nichols	3/5/2018	Website	I live near Interstate 45 and hear traffic from my porch. There is no way the High Speed Rail will succeed. Some times there is hardly any traffic on 45. No way will the average person be able to pay the ticket price. By the time the rider gets to the station, goes through security, rides to the destination, rents a car, taxi or Uber, they have not saved any time and it has cost much more than travel by car. You can get from Houston to Dallas in 4 - 4 1/2 hours and less than a tank of gas (about \$40 for me). Taking people's property for this is totally ridiculous. People have chosen the rural lifestyle to get out of the noise and to grow crops, raise cattle, and enjoy the wildlife. Working hard for their property. This will fail and then foreigners will own a strip of Texas! And we will have a monstrosity through our beautiful countryside. No tax money? It has been admitted they will or have applied for Federal loans. Where do they think the money comes from for federal loans? No HSR has been successful with the exception of the one in Japan Osaka-Tokyo and the one in France. These areas are densely populated, unlike Texas. I am totally and completely against this project. It will destroy people's life and livelihood.	Refer to AS-1, GN-2, GN-4, LU-11, NE-1, NE-5, NE-9, NV-1, PN-3 and SC-3.
Cathy Nichols	1/30/2018	Handwritten	I am totally against this project. I do not have property affected, however, I am concerned about the property [sic] and I do not believe this project will ever pay for itself. Ridership has been exaggerated (greatly); the economies of all the small towns on I-45 will definitely suffer. One can drive from Houston to Dallas in 4 hours or less for a tank of gas. The noise will disrupt neighborhoods, wildlife. Only two HSR trains operate in the black and that is in Japan and France, both areas are densely populated which is not the case in Texas. I don't understand how an environment study was conducted when many residents have not allowed TCR on their property. TCR had years to prepare statement, how long have citizens had to respond? just a few months. Nothing fair about that! This will affect our electrical grid as well. Our roads, public and private will be disturbed. I see nothing good from this. The impact on [sic] and the rural way of life is too much!	Refer to EU-4, GN-2, NE-1, NE-8, NR-1, NV-1, PI-3, SC-15 and TR-8.
Susan Nichols	3/9/2018	Website	I am against the establishment of this Dallas to Houston High Speed Rail Project. It will create disruption of rural land, property owners and wildlife in Texas as well as create noise and other kinds of pollution in communities along the route, including Houston. It will not alleviate I-45 traffic, nor be any more convenient than current air traffic. It will be an economic disaster with reduced property values and the high likelihood of taxpayer liability.	Refer to BA-12, ED-2, LU-11, NE-1, NE-9, NR-5, NV-1, PN-3, TR-8 and VA-1.
Peter Nicholson	2/7/2018	Website	If Congress allowed the FAA to implement NEXTGEN on every airport in the USA without an EIS, why is the High speed rail project required to submit an EIS?	Refer to NE-1.
Bill Nink	2/21/2018	Website	This would be a financial disaster's burden on Texas taxpayers when the rail company can no longer stay afloat and the Federal and State government will have to bail them out. It will damage property owners' land and become an eye sore like billboards. Why did Texas pass bond	Refer to AS-1, GN-4, NE-1 and PN-3.

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			money to improve our highway structure and raise the speed limit. This will be another Texas Big Pothole in years to come. I say NO to the train. Amtrak is failing so now they want to recreate the past to the future.	
Tom Nobis	2/5/2018	Handwritten	If train is elevated to 45 feet the noise will travel further than if at ground elevation. Property values on subdivisions by route have been affected adversely. Ridership estimates don't align with Texas travelers and makes the forecast burden [sic] for on taxpayers. Look at California project. I've heard two costs, \$200 one way and \$400 one way, what is it? At a cost of \$200 one way, there's no way I would use it. I need a car on the other end so it does not make sense. If I can fly for an hour at \$70 why take a train? I oppose the high speed rail project and select the No Build.	Refer to GN-2, NE-1, NV-7, PN-3 and SC-3.
John Noble	3/5/2018	Website	The High Speed Rail project would add another layer of noise and danger to disturb the domestic tranquility of our neighborhoods. It would have a negative impact on our farmlands and cattle ranches by forcing them to divide their lands, damaging the careful land management system that took years to develop. All of this to accommodate an intrusive, unwelcome 200 mph rocket going through their fields. Besides the negative impact on the environment and added stress on our communities, it would coerce landowners into selling their properties and put taxpayers on the hook as the guarantors to pay for a hairbrain project that has already been anticipated to operate at a \$537 million dollar annual operating deficit for 40 years. Think of the already-overtaxed property owners across the state who would wind up paying for it. The only beneficiaries are the robber barons who initiate the project. They get their profits and run with it, leaving the distresses and negative fallout to the people of Texas. The following is just one article that exposes the same flawed logic that produced the Houston Metro Rail Line. It is hard to imagine a more wasteful and more corrupt enterprise, but the Dallas to Houston High-Speed Rail Line would make it and the Clinton Foundation look like a Sunday School picnic. https://www.bizjournals.com/dallas/news/2017/02/14/texas-bullet-train-could-cost-taxpayers-21-5.html	Refer to GN-3, GN-4, LU-11, NV-1 and PN-3.
Chad Nobles	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Robert Nobles	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas. 4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact. 5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites. 6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.
Sandra Nobles	2/6/2018	Handwritten	I support the comments listed below and offer them as evidence supporting the "No Build Alternative" 1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas. 2. I support the "No Build Alternative" and recommend that the Federal Railroad Administration, US Department of Transportation revisit their vision for the need of High Speed Rail in Texas. 3. I support the "No Build Alternative" and recommend that the Federal Railroad Commission study the use of existing infrastructure to it's	Refer to AQ-1, AS-1, BA-4, BA-6, CR-3, CR-4, CR-6, CR-11, CR-13, ED-1, ED-2, EU-4, LU-2, LU-11, NE-1, NV-1 and PN-3.

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			<p>fullest extent before allowing any private company eminent domain authority for a project that due to cost will be prohibitive for use by all citizens of Texas.</p> <p>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</p> <p>5. I support the "No Build Alternative" because the current DEIS does not take into consideration sites that have significant historical or cultural significance, such as cemeteries, farms and buildings that may qualify as historical sites.</p> <p>6. I support the "No Build Alternative" because the current DEIS does not offer any consideration that the building and operation of HSR results in land take, noise and air pollution, visual disruption and a high consumption of electricity.</p>	
Justin Noey	1/30/2018	Handwritten	I think you should not bring the rail road threw are (sic) church grounds.	Refer to CR-4.
Timothy Nold	1/24/2018	Website	I definitely support the Texas Central Railway's plan to put a high speed railroad between Dallas and Houston. I am a resident of Fort Worth and I have family and business interests in Houston. I believe the line will positively affect the traffic congestion between the two towns, reducing consumption of fossil fuels and improving air quality. The footprint of the railroad will make a smaller footprint on the environment over continued widening of 1-45. Texas' prosperity and development was lead by the construction of railroads which opened the vast wilderness to settlement and provided for the transportation of commerce and passengers. An electric high speed railroad will be another chapter in our continued prosperity with a minimal impact compared to adding more congested, dirty highways.	Comment noted.
Anthony Nolen	2/16/2018	Website	This will be a great benefit and offer new opportunities for business and recreational activities between the 2 largest cities in the state.	Comment noted.
Stephen Norair	2/19/2018	Website	This would be a phenomenal asset to Texas. Combining two of the most economically important cities in the United States via high speed rail would ensure our state remains the powerhouse it is.	Comment noted.
Eugene Nordt	3/9/2018	Website	Against!	Comment noted.
Delores Norris	3/8/2018	Website	I am all for the bullet train between Houston and Dallas.	Comment noted.
Dominic Norris	12/26/2017	Email	The Dallas Station should be located near or on DFW Airport Property. The Airport is already a Multimodal transportation hub. With an existing connection to the Dallas Area Rapid Transit (DART) Rail line, the Trinity Railway Express, local bussing and of course air travel, it opens up a plethora of opportunities for business and leisure travel. Not to mention the fact that UBER will soon begin testing fully automated personal flight vehicles to and from DFW Airport, the site offers prime connection options for the passengers Texas Highspeed Railway and could help to farther propel Texas into the future.	Refer to GN-7, NE-1 and PN-3.
Nathan Novy	3/9/2018	Website	Hi, my name is Nathan Novy and I have lived in Ennis for almost twenty years. Unlike the bulk of other rural residents living along the proposed route, I am an avid supporter of this project - on one condition. I believe there is a key component that is missing from this project. There is a lack of local regional rail service between Dallas and Houston, which is a concern of mine since I believe the TCR high speed rail service would not be as economically successful or sustainable without this supplementary local rail service. Local rail service exists alongside all other high speed rail lines in the world in order to provide service for communities bypassed by high speed rail service. Whether its along separate routes, parallel to the high speed rail line, or shared with the high speed corridor, these local amd commuter services are crucial in providing a necessary service to any bypassed cities along the high speed rail line that could potentially need service. This helps to serve these alienated cities, as well as supplement high speed service with transfers. Its proven success around the world is attributed to the fact that it further increases overall rail ridership by providing transportation alternatives for more and more people, taking them off of congested roads and polliting airplanes. But it's not just an international phenomenon: in the US, local trains operate daily - if not, hourly - between Boston and Washington DC along the Northeast Corridor, or between cities along the proposed California HSR line. The NEC alone is an incredibly successful rail corridor that provides transport for hundreds of millions of people every year - and this ridership number isn't entirely due to the Acela Express. Its local and commuter rail service that provides the bulk of service for commuters and travellers in the region. In Texas, similar rail service has been proposed in recent years but has failed to come to fruition - not because of a lack of potential demand, but because of a lack of cooperation between negotiating powers. An EIS for a Dallas-Houston local rail service was conducted in 2010 by Amtrak, but due to a lack of cooperation with the track owner Union Pacific, plans for the potential service seemed to have fallen through. However, a potential coalition of agencies and companies such as the TCR, TxDOT, a local rail service provider such as Amtrak, and any other supportive entities would provide the leverage needed to allow for this service to be created without significant interruption or hindrance in the planning stage. Jointly operated services provided by a similar array of agencies have been tested and proven to be beneficial for the areas it services. Amtrak's Piedmont and Heartland Flyer, the New Mexico RailRunner, the Michigan Services, and many other services throught the country are all provided by joint service between a rail provider and state agencies. A similar model in this Dallas-Houston line bolstered by the TCR could be a potential option in effectively providing and operating this local intercity service in conjunction with the high speed rail line. In conclusion, I believe local service should be provided along with the high speed rail service. If the Texas Central Railroad is proven to be viable, then an intercity rail service is likely to be just as viable. Providing a daily or twice-daily services similar to the Heartland Flyer could directly	Comment noted.

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			connect to any bypassed cities lacking direct service from the TCR, as well as provide supplementary service to the high speed rail line. There would undoubtedly be a mutual relationship between both services that would only further the economic success for the TCR, the cities of Dallas and Houston, and the state of Texas.	
Debra Nowaski	2/6/2018	Handwritten	Constant Noise Ever 14.5 min with vibration That will upset Natural Habitat. This is a definite constant noise & vibration Negatively Effecting our Environment. We Have Historic Districs in our Communities. Who will Be Paying for Sound Barriers How will a 240 mile Berm Wall Placed thru Texas Not Flood. Will NOT Improve Drainage We see 5000 Pages of False & Incomplete Information contained in The Impact Statesman, Time Frame Allowed For Us to Respond. This Whole Process Has Been unfair. Including Description on survey.	Refer to CR-4, FP-1, GN-1, NE-8, NV-1, PI-3 and WW-2.
James Nowaski	2/6/2018	Handwritten	We Do Not approve Rail System or The Ve When Will We Have Answers, As our Land is Directly Used For The routes? Way the Promises of Purchase of Our Land But only in increments of pay WE cannot MOVE ON!!! If not Purchasing All of Our Land How do we Access. Again - We are Against This Rail System Sulfer Dioxide Emmison	Refer to TR-10.
NRG Energy, Inc.	3/9/2018	Website	<p>Dear Mr. Wright: NRG Texas Power LLC ("NRG") respectfully offers the following comments on the Federal Railroad Administration's Dallas to Houston High Speed Rail ("HSR") Draft Environmental Impact Statement ("DEIS"). NRG is a subsidiary of NRG Energy, Inc., a Fortune 500 Company and a leading integrated power company in the U.S. with the largest generation portfolio and leading retail electricity platform. The company owns and operates approximately 30,000 MW Of generation and serves approximately 2.9 million mass market customers through its retail business. In Texas, NRG has approximately 10,000 MW Of generation and 2.2 million mass market customers through its retail business. Of its operations in Texas, NRG owns a 1689 MW coal-fired plant in Limestone County ("Limestone Plant") with an associated lignite mine known as the Jewett Mine. The Jewett Mine is over 30,000 acres located in Limestone, Freestone, and Leon Counties. This mine is authorized under Permits 32G and 47 A from the Texas Railroad Commission ("TRC") with parts of the mine in current reclamation. Mine reclamation consists of restoring the land to its approximate original contour and environmental and ecological state as before mining began. As part of the reclamation process under TRC rules, NRG must post bonds to ensure satisfactory completion of mine reclamation and environmental restoration of the Jewett Mine. The preferred Utility Corridor of the HSR in Leon County crosses approximately 15,000 linear feet of the Jewett Mine located slightly south of the Limestone/Leon County line south to FM 1512. This route is directly through a reclamation portion of the Jewett Mine. I The reclamation was never identified in the DEIS. The only reference of the Jewett Mine in the DEIS is found on page 3.6-68, where it states ' 'Due to the proximity of Jewett Mine to Build Alternatives A,B, D, and E, which would be approximately one-half mile from Segment 4, where interior least terns have been documented to nest... TCRR will coordinate with the lignite mine operators to obtain the latest data on known nesting locations to avoid impacts to this species.' ' This is surprising given that the Jewett Mine is mentioned in reference to the interior least tern but not to the HSR route Or impacts of the route to the mine. There are several environmental concerns to NRG's land, mine area and TRC permit compliance due to the HSR project as more fully described below.</p> <p>1. The HSR project crosses the Mine Creek post-mine drainage channel which affects designs for channel drop structures and compliance with TRC rules and mine permits. The drop sãuctures are required to control the flow of water over land elevation drops and without these in place, unacceptable amounts of erosion, and subsequently sediment runoff from storm events, can occur. These channel flows are directed into Pond RP-A6 which would also then be impacted by the sedimentation. Additionally, any erosion and Sedimentation caused by construction of the HSR in this area would also impact the Mine Creek channel, Pond RP-A6, Pond RP-BI and Pond 027 thereby affecting compliance with the TRC rules, mine permits and future costs. Pond RP-BI 's permitted boundary is directly impacted by the proposed Utility Corridor which conflicts with the existing TRC Mine Permit 32G. Even if HSR maintains its own construction storm water pennit, additional erosion and sedimentation to NRG's drainage area will be an additional cost to NRG and permit compliance risk. This would especially be prevalent if HSR assumes that it may use the Jewett Mine ponds for storm water control. NRG would incur significant additional costs to dredge the Pond to maintain permit compliance due to the impacts of HSR.</p> <p>2. The preferred Utility Corridor of the HSR is an area that has not been released from reclamation bond. Disturbances caused by HSR to the areas under reclamation bond increases the time that area could be under bond requirements. Moreover, any impact to this area could increase the timeframe for the mine to complete reclamation permit requirements to discharge the bonds. In addition, the potential reclamation delay that would be caused by the HSR would add carrying costs to NRG</p> <p>3. NRG expects that there will be impacts to Permit 32G as the reclamation plan is finalized due to and incorporation of off-channel storage ponds and overland flows, stream locations and diversions, and on-channel ponds or water rights inter Should HSR assume that it may use the Jewett Mine ponds or channels for storm water control it could also have an effect on the water rights Of the mine or others downstream by affecting the current flow patterns. Any changes to overland flows due to HSR, or to channel flows, will impact how NRG complies with its required reclamation and increase those compliance costs of how NRG uses the mine ponds or optionality in how NRG uses the mine ponds to</p>	Refer to EU-2, FP-1, HZ-4, NE-6, NE-8, SG-3, WW1 and WW-2.

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			<p>reach reclamation completion.</p> <p>4. Access to the west and south portions of the mine property due to the Utility Corridor, and subsequently, access rights from FM 1512 from the west to the east across the HSR Utility Corridor for oil and gas well owners will be impacted by HSR. By access being cutoff to existing wells and propeny, new roads and easements for the landowners and well owners will have to be granted resulting in additional land impacts and environmental impacts of new road construction for these entities. This not only impacts these entities, but also the full utilization of the land by the owners due to rerouting Of access and further encumbrances. Additionally, NRG will not be able move its mining reclamation equipment as needed across the mine. The HSR will block the access of equipment across existing heavy haul roads that are already in place. This not only inhibits NRG from freely accessing all property within the mine boundary with existing and necessary equipment, but will also add cost to NRG to comply with reclamation for land to the west of HSR by finding alternate access or equipment that can be moved to the needed area.</p> <p>NRG appreciates your consideration of this information. Each of these items will have an environmental, ecological, and/or reclamation impact. In addition, higher costs will be incurred to the party to correct the delay and detrimental effects of the HSR going through the Jewett Mine. Therefore, NRG believes the DEIS is deficient and looks forward to your response as to how these impacts are addressed.</p> <p>Sincerely, Jan Fluharty Director, Asset Management ERCOT NRG Energy, Inc.</p>	
Alexandria Nugent	2/22/2018	Website	I have been waiting for this train for 40 years. I travel to Houston on business regularly - I would take the train as often as possible.	Comment noted.
Alicia Nuzzie	2/5/2018	Oral	<p>Good evening. My name is Alicia Nuzzie, and I'm with a Houston organization called Houston High-Speed Rail Watch. And on behalf of our neighborhood coalition, I'm actually asking the FRA to have an additional public meeting about this project closer to Houston. I believe that the public engagement period, or what you're doing to engage the public and make sure that they have their comments heard is vital and extremely important. We appreciate the ten meetings that you've already conducted or are in the process of conducting. However, we do believe that we need a Houston meeting, especially because of today's announcement that TCR has a preferred end terminus at the Northwest Mall. We would like to see a meeting closer to this area so that residents in these communities also have the opportunity to speak up and voice their concerns. People are concerned about this project and they're concerned about how it will affect their communities. Everyone along this rail line should have the same opportunities to share their concerns about how they feel this project will impact them. TCR representatives who I spoke with tonight, especially David Hagy in the back, urged me to submit public comment about this. They said that they agreed, but that you-all have the power to grant another meeting. And so, again, we are asking that you do that. In 2014 our communities unfortunately heard about this project very, very late, and we couldn't get a public meeting in Houston, and so we actually had to invite TCR representatives to meetings that we organized ourselves so that our communities had information. We had for both of those meetings over 400 people in attendance. So there are people that are very interested in learning more about this project and voicing their concerns. We hope you will grant us our request. Thank you.</p>	Refer to PI-10.
Alicia Nuzzie	3/5/2018	Oral	<p>Good evening. My name is Alicia Nuzzie, and I'm a lead organizer for Houston High-Speed Rail Watch. I'm also the vice president for the Central Northwest Super Neighborhood Council and a resident of Oak Forest. In the draft EIS for the Dallas to Houston high-speed rail project, it states: One of the biggest issues raised during the scoping process of this project was public involvement. I'm grateful to the FRA for granting us a Houston public meeting about this project, thank you very much, but I have to say that I'm still concerned that communities in this area do not truly understand what this project is and how this project will affect them, especially with the recent announcement of the Northwest Mall as the preferred location for a destination or the terminus. I would like to see more outreach to individual civic clubs and homeowners associations, not just such super neighborhood in this area, such as the Oak Forest Homeowners Association, Timbergrove, Lazy Brook, Mangum Manor, Old Spring Branch, Shepherd Forest, Ridgecrest, and Langwood. These communities will be affected the most by the building of this terminus in their area. I know Texas Central has been doing some outreach, but when I've gone out to these residents, they seem to not still, like I said, fully understand the extent of this project or know what they should be thinking about. For good urban design to happen and benefit communities, it needs to have input from those communities. Communities need to think about what they need and how they'll be affected by this type of build. But you can't ask a group to have the ability to analyze something or ask them to dream about something that they want if they don't know how to do it. And I think there's a lot of assumption that people do, that they understand this language and sometimes they don't. And while there is an MOU that has been created between the City of Houston and Texas Central Rail to discuss education and outreach strategies, I worry about how this will be done. It does state that Texas Central is committed to educating the</p>	<p>Refer to NE-1, GN-9, PI-10, TR-4 and TR-5.</p> <p>FRA is not involved in the development of municipal or district boundaries. Those discussions and negotiations could be conducted by TCRR the appropriate authority.</p>

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			<p>city and its communities. It also talks about a plan for community outreach that includes no less than three community outreach meetings to the affected areas. However, as we all know, an MOU is nonbinding and it just is up for -- an MOU just sets forth only respective intentions. Please let it go on record that our communities want to be at the table. Houston communities want more outreach to make sure this project does not disrupt neighborhoods and quality of life. This area has a potential to be an attractive space with green spaces, reclaimed streets, striving businesses and affordable living, but all of this takes time and planning and understanding. And I am encouraging an independent firm, who specializes in urban planning and urban revitalization, be considered to make sure this happens for our area, rather than just relying on the City of Houston or Texas Central to do this. Moving forward, there should also be some type of management for the growth of this area. This property sits just outside the Spring Branch Management District's boundaries. Can we incorporate the Northwest Mall into those boundaries to ensure proper planning, revitalization, and outreach continues to happen? If this project is the first of its kind in the United States, then it should have the first of its kind in planning to make sure it benefits our city. That's the only way to ensure communities have adequate representation at the table. Thank you.</p>	

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Craig Oakes	1/30/2018	Oral	I typically don't speak well in front of folks so -- I am Limestone County Commissioner and it is a crying shame that all these people have got to come out as many times as we already have to try to stop this thing. And I just -- Freestone County every resolution we could sign and pass through our county court we have been doing against this high-speed rail. Continue on with us and we are going to keep fighting as long as we can and would like everybody to come to Prairieville again tomorrow night.	Comment noted.
Kevin Oates	3/4/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I strongly believe a simple move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the pProperty block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military.	Refer to LU-5 and NR-2.
Atieno Obala	2/5/2018	Website	I am interested in understanding how construction will impact traffic flow on already congested highways. Specifically where places like the Energy Corridor are being referenced.	Refer to TR-6. The LOD would not interact with Interstate 10 (the Energy Corridor).
Terry O'Connor	2/6/2018	Oral	Good evening, everybody. Can you hear me? No? What did I do? Better? I don't have any prepared notes. I have a bunch of random thoughts, and I just thought I'd talk to you-all about it. I am not for or against this. As a recovering transportation engineer of three decades ago, I find this project fascinating. I find this process fascinating. I find you people fascinating, because the democratic process is really working here. I'm going to say something that nobody's said tonight. I want to thank the FRA, the TRCC, and the consulting engineers for putting all this documentation together so you-all have something to chew on. It's not an easy task what they've got. Nothing they do is perfect. Okay? But they've done an incredible amount of work, and it allows you to determine an opinion, and I think that is really good. Okay? Now, I am near a couple of train lines, and I have some valid concerns about this particular project. And one on just a purely technical note, I am concerned that there's going to be horns on this train. When the wind is right, those horns on these freight trains blast me out of bed, and I'm not very keen on that. So please make sure there are no horns on these trains. Okay? There is a lot of information that some of you have been saying and quoting. I haven't read the EIS, but a couple of things that some folks have said have kind of made me think. I don't know about you, but that vehicle I drive, if it had 1960s technology in it today it would not be that great. So these trains you may think it's old technology. It's not going to be old technology. Technology is really incredible these days. Okay? Trains have been around forever. All right? You may not like the thought of it, but they have been around and they can be really, really great. The design of the structures and everything, they are a long way away from figuring out what they're going to do there. They need people's feedback. If it ever gets built, they're still going to need your feedback. And there are a number of operational aspects you need to consider which probably aren't in the EIS very well. They're not going to be barreling down here at 200 miles an hour. Never going to happen. Okay? Because if they do, they're going to end up in my house on the other side of 610, and I'm not going to like that. I'll just close by saying I am, you know, looking forward to seeing where this goes, but I'm also looking forward to someday taking high-speed rail from Houston to Dallas. It may not be this route, may be another route, but I am really looking forward to doing it.	Refer to SS-12, TC-2 and TC-3. HSR trains do not sound horns. The entire alignment is grade separated with no grade crossings.
Michael Oder	1/19/2018	Email	This is a test email.	Comment noted.
Richard O'Donnell	2/23/2018	Website	This is a must!! It's much faster and less stressful than driving. Also, when you take into account all of the time and hassle to get to the airport, park, check in, TSA, etc., the bullet train is much faster. Every industrialized country in the world, except for the US, has bullet trains. Let's finally wake up and join the 21st century.	Comment noted.
Trevor O'Gorman	1/17/2018	Website	This is a great initiative for the state of Texas; I propose extending the route to San Antonio and other major cities for a fully realized high speed rail network.	Comment noted.
C Ohlenforst	2/24/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the US.	Refer to LU-5.
Cindy Ohlenforst	2/22/2018	Website	The proposed route for the area near FM 709 and 3194 creates environmental and other damages that can and should be avoided. Moving the proposed route north of the power lines paralleling the existing lines in an established easement would not only be environmentally preferable, but would also avoid irreparably damaging the Morgan Legacy Farm (the Morgan Creek Ranch), which provides migratory waters, a bald eagle habitat, charitable, economic and community benefits that would be eliminated by the currently proposed route.	Refer to LU-5.

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Cindy Ohlenforst	2/24/2018	Website	I have concerns about the high speed rail in Navarro County travelling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. At this highest portion in the county I believe significant damage will occur to the environment and water shed adversely impacting the migratory waters of the US.	Refer to LU-5.
Cindy Ohlenforst	2/25/2018	Website	The proposed path would adversely affect property owners in Navarro County located on 3194 and would potentially cause serious watershed issues. It seems unreasonable to follow that path when a northeast path, parallel to the exiting power lines is already located in an easement and would cause less environmental damage.	Refer to LU-5.
Cindy Ohlenforst	3/3/2018	Email	I would like to make comments regarding the proposed route for the High Speed Rail as proposed by the FRA. Although I'm sure there has been much research that went into this southernmost proposed route, the chosen route seems to defy logic. The route crosses several local roads and divides several properties. The work on the roads that would be needed to follow this route would obviously add considerable cost to the construction of the rail line. Dividing properties that have been in families for many years (or even generations) also seems to not make much sense. One such property is the Morgan Legacy Farm. The proposed route would require the destruction of the majority of the structures on this property, both residential and ranch related. Over the years, the Morgan Legacy Farm has hosted literally hundreds of groups of children and adults as an opportunity to experience Texas farm and ranch life. Not one of these groups has been asked to pay for anything! Running the train right through the middle of this property would literally make these events no longer possible. Alternatively, there is a nearby high-tension power line that seems to be a logical route for the rail to follow. It seems much more appropriate to run the train next to a high voltage power grid already existing. The environmental impact issues seem to make this a more logical route.	Refer to LU-5.
Cindy Ohlenforst	3/3/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Cindy Ohlenforst	3/4/2018	Website	I'm bewildered by the path chosen through Navarro County; the proposed path unnecessarily harms the environment and the Morgan Creek Ranch. Please rethink this flawed path.	Refer to LU-5.
Cindy Ohlenforst	3/4/2018	Website	I'm so bewildered by the path chosen through Navarro County; the proposed path unnecessarily harms the environment and the Morgan Creek Ranch. Please rethink this flawed path.	Refer to LU-5.
Cindy Ohlenforst	3/4/2018	Website	The path chosen through Navarro County unnecessarily harms the environment and the Morgan Creek Ranch. Please rethink this flawed path.	Refer to LU-5.
Cindy Ohlenforst	3/5/2018	Website	The planned route would destroy a culturally, economically, and historically important ranch that's often used for charitable purposes. This ranch, the Morgan Legacy Farm, is located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and would save this important community and state resource.	Refer to LU-5. A review of the current alignment indicates that it would closely parallel the existing powerlines for the area in question.
Cindy Ohlenforst	3/8/2018	Website	The route's proposed path through Navarro County includes a path that would unnecessarily and unwisely adversely impact the environmental and economic benefits currently available. The Morgan Legacy Farm would be so severely impacted by the proposed route that the negative effect would harm not only the ranch owners but also the community at large. Moving the proposed path north of the utility lines would be better for the environment and the community and would avoid destroying this significant property.	Refer to LU-5.
Cindy Ohlenforst	3/8/2018	Website	The route's proposed path through Navarro County includes a path that would unnecessarily and unwisely adversely impact the environmental and economic benefits currently available. The Morgan Legacy Farm would be so severely impacted by the proposed route that the negative effect would harm not only the ranch owners but also the community at large. Moving the proposed path north of the utility lines would be better for the environment and the community and would avoid destroying this significant property.	Refer to LU-5.
Cindy Ohlenforst	3/8/2018	Website	The route's proposed path through Navarro County includes a path that would unnecessarily and unwisely adversely impact the environmental and economic benefits currently available. The Morgan Legacy Farm would be so severely impacted by the proposed route that the negative effect would harm not only the ranch owners but also the community at large. Moving the proposed path north of the utility lines would be better for the environment and the community and would avoid destroying this significant property.	Refer to LU-5.
Cindy Ohlenforst	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique property.	Refer to LU-5.
Cindy Ohlenforst	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique property.	Refer to LU-5.
Cindy Ohlenforst	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique property.	Refer to LU-5.

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Cindy Ohlenforst	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique property.	Refer to LU-5.
Cindy Ohlenforst	3/9/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique property.	Refer to LU-5.
Cindy Ohlenforst	3/9/2018	Website	I oppose the train path that would destroy a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique property.	Refer to LU-5.
Cynthia Ohlenforst	2/23/2018	Website	The route's proposed path through Navarro County includes a path that would unnecessarily and unwisely adversely impact the environmental and economic benefits currently available. The Morgan Legacy Farm would be so severely impacted by the proposed route that the negative effect would harm not only the ranch owners but also the community at large. Moving the proposed path north of the utility lines would be better for the environment and the community and would avoid destroying this significant property.	Refer to LU-5.
Cynthia Ohlenforst	2/24/2018	Website	Homeowners in Navarro County located on 3194 will be adversely impacted by the proposed route because it closely parallels 3194, blocking access to their property, and potentially causing serious watershed issues. It would be better to have the path cross northeast and remain parallel to the exiting power lines already located in an easement.	Refer to LU-5.
Cynthia Ohlenforst	3/3/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Dr. Patrick Ohlenforst	2/24/2018	Website	I would like to make comments regarding the proposed route for the High Speed Rail as proposed by the FRA. Although I'm sure there has been much research that went into this southernmost proposed route, the chosen route seems to defy logic. The route crosses several local roads and divides several properties. The work on the roads that would be needed to follow this route would obviously add considerable cost to the construction of the rail line. Dividing properties that have been in families for many years (or even generations) also seems to not make much sense. One such property is the Morgan Legacy Farm. The proposed route would require the destruction of the majority of the structures on this property, both residential and ranch related. Over the years, the Morgan Legacy Farm has hosted literally hundreds of groups of children and adults as an opportunity to experience Texas farm and ranch life. Not one of these groups has been asked to pay for anything! Running the train right through the middle of this property would literally make these events no longer possible. Alternatively, there is a nearby high-tension power line that seems to be a logical route for the rail to follow. It seems much more appropriate to run the train next to a high voltage power grid already existing. The environmental impact issues seem to make this a more logical route.	Refer to LU-5.
Kristen Ohlenforst	2/23/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Kristen Ohlenforst	2/23/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique irreplaceable property. The preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues causing a loss of migratory waters of the US. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about charitable benefits.	Refer to LU-5, WW-1 and WW-2.
Kristen Ohlenforst	2/25/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement. Thank you for your consideration.	Refer to LU-5.
Kristen Ohlenforst	2/25/2018	Website	I am concerned about the negative impact of this train's proposed route on migratory waters in the designated area. Specifically, I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique and irreplaceable property. The preferred route travels in one of the highest elevations, which will likely create significant watershed issues with broad-scale impact. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities, the proposed route will destroy a property which has provided -- and continues to provide -- charitable,	Refer to LU-5.

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			historical, and emotional support to thousands of individuals including first responders, nurses, physicians, students, and other helping professionals. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Thank you for giving thoughtful consideration to these comments.	
Kristen Ohlenforst	2/25/2018	Website	I am concerned about the negative impact of this train's proposed route on the bald eagle habitat in the designated area. Specifically, I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique and irreplaceable property. The preferred route travels in one of the highest elevations, which will likely create significant watershed issues with broad-scale impact. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities, the proposed route will destroy a property which has provided -- and continues to provide -- charitable, historical, and emotional support to thousands of individuals including first responders, nurses, physicians, students, and other helping professionals. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Thank you for giving thoughtful consideration to these comments.	Refer to LU-5 and NR-3.
Kristen Ohlenforst	2/25/2018	Website	I am concerned about the detrimental financial impact of this train's proposed route on the community and its surroundings. Specifically, I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique and irreplaceable property. The preferred route travels in one of the highest elevations, which will likely create significant watershed issues with broad-scale impact. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities, the proposed route will destroy a property which has provided -- and continues to provide -- charitable, historical, and emotional support to thousands of individuals including first responders, nurses, physicians, students, and other helping professionals. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Thank you for giving thoughtful consideration to these comments.	Refer to LU-5.
Kristen Ohlenforst	2/25/2018	Website	I am concerned about the negative impact of this train's proposed route on the rich history of this area and its community. Specifically, I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique and irreplaceable property. The preferred route travels in one of the highest elevations, which will likely create significant watershed issues with broad-scale impact. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities, the proposed route will destroy a property which has provided -- and continues to provide -- charitable, historical, and emotional support to thousands of individuals including first responders, nurses, physicians, students, and other helping professionals. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Thank you for giving thoughtful consideration to these comments.	Refer to LU-5.
Kristen Ohlenforst	2/25/2018	Website	Building this train along the proposed route will undermine a multitude of opportunities for continued charitable giving, both to first responders and other helping professionals. Specifically, I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique and irreplaceable property. The preferred route travels in one of the highest elevations, which will likely create significant watershed issues with broad-scale impact. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities, the proposed route will destroy a property which has provided -- and continues to provide -- charitable, historical, and emotional support to thousands of individuals including first responders, nurses, physicians, students, and other helping professionals. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Thank you for giving thoughtful consideration to these comments.	Refer to LU-5.
Kristen Ohlenforst	2/25/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique and irreplaceable property. The preferred route travels in one of the highest elevations, which will likely create significant watershed issues with broad-scale impact. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities, the proposed route will destroy a property which has provided -- and continues to provide -- charitable, historical, and emotional support to thousands of individuals including first responders, nurses, physicians, students, and other helping professionals. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Thank you for giving thoughtful consideration to these comments.	Refer to LU-5.

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Kristen Ohlenforst	2/28/2018	Website	I concerned about the negative impact of this train's proposed route on migratory waters in the designated area. Specifically, I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique and irreplaceable property. The preferred route travels in one of the highest elevations, which will likely create significant watershed issues with broad-scale impact. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities, the proposed route will destroy a property which has provided -- and continues to provide -- charitable, historical, and emotional support to thousands of individuals including first responders, nurses, physicians, students, and other helping professionals. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Thank you for giving thoughtful consideration to these comments.	Refer to LU-5.
Kristen Ohlenforst	2/28/2018	Website	I concerned about the negative impact of this train's proposed route on the bald eagle habitat in the designated area. Specifically, I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique and irreplaceable property. The preferred route travels in one of the highest elevations, which will likely create significant watershed issues with broad-scale impact. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities, the proposed route will destroy a property which has provided -- and continues to provide -- charitable, historical, and emotional support to thousands of individuals including first responders, nurses, physicians, students, and other helping professionals. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Thank you for giving thoughtful consideration to these comments.	Refer to LU-5 and NR-3.
Kristen Ohlenforst	2/28/2018	Website	I concerned about the detrimental financial impact of this train's proposed route on the community and its surroundings. Specifically, I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique and irreplaceable property. The preferred route travels in one of the highest elevations, which will likely create significant watershed issues with broad-scale impact. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities, the proposed route will destroy a property which has provided -- and continues to provide -- charitable, historical, and emotional support to thousands of individuals including first responders, nurses, physicians, students, and other helping professionals. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Thank you for giving thoughtful consideration to these comments.	Refer to LU-5.
Kristen Ohlenforst	2/28/2018	Website	I concerned about the negative impact of this train's proposed route on the rich history of this area and its community. Specifically, I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique and irreplaceable property. The preferred route travels in one of the highest elevations, which will likely create significant watershed issues with broad-scale impact. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities, the proposed route will destroy a property which has provided -- and continues to provide -- charitable, historical, and emotional support to thousands of individuals including first responders, nurses, physicians, students, and other helping professionals. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Thank you for giving thoughtful consideration to these comments.	Refer to LU-5.
Kristen Ohlenforst	2/28/2018	Email	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement. Thank you for your consideration.	Refer to LU-5.
Kristen Ohlenforst	2/28/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique and irreplaceable property. The preferred route travels in one of the highest elevations, which will likely create significant watershed issues with broad-scale impact. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities, the proposed route will destroy a property which has provided -- and continues to provide -- charitable, historical, and emotional support to thousands of individuals including first responders, nurses, physicians, students, and other helping professionals. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Thank you for giving thoughtful consideration to these comments.	Refer to LU-5.
Kristen Ohlenforst	2/28/2018	Email	Building this train along the proposed route will undermine a multitude of opportunities for continued charitable giving, both to first responders and other helping professionals. Specifically, I am opposed to the train destroying a culturally, economically, historically, and	Refer to LU-5.

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			charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique and irreplaceable property. The preferred route travels in one of the highest elevations, which will likely create significant watershed issues with broad-scale impact. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities, the proposed route will destroy a property which has provided -- and continues to provide -- charitable, historical, and emotional support to thousands of individuals including first responders, nurses, physicians, students, and other helping professionals. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Thank you for giving thoughtful consideration to these comments.	
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Kristen Ohlenforst	2/28/2018	Website	Building this train along the proposed route will undermine a multitude of opportunities for continued charitable giving, both to first responders and other helping professionals. Specifically, I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique and irreplaceable property. The preferred route travels in one of the highest elevations, which will likely create significant watershed issues with broad-scale impact. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities, the proposed route will destroy a property which has provided -- and continues to provide -- charitable, historical, and emotional support to thousands of individuals including first responders, nurses, physicians, students, and other helping professionals. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Thank you for giving thoughtful consideration to these comments.	Refer to LU-5, WW-1 and WW-2.
Kristen Ohlenforst	3/4/2018	Website	I am concerned about the negative impact of this train's proposed route on migratory waters in the designated area. Specifically, I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique and irreplaceable property. The preferred route travels in one of the highest elevations, which will likely create significant watershed issues with broad-scale impact. Further by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities, the proposed route will destroy a property which has provided -- and continues to provide -- charitable, historical, and emotional support to thousands of individuals including first responders, nurses, physicians, students, and other helping professionals. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the county in the long term. Thank you for giving thoughtful consideration to these comments.	Refer to LU-5 and NR-2.
Kristen Ohlenforst	3/4/2018	Website	I am concerned about the negative impact of this train's proposed route on the bald eagle habitat in the designated area. Specifically, I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near	Refer to LU-5.

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Kristen Ohlenforst	3/4/2018	Website	I have concerns about access for homeowners in Navarro County located on 3194 because the proposed route closely parallels 3194 blocking access to their property and will potentially cause serious watershed issues. I would recommend the path cross northeast and remain parallel to the exiting power lines already located in an easement. Thank you for your consideration.	Refer to LU-5.
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P Ohlenforst	2/24/2018	Website	I would like to make comments regarding the proposed route for the High Speed Rail as proposed by the FRA. Although I'm sure there has been much research that went into this southernmost proposed route, the chosen route seems to defy logic. The route crosses several local roads and divides several properties. The work on the roads that would be needed to follow this route would obviously add considerable cost to the construction of the rail line. Dividing properties that have been in families for many years (or even generations) also seems to not make much sense. One such property is the Morgan Legacy Farm. The proposed route would require the destruction of the majority of the structures on this property, both residential and ranch related. Over the years, the Morgan Legacy Farm has hosted literally hundreds of groups of children and adults as an opportunity to experience Texas farm and ranch life. Not one of these groups has been asked to pay for anything! Running the train right through the middle of this property would literally make these events no longer possible. Alternatively, there is a nearby high-tension power line that seems to be a logical route for the rail to follow. It seems much more appropriate to run the train next to a high voltage power grid already existing. The environmental impact issues seem to make this a more logical route.	Refer to LU-5.
P Ohlenforst	3/3/2018	Email	I would like to make comments regarding the proposed route for the High Speed Rail as proposed by the FRA. Although I'm sure there has been much research that went into this southernmost proposed route, the chosen route seems to defy logic. The route crosses several local roads and divides several properties. The work on the roads that would be needed to follow this route would obviously add considerable cost to the construction of the rail line. Dividing properties that have been in families for many years (or even generations) also seems to not make much sense. One such property is the Morgan Legacy Farm. The proposed route would require the destruction of the majority of the structures on this property, both residential and ranch related. Over the years, the Morgan Legacy Farm has hosted literally hundreds of groups of children and adults as an opportunity to experience Texas farm and ranch life. Not one of these groups has been asked to pay for anything! Running the train right through the middle of this property would literally make these events no longer possible. Alternatively, there is a nearby high-tension power line that seems to be a logical route for the rail to follow. It seems much more appropriate to run the train next to a high voltage power grid already existing. The environmental impact issues seem to make this a more logical route.	Refer to LU-5.
Pat Ohlenforst	2/22/2018	Website	I would like to make comments regarding the proposed route for the High Speed Rail as proposed by the FRA. Although I'm sure there has been much research that went into this southernmost proposed route, the chosen route seems to defy logic. The route crosses several local roads and divides several properties. The work on the roads that would be needed to follow this route would obviously add considerable cost to the construction of the rail line. Dividing properties that have been in families for many years (or even generations) also seems to not make much sense. One such property is the Morgan Legacy Farm. The proposed route would require the destruction of the majority of the structures on this property, both residential and ranch related. Over the years, the Morgan Legacy Farm has hosted literally hundreds of groups of children and adults as an opportunity to experience Texas farm and ranch life. Not one of these groups has been asked to pay for anything! Running the train right through the middle of this property would literally make these events no longer possible. Alternatively, there is a nearby high-tension power line that seems to be a logical route for the rail to follow. It seems much more appropriate to run the train next to a high voltage power grid already existing. The environmental impact issues seem to make this a more logical route.	Refer to LU-5.

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Pat Ohlenforst	2/25/2018	Website	I would like to make comments regarding the proposed route for the High Speed Rail as proposed by the FRA. Although I'm sure there has been much research that went into this southernmost proposed route, the chosen route seems to defy logic. The route crosses several local roads and divides several properties. The work on the roads that would be needed to follow this route would obviously add considerable cost to the construction of the rail line. Dividing properties that have been in families for many years (or even generations) also seems to not make much sense. One such property is the Morgan Legacy Farm. The proposed route would require the destruction of the majority of the structures on this property, both residential and ranch related. Over the years, the Morgan Legacy Farm has hosted literally hundreds of groups of children and adults as an opportunity to experience Texas farm and ranch life. Not one of these groups has been asked to pay for anything! Running the train right through the middle of this property would literally make these events no longer possible. Alternatively, there is a nearby high-tension power line that seems to be a logical route for the rail to follow. It seems much more appropriate to run the train next to a high voltage power grid already existing. The environmental impact issues seem to make this a more logical route.	Refer to LU-5.
Pat Ohlenforst	2/27/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and militaryamjv	Refer to LU-5, NR-2, WW-1 and WW-2.
Pat Ohlenforst	2/27/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military	Refer to LU-5.
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Pat Ohlenforst	3/3/2018	Email	I would like to make comments regarding the proposed route for the High Speed Rail as proposed by the FRA. Although I'm sure there has been much research that went into this southernmost proposed route, the chosen route seems to defy logic. The route crosses several local roads and divides several properties. The work on the roads that would be needed to follow this route would obviously add considerable cost to the construction of the rail line. Dividing properties that have been in families for many years (or even generations) also seems to not make much sense. One such property is the Morgan Legacy Farm. The proposed route would require the destruction of the majority of the structures on this property, both residential and ranch related. Over the years, the Morgan Legacy Farm has hosted literally hundreds of groups of children and adults as an opportunity to experience Texas farm and ranch life. Not one of these groups has been asked to pay for anything! Running the train right through the middle of this property would literally make these events no longer possible. Alternatively, there is a nearby high-tension power line that seems to be a logical route for the rail to follow. It seems much more appropriate to run the train next to a high voltage power grid already existing. The environmental impact issues seem to make this a more logical route.	Refer to LU-5.
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			roads and divides several properties. The work on the roads that would be needed to follow this route would obviously add considerable cost to the construction of the rail line. Dividing properties that have been in families for many years (or even generations) also seems to not make much sense. One such property is the Morgan Legacy Farm. The proposed route would require the destruction of the majority of the structures on this property, both residential and ranch related. Over the years, the Morgan Legacy Farm has hosted literally hundreds of groups of children and adults as an opportunity to experience Texas farm and ranch life. Not one of these groups has been asked to pay for anything! Running the train right through the middle of this property would literally make these events no longer possible. Alternatively, there is a nearby high-tension power line that seems to be a logical route for the rail to follow. It seems much more appropriate to run the train next to a high voltage power grid already existing. The environmental impact issues seem to make this a more logical route.	
Patrick Ohlenforst	2/24/2018	Website	I would like to make comments regarding the proposed route for the High Speed Rail as proposed by the FRA. Although I'm sure there has been much research that went into this southernmost proposed route, the chosen route seems to defy logic. The route crosses several local roads and divides several properties. The work on the roads that would be needed to follow this route would obviously add considerable cost to the construction of the rail line. Dividing properties that have been in families for many years (or even generations) also seems to not make much sense. One such property is the Morgan Legacy Farm. The proposed route would require the destruction of the majority of the structures on this property, both residential and ranch related. Over the years, the Morgan Legacy Farm has hosted literally hundreds of groups of children and adults as an opportunity to experience Texas farm and ranch life. Not one of these groups has been asked to pay for anything! Running the train right through the middle of this property would literally make these events no longer possible. Alternatively, there is a nearby high-tension power line that seems to be a logical route for the rail to follow. It seems much more appropriate to run the train next to a high voltage power grid already existing. The environmental impact issues seem to make this a more logical route.	Refer to LU-5.
Patrick Ohlenforst, DDS	2/27/2018	Website	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military	Refer to LU-5.
Patrick Ohlenforst, DDS	3/3/2018	Website	I would like to make comments regarding the proposed route for the High Speed Rail as proposed by the FRA. Although I'm sure there has been much research that went into this southernmost proposed route, the chosen route seems to defy logic. The route crosses several local roads and divides several properties. The work on the roads that would be needed to follow this route would obviously add considerable cost to the construction of the rail line. Dividing properties that have been in families for many years (or even generations) also seems to not make much sense. One such property is the Morgan Legacy Farm. The proposed route would require the destruction of the majority of the structures on this property, both residential and ranch related. Over the years, the Morgan Legacy Farm has hosted literally hundreds of groups of children and adults as an opportunity to experience Texas farm and ranch life. Not one of these groups has been asked to pay for anything! Running the train right through the middle of this property would literally make these events no longer possible. Alternatively, there is a nearby high-tension power line that seems to be a logical route for the rail to follow. It seems much more appropriate to run the train next to a high voltage power grid already existing. The environmental impact issues seem to make this a more logical route.	Refer to LU-5.
Patrick M. Ohlenforst, DDS, MS, Inc.	3/3/2018	Website	I would like to make comments regarding the proposed route for the High Speed Rail as proposed by the FRA. Although I'm sure there has been much research that went into this southernmost proposed route, the chosen route seems to defy logic. The route crosses several local roads and divides several properties. The work on the roads that would be needed to follow this route would obviously add considerable cost to the construction of the rail line. Dividing properties that have been in families for many years (or even generations) also seems to not make much sense. One such property is the Morgan Legacy Farm. The proposed route would require the destruction of the majority of the structures on this property, both residential and ranch related. Over the years, the Morgan Legacy Farm has hosted literally hundreds of groups of children and adults as an opportunity to experience Texas farm and ranch life. Not one of these groups has been asked to pay for anything! Running the train right through the middle of this property would literally make these events no longer possible. Alternatively, there is a nearby high-tension power line that seems to be a logical route for the rail to follow. It seems much more appropriate to run the train next to a high voltage power grid already existing. The environmental impact issues seem to make this a more logical route.	Refer to LU-5.

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Patrick Ohlenforst, DDS	2/27/2018	Email	I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property. This facility is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, colt barn all within walking distance of each. The proposed path of the train would destroy the guest houses, part of the rodeo arena and by cleaving the property block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Further because of the high location it appears the proposed route will cause watershed issues reducing the available migratory waters and have significant negative impact on the environment. Perhaps one of the greatest purposes has been the service to health care providers, first responders and military. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military	Refer to LU-5.
Chy Oka	1/29/2018	Email	I support the initiative.. It will help reduce unemployment between both cities.	Comment noted.
Andrew Okrah	2/28/2018	Website	My property is affected by this project but I strongly support the construction of the High- Speed Train project. I will benefit from travelling from Houston to Dallas and back within that 90 min time period. I have family living in Dallas and do a lot of driving there. This will help during my visits. I hope this project becomes reality.	Comment noted.
Tracy Olds	2/5/2018	Oral	Howdy. My name is Tracy Olds, and I am for the no build. Back in the 1950s, America as a whole rejected train travel and bought into the new interstate highway system that our government constructed. From the day President Dwight D. Eisenhower signed the Federal Aid Highway Act of 1956, the interstate system has been part of our culture of construction projects, transportation, and our daily lives, and is an integral part of the American way of life. We bought new cars. We visited new motels along the system. We visited our national parks, and took our families on vacations across this great nation. We are very unique in this concept. The bullet train does not fit in this American culture. We are not your Europe, and we don't want to be Europe. And I'm going to debate there Boys' Life here, which left his magazine up here so I'm not sure if he was a plant from TCR or the FRA, but all his papers are right here. So Europe is now flying. For all of you who have visited lately, it is now cheaper to get on a plane and hop from Paris to Zurich, Switzerland than it is to ride the train. So they are abandoning their train system as well. Again, its old technology. Texans really enjoy their trucks driving across the state, and I don't know anybody that is -- because I've polled a lot of people, and they're going to drive their trucks to Dallas. So the station in Houston at the Northwest Transit Center--and this was on a website off of the TCR system--they admit that it doesn't link into any of the transportation system in Houston, so when you get there you're going to have to Uber. Dallas, now that was a little bit different. It is linking into their system. But what I'm really concerned about is Highway 30. They're building that substation, and we don't know anything about it other than it's around Roans Prairie. But there hasn't been any studies on how the traffic is going to impact Highway 30 or Highway 6 heading north or south, or I-45 heading north or south, because I guarantee you people in Spring, Texas are not going to drive to Northwest Mall to get on a train to go back north to Dallas. That's just not going to happen, folks. So the other -- a couple of ladies before me talked about the produce and everything. You ask a millennial where their beef comes from, they say the grocery store. They have no idea that that organic grass-fed beef that they're buying is from a cattle rancher in Grimes County. They have no idea that their tofu comes from soy beans grown in Grimes County. They have no idea that the organic squash and tomatoes bought at their farmers market comes from Grimes County. So they're clueless. Most of the city people are clueless about what's going on and how it's going to affect them. I'm not getting into the taxes, but they have not done any studies on how taxes are going to -- the devaluation of property against the increased payment of -- you know, that they're going to tax the high-speed rail. Thank you. I've got a lot more points. I did a lot of research. I've got about four pages here. Decibels, they're lying in their study.	Refer to GN-7, GN-9, LU-2, NV-1, TC-2, TR-2, TR-4 and VA-1.
Tracy Olds	2/5/2018	Website	1. Put cities on the alternative maps.2. Provide tax analysis - taxes from TXHSR vs. lost revenue due to de-valued land.3. Provide study of increase in traffic on I-45 North to Highway 30 and Highway 6 to I-30 as well as all across Highway 30 to Roans Prairie Station.4. Your doorbell study is flawed compared to international studies for this train. 65th [sic] should be 95th [sic]. Customer sound study also reports 95th.5. How will oil/ gas well owners be compensated if their well is plugged due to TXHSR? 6. Provide index to DEIS documents in real language.7. What provisions are being made if during construction you find Indian artifacts? Are construction crew going to be trained to preserve these if found?	Refer to CR-7, SC-19 and VA-1. Jurisdictional labels will be provided on maps dependent on the extent shown on a particular map and the informational needs of the particular resource being mapped. For an analysis of the traffic impact analysis, see Section 3.11.3.3, Transportation, Roadways, Intersections and Traffic Circulation . Insufficient information is available in the comment to address international studies or the source of the reference to 65th/95th. As detailed in Section 3.9.6.1, Utilities and Energy , , TCRR shall close and abandon all oil and gas wells within the limits of disturbance (LOD) of the Preferred Alternative. The abandonment of wells would be conducted in accordance with the Railroad Commission of Texas Statewide Rule 14, Plugging, Revised. All parcel acquisition and structure displacements resulting from the Preferred Alternative, including

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				existing wells, would be negotiated between the landowner and TCRR. This analysis assumes that negotiated prices would reflect the fair market value, allowing for investment in new or similar activates outside the LOD.
Tracy Olds	3/5/2018	Website	There have been no surveys of Texans or a VOTE in Texas about the need for this train. From the day President Dwight D. Eisenhower signed the Federal-Aid Highway Act of 1956, the Interstate System has been a part of our culture as construction projects, as transportation in our daily lives, and as an integral part of the American way of life. https://www.fhwa.dot.gov/interstate/history.cfm The bullet train does not fit into our American Culture. We are not Europe nor do we ever want to be. Texans especially enjoy their vehicles (trucks) and driving across this great State. Americans rejected trains and drive our nations highways. The train system for personal travel operates in the red	Comment noted.
Tracy Olds	3/5/2018	Website	THERE ARE NO CITIES ON THE MAPS IN THE STUDY. THERE ARE NO ROADS NOTED ON THE MAPS. HARD TO READ TO BE ABLE TO FIGURE OUT THE IMPACT.	Refer to GN-1.
Tracy Olds	3/5/2018	Website	PROVIDE A TAX ANALYSIS - TAXES FROM THE THE HIGH SPEED RAIL COMPANY AND ALSO THE LOST REVENUE FROM THE DE-VALUED LAND.	Refer to VA-1.
Tracy Olds	3/5/2018	Website	PLEASE ADD TO THE STUDY THE INCREASED TRAFFIC STUDY ON I-45 NORTH TO HIGHWAY 30 AND ALSO ON HIGHWAY 6 TO I30. TRAFFIC STUDY IS NEEDED FOR I-30 TRAFFIC INCREASE FOR THE ROAN'S PRAIRIE STATION USAGE.	Refer to PN-3 and TR-2.
Tracy Olds	3/5/2018	Website	YOUR DECIBEL STUDY IS VERY VERY FLAWED. I HAVE RESEARCHED INTERNATIONAL STUDIES FROM ENGLAND, JAPAN, GERMANY AND THEIR NUMBERS AVERAGE 95DB. THE CALIFORNIA BULLET TRAIN DECIBEL STUDY REFLECTS THIS 95 DB RANGE. PLEASE REVISED THE DEIS DECIBEL STUDY TO REPORT BETTER NUMBERS - AND INCLUDE THE TWO TRAINS PASSING SCENARIO AS WELL. I AM SPECIFICALLY LOOKING FOR THE LMAX CURVE.	Refer to NV-1 and NV-6.
Tracy Olds	3/5/2018	Website	I COULD NOT FIND HOW THE OIL AND GAS WELL OWNERS ARE GOING TO BE COMPENSATED IF THEIR WELL IS PLUGGED DUE TO TO THE BULLET TRAIN. PLEASE PROVIDE A PLAN OF THE WELLS THAT WILL BE PLUGGED AND THE PLAN. AGAIN IF THIS IS ON A MAP, PUT CITIES AND ROAD NAMES ON THE MAP AS WELL.	Refer to ED-1, ED-2 and ED-4. Oil and gas structures are outlined in Section 3.11, Land Use . Oil and gas structures are defined as any relating to the extraction of oil and natural gas (includes wells, sheds, etc.). As noted in Appendix E, Land Use Technical Memorandum , between 14 and 28 primary oil and gas structures would be located directly in the Project footprint, depending on the Build Alternative. Build Alternatives C and F would interact with 14. Build Alternatives A and D would interact with 27. Build Alternatives B and E would interact with the most at 28. Acquisitions of oil and gas structures (located on parcels that may be acquired) are outlined in Table 3.13-16: Summary of Structure Acquisition (No. of Primary and Secondary Structures) by Build Alternative . The Land Use Technical Memorandum provides tables that list all oil and gas structure displacements and acquisitions.
Tracy Olds	3/5/2018	Website	PROVIDE AN INDEX TO THIS HUGE DOCUMENT AND APPENDICES THAT IS IN REAL LANGUAGE. WHERE ARE THE OIL / GAS WELLS ADDRESSED? WHERE ARE THE ROADS THAT ARE GOING TO BE REMOVED ADDRESSED? SOUND STUDY?	Refer to EU-2, NV-1 and TR-8.
Tracy Olds	3/5/2018	Website	WHAT PROVISIONS ARE BEING MADE IF DURING CONSTRUCTION THROUGH GRIMES COUNTY YOU FIND INDIAN ARTIFACTS? ARE THE CONSTRUCTION CREWS GOING TO BE TRAINED TO PRESERVE THESE IF FOUND? ARE THE NATIVE TRIBES GOING TO BE NOTIFIED? BEDAIS TRIBE, ALABAMA-COUSHATTA?	As stated in Section 3.19.3, Cultural Resources, Methodology of the Final EIS, the Federal Railroad Administration initiated government-to-government consultation with the federally recognized Native American tribal governments with a known interest in Texas, pursuant to 36 C.F.R. Part 800.2(c)(2)(ii). FRA will continue to consult with Native American tribes as the project advances and if Native American sites or human remains are discovered during construction in accordance with the terms of the Programmatic Agreement, a draft of which is appended to the Final EIS in Appendix E, Cultural Resources Technical Memorandum .
Tracy Olds	3/5/2018	Website	I am proposing that the bullet train be scrapped because it will be an economic failure. We have no further to look than the failure of the California bullet train. In my research I have found European countries fighting this same concept for the same reason. Rather than investing in their current existing train system, investors want to build this new concept on new rightofways. Texans will not flock to ride this train. One only has to look at the light rail in Houston. It has failed miserably as well.	Refer to GN-2 and NE-1.

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Tracy Olds	3/5/2018	Website	I SUPPORT NO BUILD AS THIS IS NOT NEEDED. IF THIS FOREIGN COUNTRY INSISTS ON BUILDING IT. THEN TAKE IT UP I45 OR HIGHWAY 6 RATHER THAN THROUGH OUR PRISTINE COUNTRY SIDE. ON I45 - YOU WILL ONLY BE WIPING OUT EYESORES OF ABANDONED CAR LOTS AND STRIP CLUBS.	Refer to BA-6 and BA-9.
Tracy Olds	3/5/2018	Website	The California bullet train is failing. Over budget, has not met completion deadlines. Check the Los Angeles Times.. It is billions over budget and they going back to the state government for more money. WHERE IN THE DEIS STUDY IS IT ADDRESSED AS TO WHY THIS TRAIN WILL BE A SUCCESS AND NEVER FALL BACK ON THE TEXAN TAXPAYER? WE WANT GUARANTEES!	Refer to NE-1.
Tracy Olds	3/5/2018	Website	What provisions are put in so that if this fails, that the land acquired will be returned to the 5 generation families that settled Texas?	Refer to NE-1.
Tracy Olds	3/5/2018	Website	I HAVE NOT FOUND IN THE DEIS STUDY THE FLOOD RELIEF STUDY WITH THE NEW POST-HURRICANE HARVEY REQUIREMENTS. THIS TRAIN WILL BE RAISED ON VIADUCTS WHICH WILL INTURN DIVERT WATER - WHERE IS THAT IMPACT STUDY? WILL THIS CAUSE INCREASED FLOODING? THIS NEEDS TO BE INDEPTH WITH THE NEW REQUIREMENTS.	Refer to FP-1, SS-17, WW-1 and WW-2.
Tracy Olds	3/5/2018	Website	How long will construction take on my land? Are there additional stipends for owner of land if construction does not meet deadlines. Will TXHSR have access to my land adjacent to the HSR? Will I be paid for access of my land by TXHSR after construction is completed? If not, HSR employees and contractors will be considered trespassers. If an easement is needed how will I be compensated? How do I report problems to TXHSR with their construction and operation of HSR? Land owner will not be held liable for any problems with HSR crossing property? If TXHSR fails, can I get my land back? If TXHSR fails and I cannot have my land back, then what will become of this?	Refer to ED-1, ED-2, ED-3, GN-4 and LU-7.
Gerardo Olivares	3/9/2018	Website	Besides having a few of the carts with the lone star flag, I would say we need to hurry up and start planning we're the stop from Houston to CALIFORNIA would be.... thanks y'all	Comment noted.
Bill Oliver	12/16/2017	Email	Please send e-mail updates on the proposed Dallas to Houston High-Speed Rail project any and all public hearing notices to [...].	Refer to PI-1.
Cindy Olivieri	2/16/2018	Website	I believe this project is a waste of Federal money. If this is such a great plan then use your own money and not expect the government to pick up the tap. Why can it not run along the interstate or state highways? Running though farm land and destroying personal property is wrong. You will cut my way into town. I oppose this project as it stands now and will use my voting power to see it never gets off the ground. Sincerley, Cindy Olivieri	Refer to BA-9, GN-2, GN-4, NE-1 and TR-8.
Darrell Olsen	3/8/2018	Website	My name is Darrell Olsen and I own a feed store in Navarro County. I would like to first advise that in principal I oppose the High Speed Rail being located anywhere in our county. However, I need to make comments about the proposed preferred route as suggested by the FRA as it directly impacts my livelihood. The proposed route that travels parallel to 3194 would adversely affect the access for landowners south of 3194. The proposed route travels within a close proximity to the Lodge for Cotton Mesa, through a number of properties owned by the Steel family and destroys much of the homes, rodeo arena and horse facilities on Morgan Legacy Farm. The loss of these properties to the rail would cause my feed business catastrophic economic harm. The properties represent several of the largest, nicest, most improved properties in Navarro County. They account for a significant portion of my business's income. For the purposes of comments to the FRA I would implore the FRA to move the 6-7-mile-long route along 3194 off the proposed preferred route and north onto an existing utility easement. This easement is more appropriate from an esthetic perspective and would have far less economic, cultural and environmental impact than that proposed.	Refer to LU-5.
James Olsen	1/29/2018	Oral	I'm James Olsen, and I'm Navarro County Commissioner, Precinct 4. Vicky, I agree with you. These are nice people, and I mean this very respectfully when I say this tonight. This is a public hearing. A public hearing is where the public comes together and you hear both sides of the issue. We have a commissioners court and we have public hearings. We usually hear both sides of an issue. But we've come here tonight, and you've heard the outcry against the high speed rail, and I just thought to ask people in here, who's against the high speed rail? And so I ask you, this being a public hearing, who is for the high speed rail? And I'd like to ask that question here. Besides the people that work for Texas Central and those connected, anybody who has anything to gain? The riders in Dallas or Houston, would anybody like to say they're going to be a rider from Dallas to Houston and is for this project? I mean this very respectfully to you-all. I know you've come to listen to us. And I can assume, and I think that I do, assume that you came here, as you do to all public hearings, and want to listen to draw a conclusion from the public. Well, if you came here with an open mind tonight--and I do believe you have; we visited; you're great people, both of you--after hearing what you've heard tonight, the only conclusion you can take back to Washington, or wherever you're from, is to fold your notes up and declare this a dead project. Thank you.	Refer to PI-1 and PI-7.
Joseph Olson	3/5/2018	Oral	Main Street before: A noisy stinky, dirty abandoned bus corridor. Main Street after: A marble-lined, air-conditioned shopping mall connecting Intercontinental, downtown, several universities, a Medical Center and Hobby Airport. For you, only \$1 billion. I made this presentation to the	Refer to EH-1, SS-3, SS-12, SS-13, SS-18 and SS-19.

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			<p>City of Houston in September of 1989. I was competing against Walt Disney and a very corrupt system that Kathy Whitmire was going to produce a 14-mile monorail. In a debate with Bob Lanier, she was asked why they had the corridor going from downtown to The Galleria. She said, well, this rail system will reduce the parking requirements for Kenneth Schnitzer at Greenway Plaza and Gerald Hines at The Galleria. That's what we need to spend a billion dollars on. I started researching it. Turns out, Disney has built three monorail systems: One in Disneyland, one in Orlando and one in 1962 for the Seattle World Fair. When you enter the Magic Kingdom, you sign a nondisclosure agreement. You never know how many people are killed by their rail system there, but we know that there are several in Seattle. Further research, there -- the Disney monorail had never been crash tested, never plane tested, never evacuation tested and never approved for ADA. It was DOT registered as an amusement park ride. When it was submitted to the City of Honolulu after our submittal, they said it was laughable and not worthy of consideration. Bob Lanier was fired by Kathy Whitmire and I went to meet with him in his office afterwards and I said, Bob, Kathy is trying to do a no-bid contract on this monorail. It's a violation of the state competitive bidding law Vernon's Code 664-4. It was in my engineering newsletter last month. Lanier, who was an attorney said, yeah, I know. He said, one of the contractors said, if we don't have to bid against anybody, we can hide \$200 million of excess profit in this billion-dollar rail project and we'll all get rich on it. Published in the Houston Press, aired many times on a dozen different talk radio programs in Texas -- I mean, in Houston. One of the talk shows I was on was on KCOH with Michael Harris. My rail system went through the Third Ward, went through the Fifth Ward, took minorities to where they needed to go, at jobs, to the airports, to the universities. I was up explaining my system to him and he kept -- he agreed to give me an hour of time and he kept looking away. I said, Mike, what's the problem? And he said, well, yesterday, after Whitmire fired Lanier, she appointed Anthony Hall. Anthony Hall held a press conference for the black news media at Phyllis' Restaurant and he said, I need to make this rail thing happen and you're going to do what I tell you or you won't get any advertising or pretty money out of the City of Houston or out of Metro. I jumped out of my chair and I said, Mike, that's what we've got to fight against. Skipper Lee, who was the station manager, was standing outside the door, stepped in and said, who is we, Olson? He said, I promised you an hour of time on my radio station and I'm going to give it to you, but you make these people mad at me and they can seriously hurt me and they will. I know the extent corruption that's involved in this world and I know it in this city and I can tell you, this is a defective rail system. It's never -- just like the monorail -- never crash tested, never plane tested, never evacuation tested and how are you going to get out of that thing in a wheelchair when you're 30 feet in the air and you can see how much you've got for a side rail. I mentioned it to one of the HR guys and he says, oh, it's going to have handicap railing all the way down it. It's, like, yeah, sure.</p>	
Mark Olson	2/21/2018	Website	<p>Building this rail line will be a great thing for Texas. Fast economical transportation between DAL and HOU will help get cars off the crowded highway, and be a real alternative to the hassles of flying. We need investments in our infrastructure, and this will be an excellent way to proceed. The technology is reliable and time tested in Japan. It is time to do this. Thank you for inviting comments.</p>	Comment noted.
Tom O'Meara	1/30/2018	Oral	<p>I use to live up in Chicago and then I moved here to Texas and one of the things I know is Texans like to talk about their rifles. I got hogs and you know they can tear up the ground. Were about a mile to the right-of-way. Now my rifle shoots about a three mile bullet. So what's going to happen to that train when the electronics on the railroad if I miss the hog and hit the track or hit the train. In other parts of the country around the airports, it's a no hunting zone. No long rifles. So what's going to happen in Texas are we going to have 8 mile corridor from Dallas to Houston where they can be no long rifles. Doesn't that sort of impact a lot of people around here? Maybe it could be a 10-mile corridor because they want a little safety margin in there because you know high-powered rifle, four miles, the bullet. Now, no reason to aim for the train but guess what we do miss our target. That's all I want to say. If you want that train, that is what's going to happen. It's going to end up where a lot of things change. The game to wildlife. I don't think anybody wants that. Thank you.</p>	Refer to SS-2.
Jerry Orr	2/9/2018	Website	<p>Why is the centerline distance between the two parallel tracks only 14.5 feet in the Houston to Dallas HSR; when the California HSR is 16.5 feet and AREMA specifies 15.0 feet?</p>	As noted in the TCRR Final Conceptual Engineering Design and Constructability Reports, Appendix F , the centerline distance between mainlines is 14ft 9in. and it's based on the technology being proposed for the corridor Tokaido Shinkansen system and N700-series trainset. That's the technology TCRR has proposed for this corridor.
Rebecca Ortiz	2/20/2018	Website	<p>The plan of High speed rail from Dallas to Houston should be stopped. If you ask me it is the stupidest thing . These plans should not go forth . People have never had issues driving back and forth to Dallas now y'all want to spend money and years on something that is highly unnecessary focus on other important things in our communities . We will do what we have to do to stop this .</p>	Refer to PN-3.
Daniel Osborn	2/19/2018	Website	<p>I am very much in support of the project.</p>	Comment noted.
Clark Osborne	3/9/2018	Email	<p>In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. Perhaps what is more disturbing are the issues that weren't addressed in the DEIS. Since this is a self-admitted</p>	Refer to AQ-2, AQ-3, ED-1, EU-4, GN-1, GN-2, GN-4, LU-11, NE-1, NE-8, NV-1, NV-10, PN-3, SC-3, SC-21, SC-22, SS-21, SS-23 and VA-1.

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			<p>"desktop" survey, a lot of the data in this study appears to be standard boilerplate report fodder, clearly not the result of evidence gathered by "boots on the ground". A few of the issues are :</p> <ol style="list-style-type: none"> 1) The noise pollution studies seem to be based on a false maximum of 87 dB, for a single train. What are the effects along the line when the airflows of two opposing trains meet? That should be used as the worse case scenario, not 87dB. 2) Most of the environmental impact seems to be centered around the grossly overstated total Vehicle Miles Traveled which would, in turn, causes the amount of gas saved to be overstated as well. The total VMT removed from the DFW NAA is 200% overstated. The total VMT removed from the Harris County VMT is overstated by 300%. If the correct values were used, the net emissions would be closer to zero. 3) What about the carbon footprint of the construction equipment, during the construction phase of this project?What about the emissions of the power generating plants that will provide electricity to this project? The train is always praised as being environmentally friendly, since it's electric...but the generating plants are coal-fired and the bulldozers drink their fair share of diesel. 4) What load will the train place on the existing electric grid? 5) Where is the Ridership and Revenue analysis? There is a whole section related to that in the All Aboard Florida DEIS. Does the FRA not think that such issues should be examined with this project as well? 6) Many sources believe that Texas Central is grossly overstating its ridership values. They refuse to release them. I believe that they should have to provide proof of their expected ridership before this project continues. Did the FRA consider ridership and revenue? Where did the values used come from? 7) Texas Central always claims that this is a privately-funded project but they also say that they will try to secure taxpayer-backed federal loans as well. In light of that statement, doesn't the FRA have an obligation to the taxpayer to fully vet the construction costs as well as the ridership numbers in order to insure that there will be sufficient revenue available to repay the federal loans? Or is the FRA content with approving a project that is sure to fail, thereby requiring ongoing government subsidies? 8) Several real estate organizations have stated that property values will plummet along the train route. The Mayor of Houston even stated that when he was in the State Legislature. Now that he is the Mayor of Houston, he seems more interested in changing his story and securing lucrative contracts with Texas Central, for his family members though. What analysis did the FRA perform to justify their claims that property values wouldn't be affected? 9) The DEIS indicates that 147 miles of county roads will be re-routed even though Texas Central claims otherwise. This will have a negative impact on Emergency response times in the rural areas near the train. Why did the FRA not take this into account? EMS and law enforcement officials WERE NOT contacted during the DEIS process so it's hard to make a claim that the FRA put much thought into this issue. What was your analysi based on? 10) Texas Central boasts about the jobs that will be created. What about the impact of the jobs lost due to business displacements? Where are those considerations addressed in the DEIS? 11) This project has been very stressful on the citizens along this route for several years. If built, the noise and vibration will no doubt cause additional stress for many of these families for years to come. Where was this issue addressed in the DEIS? What about the quality of living that is being stripped away for these tax-paying citizens? How does the noise and vibration levels affect the learning ability of young children, especially those with special needs? 12) Many farms and ranches will be split in half. What analysis has been done as to the economic impact of that?Livestock movement will be affected as will the movement of wildlife. Even on the viaduct sections, much of it will fenced because of the need to use the access roads as part of the solution to the 147 miles of re-routed county roads. What used to be a simple matter of moving livestock from one pasture to another will now become a very complicated affair, involving trucks, trailers and additional expenses. Where was that addressed in the DEIS? 13) Texas Central is also claiming that the State of Texas will receive \$15-39 Billion in sales tax revenue. That is simply not true. Transportation tickets are NOT subject to Sales and Use Tax in the State of Texas. It sounds good but it's a 100% false claim on the part of Texas Central. Since there isn't a Revenue and Ridership section in this DEIS, it's hard to guess what values went into the FRA's calculations and where those values might've come from. Obviously anything provided by Texas Central can't be trusted since they obviously didn't take the time to research something as easy as sales tax law. What fiscal analysis did the FRA perform and where did they obtain their data? <p>This project could split my property in half. This land has been in my family for 6 generations. I cannot believe that a private, for-profit, foreign-backed company would even be considered as a candidate to use the power of eminent domain, in order to build such a financially disastrous project, as this appears to be.</p> <p>A recent study of the 111 high speed rail projects in the World concluded that there were only 3 systems that didn't operate at a loss. The study claimed that two of these railways, Paris to Lyon and Tokyo to Osaka, operated at a profit but that study didn't include the fact that the</p>	<p>The emissions of the power generating plants were accounted for in the analysis of operational emissions as documented in Section 3.2.3, Air Quality, Methodology. Construction emissions were calculated considering their engine technology (typically diesel). Though overcoming a carbon footprint is not a national or state policy requirement, the overall operational CO2eq emissions show a net reduction that in several years of operation, would offset those produced during construction.</p>

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			<p>infrastructure was government-funded. If the cost of those rail systems was figured in, even those system would operate at a net loss. When you consider that the population densities of those areas are 30,000-50,000 people per square mile, whereas Houston and Dallas are closer to 3000-3500 persons per square mile, I don't see how anyone could conceivably think that this project will be anything other than a complete failure.</p> <p>It seems that the economic aspect of this project has been completely overlooked by the FRA. Texas Central has manipulated VHT values, in order to make their net emissions numbers look better. They have fabricated unrealistic ridership values, in order to make the project seem to be profitable at \$199 per one way ticket. All the while, they were also claiming that they would be competitively priced and would match the market. If they match the market, their cost per ticket will have to come down which will drastically reduce revenue ... the this project is back to being a losing proposition. All of this wasted money to address a problem that doesn't exist. The congestion issue is NOT in the rural portions of Interstate 45 ... it's in Houston and Dallas. This project will not alleviate that but instead, it will make it worse. Where is that analysis in the DEIS?</p> <p>I formally request a response to each issue above. Those responses need to hard facts and their source ... and not just the advertising propaganda that is spread by Texas Central.</p> <p>As a final note, I wholeheartedly recommend the NO BUILD option.</p>	
Clark Osborne	3/9/2018	Email	<p>In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any reference to a statute that would remotely allow a private company, like Texas Central Partners, to qualify for eminent domain authority. Texas Law is very specific in this area. Texas Central does not meet the definition of a railroad as defined in Chapter 81 of the Texas Transportation Code, since 1) they weren't incorporated before Sept. 1, 2007 and 2) they are not "operating" a railroad. They weren't incorporated until 2012. They are clearly not "operation a railroad" because they don't own a single railcar nor do they possess a single inch of track! Since they don't qualify as a railroad, they surely can't be granted condemnation rights because of eminent domain. Please respond with a detailed explanation as to your analysis of this matter.</p> <p>As a final note, I wholeheartedly recommend the NO BUILD option.</p>	Refer to ED-1.
Clark Osborne	3/9/2018	Email	<p>To Whom It May Concern,</p> <p>In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. Texas Central knows this and they know that a large majority of the comments regarding this project will be negative.</p> <p>In order to try to solicit positive comments for the DEIS, Texas Central has posted an online form for people to use. The user simply had to fill in their name, address and email address and a positive comment would be sent to the FRA. In return for this positive comment, the user would be sent a toy train! This offer immediately caught the attention of several groups opposed to the train and Texas Central changed to offer. Now, every positive comment entered awards the commenter with another "chance" to win a toy train, in a drawing to be held soon. They openly state that the more comments a person makes, the more chances they will have to win a toy! Is it legal to offer compensation or goods, in return for comments to the DEIS? It might not be illegal but it is surely unethical....but we are used to that with Texas Central. Please respond with a detailed explanation as to the FRA's position on this "pay to comment" scheme..</p> <p>As a final note, I wholeheartedly recommend the NO BUILD option.</p>	Refer to PI-4.
Johnny Osborne	3/9/2018	Email	<p>In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail.</p> <p>One major omission to the DEIS is any meaningful analysis of the effect that this railroad will have on local Law Enforcement, FIRE and EMS services in local communities during the construction phase.</p> <p>The DEIS contains claims that no County roads will be closed, which is simply not true. Dozens of roads are going to be closed during the construction phase and many will have to be re-routed, at each County's expense.</p> <p>The response time for Law Enforcement, FIRE and EMS services, due to these road conditions is going to greatly increase , both during and after construction. This is simply something that the County governments and taxpaying private landowners should not have to deal with. During this entire process, Texas Central and the FRA has not met with ANY of the local law enforcement, FIRE or EMS service officials. Their first contact was on or around February 22, 2018.</p> <p>Page E2-23 of the Executive Summary, in the DEIS, mentions that "closures and reroutes will be closely coordinated with local jurisdictions". When is that going to start? Why weren't the local jurisdictions contacted, as part of the DEIS process?</p> <p>How did the FRA get through this entire DEIS process, including the hearings, without ever putting ANY consideration into the safety of the residents that this project will affect?</p> <p>That demonstrates a pure negligence, on the part of the FRA, in my opinion, by not addressing this issue in the DIES.</p> <p>I formally request a full analysis of the effects that the construction phase will have on each County, specifically related to the response times for Law Enforcement, FIRE and EMS service. Such analysis needs to include input from local government and department officials and not just</p>	Refer to PI-1, SS-18, SS-23, TR-6, TR-7 and TR-8.

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			the advertising propaganda that is spread by Texas Central. Please respond with a detailed explanation as to your analysis of this matter. As a final note, I wholeheartedly recommend the NO BUILD option.	
Johnny Osborne	3/9/2018	Email	<p>In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. Perhaps what is more disturbing are the issues that weren't addressed in the DEIS. Since this is a self-admitted "desktop" survey, a lot of the data in this study appears to be standard boilerplate report fodder, clearly not the result of evidence gathered by "boots on the ground".</p> <p>A few of the issues are :</p> <ol style="list-style-type: none"> 1) The noise pollution studies seem to be based on a false maximum of 87 dB, for a single train. What are the effects along the line when the airflows of two opposing trains meet? That should be used as the worse case scenario, not 87dB. 2) Most of the environmental impact seems to be centered around the grossly overstated total Vehicle Miles Traveled which would, in turn, causes the amount of gas saved to be overstated as well. The total VMT removed from the DFW NAA is 200% overstated. The total VMT removed from the Harris County VMT is overstated by 300%. If the correct values were used, the net emissions would be closer to zero. 3) What about the carbon footprint of the construction equipment, during the construction phase of this project?What about the emissions of the power generating plants that will provide electricity to this project? The train is always praised as being environmentally friendly, since it's electric...but the generating plants are coal-fired and the bulldozers drink their fair share of diesel. 4) What load will the train place on the existing electric grid? 5) Where is the Ridership and Revenue analysis? There is a whole section related to that in the All Aboard Florida DEIS. Does the FRA not think that such issues should be examined with this project as well? 6) Many sources believe that Texas Central is grossly overstating its ridership values. They refuse to release them. I believe that they should have to provide proof of their expected ridership before this project continues. Did the FRA consider ridership and revenue? Where did the values used come from? 7) Texas Central always claims that this is a privately-funded project but they also say that they will try to secure taxpayer-backed federal loans as well. In light of that statement, doesn't the FRA have an obligation to the taxpayer to fully vet the construction costs as well as the ridership numbers in order to insure that there will be sufficient revenue available to repay the federal loans? Or is the FRA content with approving a project that is sure to fail, thereby requiring ongoing government subsidies? 8) Several real estate organizations have stated that property values will plummet along the train route. The Mayor of Houston even stated that when he was in the State Legislature. Now that he is the Mayor of Houston, he seems more interested in changing his story and securing lucrative contracts with Texas Central, for his family members though. What analysis did the FRA perform to justify their claims that property values wouldn't be affected? 9) The DEIS indicates that 147 miles of county roads will be re-routed even though Texas Central claims otherwise. This will have a negative impact on Emergency response times in the rural areas near the train. Why did the FRA not take this into account? EMS and law enforcement officials WERE NOT contacted during the DEIS process so it's hard to make a claim that the FRA put much thought into this issue. What was your analysis based on? 10) Texas Central boasts about the jobs that will be created. What about the impact of the jobs lost due to business displacements? Where are those considerations addressed in the DEIS? 11) This project has been very stressful on the citizens along this route for several years. If built, the noise and vibration will no doubt cause additional stress for many of these families for years to come. Where was this issue addressed in the DEIS? What about the quality of living that is being stripped away for these tax-paying citizens? How does the noise and vibration levels affect the learning ability of young children, especially those with special needs? 12) Many farms and ranches will be split in half. What analysis has been done as to the economic impact of that?Livestock movement will be affected as will the movement of wildlife. Even on the viaduct sections, much of it will fenced because of the need to use the access roads as part of the solution to the 147 miles of re-routed county roads. What used to be a simple matter of moving livestock from one pasture to another will now become a very complicated affair, involving trucks, trailers and additional expenses. Where was that addressed in the DEIS? 13) Texas Central is also claiming that the State of Texas will receive \$15-39 Billion in sales tax revenue. That is simply not true. Transportation tickets are NOT subject to Sales and Use Tax in the State of Texas. It sounds good but it's a 100% false claim on the part of Texas Central. Since there isn't a Revenue and Ridership section in this DEIS, it's hard to guess what values went into the FRA's calculations and where those values might've come from. Obviously anything provided by Texas Central can't be trusted since they obviously didn't take the time to research something as easy as sales tax law. What fiscal analysis did the FRA perform and where did they obtain their data? 	<p>Refer to AQ-3, ED-1, EU-4, GN-1, GN-2, GN-4, LU-11, NE-1, NE-8, NV-1, NV-10, PN-3, SC-3, SC-22, SS-21, SS-23 and VA-1.</p> <p>The emissions of the power generating plants were accounted for in the analysis of operational emissions as documented in Section 3.2.3, Air Quality, Methodology. Construction emissions were calculated considering their engine technology (typically diesel). Though overcoming a carbon footprint is not a national or state policy requirement, the overall operational CO2eq emissions show a net reduction that in several years of operation, would offset those produced during construction.</p>

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			<p>This project could split my property in half. This land has been in my family for 6 generations. I cannot believe that a private, for-profit, foreign-backed company would even be considered as a candidate to use the power of eminent domain, in order to build such a financially disastrous project, as this appears to be.</p> <p>A recent study of the 111 high speed rail projects in the World concluded that there were only 3 systems that didn't operate at a loss. The study claimed that two of these railways, Paris to Lyon and Tokyo to Osaka, operated at a profit but that study didn't include the fact that the infrastructure was government-funded. If the cost of those rail systems was figured in, even those system would operate at a net loss. When you consider that the population densities of those areas are 30,000-50,000 people per square mile, whereas Houston and Dallas are closer to 3000-3500 persons per square mile, I don't see how anyone could conceivably think that this project will be anything other than a complete failure.</p> <p>It seems that the economic aspect of this project has been completely overlooked by the FRA. Texas Central has manipulated VHT values, in order to make their net emissions numbers look better. They have fabricated unrealistic ridership values, in order to make the project seem to be profitable at \$199 per one way ticket. All the while, they were also claiming that they would be competitively priced and would match the market. If they match the market, their cost per ticket will have to come down which will drastically reduce revenue ... the this project is back to being a losing proposition. All of this wasted money to address a problem that doesn't exist. The congestion issue is NOT in the rural portions of Interstate 45 ... it's in Houston and Dallas. This project will not alleviate that but instead, it will make it worse. Where is that analysis in the DEIS?</p> <p>I formally request a response to each issue above. Those responses need to hard facts and their source ... and not just the advertising propaganda that is spread by Texas Central.</p> <p>As a final note, I wholeheartedly recommend the NO BUILD option.</p>	
Johnny Osborne	3/9/2018	Email	<p>In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. Texas Central knows this and they know that a large majority of the comments regarding this project will be negative. In order to try to solicit positive comments for the DEIS, Texas Central has posted an online form for people to use. The user simply had to fill in their name, address and email address and a positive comment would be sent to the FRA. In return for this positive comment, the user would be sent a toy train! This offer immediately caught the attention of several groups opposed to the train and Texas Central changed the offer. Now, every positive comment entered awards the commenter with another "chance" to win a toy train, in a drawing to be held soon. They openly state that the more comments a person makes, the more chances they will have to win a toy! Is it legal to Offer compensation or goods, in return for comments to the DEIS? It might not be illegal but it is surely unethical.....but we are used to that with Texas Central. Please respond with a detailed explanation as to the FRA's position on this "pay to comment" scheme.</p>	Refer to PI-4.
Johnny Osborne	3/9/2018	Email	<p>In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major error in the DEIS is a gross overstatement of the Vehicle Miles Traveled (VMT). The Total VMT is overstated in the DEIS by 200%, which also makes the "total for gallons of gas saved" per year a 200% overstatement. The total VMT removed from the DFW NAA is overstated by 200% and the total VMT removed from the Harris County NAA is overstated by 300%. If the correct amounts are taken into account, net vehicle emissions are closer to zero than the values stated. I formally request a full analysis of the errors in your calculations and a recalculation of the resulting vehicle omissions using the correct total VMT values, rather than the grossly overstated ones. please respond with a detailed explanation as to your analysis of this matter.</p>	Refer to AQ-12. Gallons of fuel saved has also been updated in the Final EIS Section 3.9.5.2.3, Utilities and Energy, Build Alternatives and a reduction in fuel was still demonstrated with these revisions.
Johnny Osborne	3/9/2018	Email	<p>In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is approximately 2 years of correspondences forthe 6) Agency Correspondences File. There are a lot of correspondences between several different agencies leading up to and including September, 25, 2015. Then, mysteriously, there is a two year gap, followed by a letter to AECOM's Erin Lee, from USDA/NCRS Soil Scientist Carlos Villareal. Were those other correspondences on Hillary's server too? In addition to the missing correspondence, a couple of other things are "odd", 1) Mr. Villareal's comments seem to be in response to an earlier communication that he mentions, dated August 31, 2016. Where is that letter? 2) Mr. Villareal's comments also seem to outline that his analysis of the land along the route was completed in a week! He's fast! Maybe his speed is related to the fact that this was simply a "desktop" analysis, like much of the DIES...it didn't involve "boots on the ground" One particular line in his report is troubling. He stated "Although the urban areas (as defined by USGS topographic maps) may contain Prime Farmland, we now consider the location to be "land committed to urban development". Who is he quoting? What gives a soil scientist the right to make a recommendation about rural farmland being "land committed to urban developmen&#8364;? How about calling it "land committed to agricultural production" ! I formally request a full disclosure of the additional correspondences related to this project. I would also like to see an actual analysis of the farmland in question,</p>	Refer to GN-1, NE-1, NE-7 and NE-8.

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			along the route. Finally„ I would like to see where it is written the land between Houston and Dallas is "committed to urban development! Please respond with a detailed explanation of each of these issues.	
Johnny Osborne	3/9/2018	Email	In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any meaningful analysis of the effect that this railroad will have on the local jobs. Texas Central has claimed that this project will result on an additional 1500+ jobs. The DEIS states that 1051 jobs will be lost due to business displacements. Some business will not be able to reopen due to being grandfathered with the county/city or TCEQ. Where is the analysis of that loss, in the DEIS? I formally request a full analysis of the effect that the loss of local jobs will have on the local economies.. Such analysis needs to include input from local government officials and business leaders...and not just the advertising propoganda that is spread by Texas Central. please respond with a detailed explanation as to your analysis of this matter.	Refer to PI-1 and SC-21.
Johnny Osborne	3/9/2018	Email	Question regarding DEIS - Extension Of Comment Period Response requested In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. I also feel that the time allotted for public comment to this 5600+ page report is grossly inadequate. I formally request a 90 day extension to the public comment period, as has been requested by numerous elected officials, including Texas Rep. Kevin Brady. Please respond with a detailed explanation as to your decision on this matter.	Refer to PI-3.
Johnny Osborne	3/9/2018	Email	In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. I also feel that there should be another scheduled public hearing for the residents on Madison County, TX. The FRA FAILED to secure a venue of adequate capacity, knowing full well the size of the anticipated crowd. Instead of booking a venue of suitable capacity, the FRA secured a facility that had a seating capacity of only 300. This was barely enough for half of the citizens that tried to attend. Approx. 200 people were turned away due to overcrowding. When do they get their hearing? I formally request another hearing be held for the residents of Madison County and that it be held in a venue of sufficient capacity to allow entry for anyone that wanted to attend. Because so many citizens were turned away at the door, I also formally request a 90 day extension to the public comment period, as has been requested by numerous elected officials, including Texas Rep. Kevin Brady. Please respond with a detailed explanation as to your decision on this matter.	Refer to GN-1, PI-3 and PI-11.
Johnny Osborne	3/9/2018	Email	In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any meaningful analysis of ridership and revenue. Since Texas Central has announced that they intend on seeking taxpayer-backed Federal loans, in order to finance this project, I think it is the FRA's responsibility to insure that such tax dollars aren't wasted because of a lack of a need for this project. Why is there a section of the "All aboard Florida" DEIS dedicated to Ridership and Revenue, when there is NO SUCH SECTION for the Dallas to Houston project? That demonstrates extreme negligence on the part of the FRA, in my opinion. I formally request a full analysis of ridership and revenue for this project. Such analysis needs to include estimates from industry professionals and not just the advertising propoganda that is spread by Texas Central. Please respond with a detailed explanation as to your analysis of this matter.	Refer to GN-1 and GN-2.
Johnny Osborne	3/9/2018	Email	In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any meaningful analysis of ridership and revenue. What was the source for the little bit of ridership information that is present in the DEIS ? Independent consultants or Texas Central's own publicity department? I formally request a full explanation of the sources and methods used to derive the ridership estimates in the DEIS. Please respond with a detailed explanation as to your analysis of this matter.	Refer to GN-2, GN-4 and NE-1.
Johnny Osborne	3/9/2018	Email	Re: Question regarding DEIS -- Texas Central DOESN'T qualify as a Railroad. - Response requested In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any reference to a statute that would remotely allow a private company, like Texas Central Partners, to qualify for eminent domain authority. Texas Law is very specific in this area. Texas Central does not meet the definition of a railroad as defined in Chapter 81 of the Texas Transportation Code, since 1) they weren't incorporated before Sept. 1, 2007 and 2) they are not "operating" a railroad. They weren't incorporated until 2012. They are clearly not "operation a railroad" because they don't own a single railcar nor do they possess a single inch of track! Since they don't qualify as a railroad, they surely can't be granted condemnation rights because of eminent domain. Please respond with a detailed explanation as to your analysis of this matter.	Refer to ED-1.
Johnny Osborne	3/9/2018	Email	To Whom It May Concern, In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any meaningful analysis of the effect that this railroad will have on property values and the local economies of the counties that it crosses. The DEIS contains claims that property values will be enhanced along the rail route. In what World? If there isn't a local train station, this project will not add any value to property that is bisects. Instead, those landowners will have to endure the noise and vibrations from dozens of trains, 18 hours a day, every day, for the rest of their lives. Nobody wants to live near that and land values will plummet accordingly.	Refer to NV-1 and VA-1.

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			<p>When the land values go down, the local property tax rates are going to have to increase, to offset the loss in revenue for the County. There is no reason to believe that Texas Central will be registering any of their rolling stock to each County, so the claims in the DEIS about the amount of property taxes that Texas Central will be paying, is preposterous.</p> <p>That demonstrates a lack of due diligence, on the part of the FRA, in my opinion.</p> <p>I formally request a full analysis of the resulting decrease in property value and the effect that such a decrease will have on each local taxing jurisdiction. Such analysis needs to include estimates from local appraisal officials and not just the advertising propaganda that is spread by Texas Central.</p> <p>Please respond with a detailed explanation as to your analysis of this matter.</p> <p>As a final note, I wholeheartedly recommend the NO BUILD option.</p>	
Lisa Osborne	3/9/2018	Email	<p>To Whom It May Concern,</p> <p>In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. Texas Central knows this and they know that a large majority of the comments regarding this project will be negative.</p> <p>In order to try to solicit positive comments for the DEIS, Texas Central has posted an online form for people to use. The user simply had to fill in their name, address and email address and a positive comment would be sent to the FRA. In return for this positive comment, the user would be sent a toy train! This offer immediately caught the attention of several groups opposed to the train and Texas Central changed to offer. Now, every positive comment entered awards the commenter with another “chance” to win a toy train, in a drawing to be held soon. They openly state that the more comments a person makes, the more chances they will have to win a toy!</p> <p>Is it legal to offer compensation or goods, in return for comments to the DEIS? It might not be illegal but it is surely unethical.....but we are used to that with Texas Central.</p> <p>Please respond with a detailed explanation as to the FRA’s position on this “pay to comment” scheme..</p> <p>As a final note, I wholeheartedly recommend the NO BUILD option.</p>	Refer to PI-4.
Lisa Osborne	3/9/2018	Email	<p>To Whom It May Concern,</p> <p>In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail.</p> <p>One major error in the DEIS is a gross overstatement of the Vehicle Miles Traveled (VMT). The Total VMT is overstated in the DEIS by 200%, which also makes the “total for gallons of gas saved” per year a 200% overstatement. The total VMT removed from the DFW NAA is overstated by 200% and the total VMT removed from the Harris County NAA is overstated by 300%. If the correct amounts are taken into account, net vehicle emissions are closer to zero than the values stated.</p> <p>I formally request a full analysis of the errors in your calculations and a recalculation of the resulting vehicle omissions using the correct total VMT values, rather than the grossly overstated ones.</p> <p>Please respond with a detailed explanation as to your analysis of this matter.</p> <p>As a final note, I wholeheartedly recommend the NO BUILD option.</p>	Refer to AQ-3, AQ-12 and AQ-14.
Lisa Osborne	3/9/2018	Email	<p>In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail.</p> <p>One major omission to the DEIS is approximately 2 years of correspondences for the 6) Agency Correspondences File. There are a lot of correspondences between several different agencies leading up to and including September, 25, 2015. Then, mysteriously, there is a two year gap, followed by a letter to AECOM’s Erin Lee, from USDA/NCRS Soil Scientist Carlos Villareal.</p> <p>Were those other correspondences on Hillary’s server too?</p> <p>In addition to the missing correspondence, a couple of other things are “odd”, 1) Mr. Villareal’s comments seem to be in response to an earlier communication that he mentions, dated August 31, 2016. Where is that letter? 2) Mr. Villareal’s comments also seem to outline that his analysis of the land along the route was completed in a week! He’s fast! Maybe his speed is related to the fact that this was simply a “desktop” analysis, like much of the DIES...it didn’t involve “boots on the ground”.</p> <p>One particular line in his report is troubling. He stated “Although the urban areas (as defined by USGS topographic maps) may contain Prime Farmland, we now consider the location to be “land committed to urban development”. “. Who is he quoting? What gives a soil scientist the right to make a recommendation about rural farmland being “land committed to urban development”? How about calling it “land committed to agricultural production”!</p> <p>I formally request a full disclosure of the additional correspondences related to this project. I would also like to see an actual analysis of the farmland in question, along the route. Finally., I would like to see where it is written the land between Houston and Dallas is “committed to urban development! Please respond with a detailed explanation of each of these issues.</p> <p>As a final note, I wholeheartedly recommend the NO BUILD option.</p>	Refer to NE-1 and NE-7.

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Submitted By	Date Submitted	Submission Type	Comment	Response
Lisa Osborne	3/9/2018	Email	Re: Question regarding DEIS - Loss of jobs along route- Response requested To Whom It May Concern, In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any meaningful analysis of the effect that this railroad will have on the local jobs. Texas Central has claimed that this project will result on an additional 1500+ jobs. The DEIS states that 1051 jobs will be lost due to business displacements. Some business will not be able to reopen due to being grandfathered with the county/city or TCEQ. Where is the analysis of that loss, in the DEIS? I formally request a full analysis of the effect that the loss of local jobs will have on the local economies. . Such analysis needs to include input from local government officials and business leaders...and not just the advertising propaganda that is spread by Texas Central. Please respond with a detailed explanation as to your analysis of this matter. As a final note, I wholeheartedly recommend the NO BUILD option. Sincerely, Lisa Laird Osborne [...]	Refer to SC-21.
Lisa Osborne	3/9/2018	Email	To Whom It May Concern, In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any meaningful analysis of the effect that this railroad will have on the infrastructures of local communities during the construction phase. The DEIS contains claims that no County roads will be closed, which is simply not true. Dozens of roads are going to be closed during the construction phase and many will have to be re-routed, at each County's expense. The added expense of this road construction is simply something that the County governments and taxpaying private landowners should not have to bear. That demonstrates a lack of due diligence, on the part of the FRA, in my opinion, by not addressing this issue in the DIES. I formally request a full analysis of the effects that the construction phase will have on each County, specifically related to road construction costs.. Such analysis needs to include estimates from local government officials and not just the advertising propaganda that is spread by Texas Central. Please respond with a detailed explanation as to your analysis of this matter. As a final note, I wholeheartedly recommend the NO BUILD option.	Refer to GN-1 and TR-7. No public roads would be permanently closed as a result of the Project. Some roads could be closed temporarily during construction and detours would be provided. Specifically, see compliance measure TR-CM#3: Road Closure Permit and mitigation measure TR-MM#1: Traffic Control Plan in Section 3.11.6, Transportation Avoidance, Minimization and Mitigation for more information.
Lisa Osborne	3/9/2018	Email	To Whom It May Concern, In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. I also feel that the time allotted for public comment to this 5600+ page report is grossly inadequate. I formally request a 90 day extension to the public comment period, as has been requested by numerous elected officials, including Texas Rep. Kevin Brady. Please respond with a detailed explanation as to your decision on this matter. Sincerely, Lisa Laird Osborne [...]	Refer to GN-1, PI-1 and PI-3.
Lisa Osborne	3/9/2018	Email	To Whom It May Concern, In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. I also feel that the time allotted for public comment to this 5600+ page report is grossly inadequate. I formally request a 90 day extension to the public comment period, as has been requested by numerous elected officials, including Texas Rep. Kevin Brady. Please respond with a detailed explanation as to your decision on this matter. Sincerely, Lisa Laird Osborne [...]	Refer to GN-1, PI-1 and PI-3.
Lisa Osborne	3/9/2018	Email	To Whom It May Concern, In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. I also feel that there should be another scheduled public hearing for the residents on Madison County, TX. The FRA FAILED to secure a venue of adequate capacity, knowing full well the size of the anticipated crowd. Instead of booking a venue of suitable capacity, the FRA secured a facility that had a seating capacity of only 300. This was barely enough for half of the citizens that tried to attend. Approx. 200 people were turned away due to overcrowding. When do they get their hearing? I formally request another hearing be held for the residents of Madison County and that it be held in a venue of sufficient capacity to allow entry for anyone that wanted to attend. Because so many citizens were turned away at the door, I also formally request a 90 day extension to the public comment period, as has been requested by numerous elected officials, including Texas Rep. Kevin Brady. Please respond with a detailed explanation as to your decision on this matter. Sincerely, Lisa Laird Osborne [...]	Refer to PI-3 and PI-11.
Lisa Osborne	3/9/2018	Email	Re: Question regarding DEIS - Lack of Ridership and Revenue Analysis- Response requested To Whom It May Concern, In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any meaningful analysis of ridership and revenue. Since Texas Central has announced that they intend on seeking taxpayer-backed Federal loans, in order to finance this project, I think it is the FRA's responsibility to insure that such tax dollars aren't wasted because of a lack of a need for this project. Why is there a section of the "All aboard Florida" DEIS dedicated to Ridership and Revenue, when there is NO SUCH SECTION for the Dallas to Houston project? That demonstrates extreme negligence on the part of the FRA, in my opinion. I formally request a full analysis of ridership and revenue for this project. Such analysis needs to include estimates from industry professionals and not just the advertising propaganda that is spread by Texas Central. Please respond with a detailed explanation as to your analysis of this matter. Sincerely, Lisa Laird Osborne [...]	Refer to BA-6, GN-1, GN-2, GN-3, NE-1 and NE-8.
Lisa Osborne	3/9/2018	Email	Re: Question regarding DEIS - Overstated Ridership - Response requested To Whom It May Concern, In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any meaningful analysis of ridership and revenue. What was the source for the little bit of ridership information that is present in the DEIS ? Independent	Refer to GN-1 and GN-2.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS

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			consultants or Texas Central's own publicity department? I formally request a full explanation of the sources and methods used to derive the ridership estimates in the DEIS. Please respond with a detailed explanation as to your analysis of this matter. Sincerely, Lisa Laird Osborne [...]	
Lisa Osborne	3/9/2018	Email	Re: Question regarding DEIS - Texas Central DOESN'T qualify as a Railroad. - Response requested To Whom It May Concern, In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any reference to a statute that would remotely allow a private company, like Texas Central Partners, to qualify for eminent domain authority. Texas Law is very specific in this area. Texas Central does not meet the definition of a railroad as defined in Chapter 81 of the Texas Transportation Code, since 1) they weren't incorporated before Sept. 1, 2007 and 2) they are not "operating" a railroad. They weren't incorporated until 2012. They are clearly not "operation a railroad" because they don't own a single railcar nor do they possess a single inch of track! Since they don't qualify as a railroad, they surely can't be granted condemnation rights because of eminent domain. Please respond with a detailed explanation as to your analysis of this matter. Sincerely, Lisa Laird Osborne [...]	Refer to ED-1.
Lisa Osborne	3/9/2018	Email	Re: Question regarding DEIS - Property values will be reduced- Response requested To Whom It May Concern, In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any meaningful analysis of the effect that this railroad will have on property values and the local economies of the counties that it crosses. The DEIS contains claims that property values will be enhanced along the rail route. In what World? If there isn't a local train station, this project will not add any value to property that is bisects. Instead, those landowners will have to endure the noise and vibrations from dozens of trains, 18 hours a day, every day, for the rest of their lives. Nobody wants to live near that and land values will plummet accordingly. When the land values go down, the local property tax rates are going to have to increase, to offset the loss in revenue for the County. There is no reason to believe that Texas Central will be registering any of their rolling stock to each County, so the claims in the DEIS about the amount of property taxes that Texas Central will be paying, is preposterous. That demonstrates a lack of due diligence, on the part of the FRA, in my opinion. I formally request a full analysis of the resulting decrease in property value and the effect that such a decrease will have on each local taxing jurisdiction. Such analysis needs to include estimates from local appraisal officials and not just the advertising propaganda that is spread by Texas Central. Please respond with a detailed explanation as to your analysis of this matter. As a final note, I wholeheartedly recommend the NO BUILD option. Sincerely, Lisa Laird Osborne [...]	Refer to VA-1.
Lisa Osborne	3/9/2018	Email	To Whom It May Concern, In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. Texas Central knows this and they know that a large majority of the comments regarding this project will be negative. In order to try to solicit positive comments for the DEIS, Texas Central has posted an online form for people to use. The user simply had to fill in their name, address and email address and a positive comment would be sent to the FRA. In return for this positive comment, the user would be sent a toy train! This offer immediately caught the attention of several groups opposed to the train and Texas Central changed to offer. Now, every positive comment entered awards the commenter with another "chance" to win a toy train, in a drawing to be held soon. They openly state that the more comments a person makes, the more chances they will have to win a toy! Is it legal to offer compensation or goods, in return for comments to the DEIS? It might not be illegal but it is surely unethical....but we are used to that with Texas Central. Please respond with a detailed explanation as to the FRA's position on this "pay to comment" scheme.. As a final note, I wholeheartedly recommend the NO BUILD option.	Refer to PI-4.
Lisa Osborne	3/9/2018	Email	To Whom It May Concern, In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any meaningful analysis of the effect that this railroad will have on the infrastructures of local communities during the construction phase. The DEIS contains claims that no County roads will be closed, which is simply not true. Dozens of roads are going to be closed during the construction phase and many will have to be re-routed, at each County's expense. The added expense of this road construction is simply something that the County governments and taxpaying private landowners should not have to bear. That demonstrates a lack of due diligence, on the part of the FRA, in my opinion, by not addressing this issue in the DIES. I formally request a full analysis of the effects that the construction phase will have on each County, specifically related to road construction costs.. Such analysis needs to include estimates from local government officials and not just the advertising propaganda that is spread by Texas Central. Please respond with a detailed explanation as to your analysis of this matter. As a final note, I wholeheartedly recommend the NO BUILD option.	Refer to TR-6 and TR-7.
Lisa Laird Osborne	3/9/2018	Email	In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any meaningful analysis of the effect that this railroad will have on local Law Enforcement, FIRE and EMS services in local communities during the construction phase. The DEIS contains claims that no County roads will be closed, which is simply not true.	Refer to PI-1, SS-18 and SS-23.

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			<p>Dozens of roads are going to be closed during the construction phase and many will have to be re-routed, at each County's expense. The response time for Law Enforcement, FIRE and EMS services, due to these road conditions is going to greatly increase , both during and after construction. This is simply something that the County governments and taxpaying private landowners should not have to deal with. During this entire process, Texas Central and the FRA has not met with ANY of the local law enforcement, FIRE or EMS service officials. Their first contact was on or around February 22, 2018. Page E2-23 of the Executive Summary, in the DEIS, mentions that "closures and reroutes will be closely coordinated with local jurisdictions". When is that going to start? Why weren't the local jurisdictions contacted, as part Of the DEIS process? How did the FRA get through this entire DEIS process, including the hearings, without ever putting ANY consideration into the safety of the residents that this project will affect? That demonstrates a pure negligence, on the part of the FRA, in my opinion, by not addressing this issue in the DIES. I formally request a full analysis of the effects that the construction phase will have on each County, specifically related to the response times for Law Enforcement, FIRE and EMS service. Such analysis needs to include input from local government and department officials and not just the advertising propoganda that is spread by Texas Central. Please respond with a detailed explanation as to your analysis of this matter.</p>	
<p>Lisa Laird Osborne</p>	<p>3/9/2018</p>	<p>Email</p>	<p>In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. Perhaps what is more disturbing are the issues that weren't addressed in the DEIS. Since this is a self-admitted "desktop" survey, a lot of the data in this study appears to be standard boilerplate report fodder, clearly not the result of evidence gathered by "boots on the ground".</p> <p>A few of the issues are :</p> <ol style="list-style-type: none"> 1) The noise pollution studies seem to be based on a false maximum of 87 dB, for a single train. What are the effects along the line when the airflows of two opposing trains meet? That should be used as the worse case scenario, not 87dB. 2) Most of the environmental impact seems to be centered around the grossly overstated total Vehicle Miles Traveled which would, in turn, causes the amount of gas saved to be overstated as well. The total VMT removed from the DFW NAA is 200% overstated. The total VMT removed from the Harris County VMT is overstated by 300%. If the correct values were used, the net emissions would be closer to zero. 3) What about the carbon footprint of the construction equipment, during the construction phase of this project?What about the emissions of the power generating plants that will provide electricity to this project? The train is always praised as being environmentally friendly, since it's electric...but the generating plants are coal-fired and the bulldozers drink their fair share of diesel. 4) What load will the train place on the existing electric grid? 5) Where is the Ridership and Revenue analysis? There is a whole section related to that in the All Aboard Florida DEIS. Does the FRA not think that such issues should be examined with this project as well? 6) Many sources believe that Texas Central is grossly overstating its ridership values. They refuse to release them. I believe that they should have to provide proof of their expected ridership before this project continues. Did the FRA consider ridership and revenue? Where did the values used come from? 7) Texas Central always claims that this is a privately-funded project but they also say that they will try to secure taxpayer-backed federal loans as well. In light of that statement, doesn't the FRA have an obligation to the taxpayer to fully vet the construction costs as well as the ridership numbers in order to insure that there will be sufficient revenue available to repay the federal loans? Or is the FRA content with approving a project that is sure to fail, thereby requiring ongoing government subsidies? 8) Several real estate organizations have stated that property values will plummet along the train route. The Mayor of Houston even stated that when he was in the State Legislature. Now that he is the Mayor of Houston, he seems more interested in changing his story and securing lucrative contracts with Texas Central, for his family members though. What analysis did the FRA perform to justify their claims that property values wouldn't be affected? 9) The DEIS indicates that 147 miles of county roads will be re-routed even though Texas Central claims otherwise. This will have a negative impact on Emergency response times in the rural areas near the train. Why did the FRA not take this into account? EMS and law enforcement officials WERE NOT contacted during the DEIS process so it's hard to make a claim that the FRA put much thought into this issue. What was your analysi based on? 10) Texas Central boasts about the jobs that will be created. What about the impact of the jobs lost due to business displacements? Where are those considerations addressed in the DEIS? 11) This project has been very stressful on the citizens along this route for several years. If built, the noise and vibration will no doubt cause additional stress for many of these families for years to come. Where was this issue addressed in the DEIS? What about the quality of living that is being stripped away for these tax-paying citizens? How does the noise and vibration levels affect the learning ability of young children, especially those with special needs? 	<p>Refer to AQ-3, ED-1, EU-4, GN-1, GN-2, GN-4, LU-11, NE-1, NE-8, NV-1, NV-10, PN-3, SC-3, SC-22, SS-21, SS-23 and VA-1.</p> <p>The emissions of the power generating plants were accounted for in the analysis of operational emissions as documented in Section 3.2.3, Air Quality, Methodology. Construction emissions were calculated considering their engine technology (typically diesel). Though overcoming a carbon footprint is not a national or state policy requirement, the overall operational CO2eq emissions show a net reduction that in several years of operation, would offset those produced during construction.</p>

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			<p>12) Many farms and ranches will be split in half. What analysis has been done as to the economic impact of that? Livestock movement will be affected as will the movement of wildlife. Even on the viaduct sections, much of it will be fenced because of the need to use the access roads as part of the solution to the 147 miles of re-routed county roads. What used to be a simple matter of moving livestock from one pasture to another will now become a very complicated affair, involving trucks, trailers and additional expenses. Where was that addressed in the DEIS?</p> <p>13) Texas Central is also claiming that the State of Texas will receive \$15-39 Billion in sales tax revenue. That is simply not true. Transportation tickets are NOT subject to Sales and Use Tax in the State of Texas. It sounds good but it's a 100% false claim on the part of Texas Central. Since there isn't a Revenue and Ridership section in this DEIS, it's hard to guess what values went into the FRA's calculations and where those values might've come from. Obviously anything provided by Texas Central can't be trusted since they obviously didn't take the time to research something as easy as sales tax law. What fiscal analysis did the FRA perform and where did they obtain their data?</p> <p>This project could split my property in half. This land has been in my family for 6 generations. I cannot believe that a private, for-profit, foreign-backed company would even be considered as a candidate to use the power of eminent domain, in order to build such a financially disastrous project, as this appears to be.</p> <p>A recent study of the 111 high speed rail projects in the World concluded that there were only 3 systems that didn't operate at a loss. The study claimed that two of these railways, Paris to Lyon and Tokyo to Osaka, operated at a profit but that study didn't include the fact that the infrastructure was government-funded. If the cost of those rail systems was figured in, even those systems would operate at a net loss. When you consider that the population densities of those areas are 30,000-50,000 people per square mile, whereas Houston and Dallas are closer to 3000-3500 persons per square mile, I don't see how anyone could conceivably think that this project will be anything other than a complete failure.</p> <p>It seems that the economic aspect of this project has been completely overlooked by the FRA. Texas Central has manipulated VHT values, in order to make their net emissions numbers look better. They have fabricated unrealistic ridership values, in order to make the project seem to be profitable at \$199 per one way ticket. All the while, they were also claiming that they would be competitively priced and would match the market. If they match the market, their cost per ticket will have to come down which will drastically reduce revenue ... the this project is back to being a losing proposition. All of this wasted money to address a problem that doesn't exist. The congestion issue is NOT in the rural portions of Interstate 45 ... it's in Houston and Dallas. This project will not alleviate that but instead, it will make it worse. Where is that analysis in the DEIS?</p> <p>I formally request a response to each issue above. Those responses need to have hard facts and their source ... and not just the advertising propaganda that is spread by Texas Central.</p> <p>As a final note, I wholeheartedly recommend the NO BUILD option.</p>	
Michael Osborne	3/9/2018	Email	<p>In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any meaningful analysis of the effect that this railroad will have on the local jobs. Texas Central has claimed that this project will result in an additional 1500+ jobs. The DEIS states that 1051 jobs will be lost due to business displacements. Some business will not be able to reopen due to being grandfathered with the county/city or TCEQ. Where is the analysis of that loss, in the DEIS? I formally request a full analysis of the effect that the loss of local jobs will have on the local economies.. Such analysis needs to include input from local government officials and business leaders...and not just the advertising propaganda that is spread by Texas Central. please respond with a detailed explanation as to your analysis of this matter.</p>	Refer to PI-1 and SC-21.
Richard Clark Osborne	3/9/2018	Email	<p>In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any meaningful analysis of the effect that this railroad will have on local Law Enforcement, FIRE and EMS services in local communities during the construction phase. The DEIS contains claims that no County roads will be closed, which is simply not true. Dozens of roads are going to be closed during the construction phase and many will have to be re-routed, at each County's expense. The response time for Law Enforcement, FIRE and EMS services, due to these road conditions is going to greatly increase , both during and after construction. This is simply something that the County governments and taxpaying private landowners should not have to deal with. During this entire process, Texas Central and the FRA has not met with ANY of the local law enforcement, FIRE or EMS service officials. Their first contact was on or around February 22, 2018. Page E2-23 of the Executive Summary, in the DEIS, mentions that "closures and reroutes will be closely coordinated with local jurisdictions". When is that going to start? Why weren't the local jurisdictions contacted, as part of the DEIS process? How did the FRA get through this entire DEIS process, including the hearings, without ever putting ANY consideration into the safety of the residents that this project will affect? That demonstrates a pure negligence, on the part of the FRA, in my opinion, by not addressing this issue in the DEIS. I formally request a full analysis of the effects that the construction phase will have on each County, specifically related to the response times for Law Enforcement, FIRE and EMS service. Such analysis needs to include input from local government and</p>	Refer to PI-1, SS-18 and SS-23.

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			department officials and not just the advertising propoganda that is spread by Texas Central. Please respond with a detailed explanation as to your analysis of this matter. As a final note, I wholeheartedly recommend the NO BUILD option.	
Richard Clark Osborne	3/9/2018	Email	Re: Question regarding DEIS - Property values will be reduced- Response requested To Whom It May Concern, In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any meaningful analysis of the effect that this railroad will have on property values and the local economies of the counties that crosses. The DEIS contains claims that property values will be enhanced along the rail route. In what World? If there isn't a local train station, this project will not add any value to property that is bisects. Instead, those landowners will have to endure the noise and vibrations from dozens of trains, 18 hours a day, every day, for the rest of their lives. Nobody wants to live near that and land values will plummet accordingly. When the land values go down, the local property tax rates are going to have to increase, to offset the loss in revenue for the County. There is no reason to believe that Texas Central will be registering any of their rolling stock to each County, so the claims in the DEIS about the amount of property taxes that Texas Central will be paying, is preposterous. That demonstrates a lack of due diligence, on the part of the FRA, in my opinion. I formally request a full analysis of the resulting decrease in property value and the effect that such a decrease will have on each local taxing jurisdiction. Such analysis needs to include estimates from local appraisal officials and not just the advertising propoganda that is spread by Texas Central. Please respond with a detailed explanation as to your analysis of this matter. As a final note, I wholeheartedly recommend the NO BUILD option.	Refer to GN-1 and VA-1.
Richard Clark Osborne	3/9/2018	Email	In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major error in the DEIS is a gross overstatement of the Vehicle Miles Traveled (VMT). The Total VMT is overstated in the DEIS by 200%, which also makes the "total for gallons of gas saved" per year a 200% overstatement. The total VMT removed from the DFW NAA is overstated by 200% and the total VMT removed from the Harris County NAA is overstated by 300%. If the correct amounts are taken into account, net vehicle emissions are closer to zero than the values stated. I formally request a full analysis of the errors in your calculations and a recalculation of the resulting vehicle omissions using the correct total VMT values, rather than the grossly overstated ones. Please respond with a detailed explanation as to your analysis of this matter. As a final note, I wholeheartedly recommend the NO BUILD option.	Refer to AQ-3.
Richard Clark Osborne	3/9/2018	Email	In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is approximately 2 years of correspondences for the 6) Agency Correspondences File. There are a lot of correspondences between several different agencies leading up to and including September, 25, 2015. Then, mysteriously, there is a two year gap, followed by a letter to AECOM's Erin Lee, from USDA/NCRS Soil Scientist Carlos Villareal. Were those other correspondences on Hillarvs server too? In addition to the missing correspondence, a couple of other things are "odd", 1) Mr. Villareal's comments seem to be in response to an earlier communication that he mentions, dated August 31, 2016. Where is that letter? 2) Mr. Villareal's comments also seem to outline that his analysis of the land along the route was completed in a week! He's fast! Maybe his speed is related to the fact that this was simply a "desktop" analysis, like much of the DIES...it didn't involve "boots on the ground". One particular line in his report is troubling. He stated "Although the urban areas (as defined by USGS topographic maps) may contain Prime Farmland, we now consider the location to be "land committed to urban development". Who is he quoting? What gives a soil scientist the right to make a recommendation about rural farmland being "land committed to urban development"? How about calling it "land committed to agricultural production" ! I formally request a full disclosure of the additional correspondences related to this project. I would also like to see an actual analysis of the farmland in question, along the route. Finally., I would like to see where it is written the land between Houston and Dallas is "committed to urban development! Please respond with a detailed explanation of each of these issues.	Refer to CR-12, GN-1, NE-7, NE-8 and WW-9.
Richard Clark Osborne	3/9/2018	Email	One major omission to the DEIS is any meaningful analysis of the effect that this railroad will have on the local jobs. Texas Central has claimed that this project will result on an additional 1500+ jobs. The DEIS states that 1051 jobs will be lost due to business displacements. Some business will not be able to reopen due to being grandfathered with the county/city or TCEQ. Where is the analysis of that loss, in the DEIS? I formally request a full analysis of the effect that the loss of local jobs will have on the local economies.. Such analysis needs to include input from local government officials and business leaders...and not just the advertising propoganda that is spread by Texas Central. Please respond with a detailed explanation as to your analysis of this matter.	Refer to GN-2.
Richard Clark Osborne	3/9/2018	Email	I also feel that there should be another scheduled public hearing forthe residents on Madison County, TX. The FRA FAILED to secure a venue of adequate capacity, knowing full well the size of the anticipated crowd. Instead of booking a venue of suitable capacity, the FRA secured a facility that had a seating capacity of only 300. This was barely enough for half of the citizens that tried to attend. Approx. 200 people were turned away due to overcrowding. When do they get their hearing? I formally request another hearing be held for the residents of Madison County and that it be held in a venue of sufficient capacity to allow entry for anyone that wanted to attend. Because so many citizens were turned away at the door, I also formally request a 90 day extension to the public comment period, as has been requested by numerous elected officials, including Texas Rep. Kevin Brady. Please respond with a detailed explanation as to your decision on this matter.	Refer to PI-3 and PI-11.

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Richard Clark Osborne	3/9/2018	Email	One major omission to the DEIS is any reference to a statute that would remotely allow a private company, like Texas Central Partners, to qualify for eminent domain authority. Texas Law is very specific in this area. Texas Central does not meet the definition of a railroad as defined in Chapter 81 of the Texas Transportation Code, since 1) they weren't incorporated before Sept. 1, 2007 and 2) they are not "operating" a railroad. They weren't incorporated until 2012. They are clearly not "operation a railroad" because they don't own a single railcar nor do they possess a single inch of track! Since they don't qualify as a railroad, they surely can't be granted condemnation rights because of eminent domain. Please respond with a detailed explanation as to your analysis of this matter.	Refer to ED-1.
Richard Clark Osborne	3/9/2018	Email	One major omission to the DEIS is any meaningful analysis of ridership and revenue. What was the source for the little bit of ridership information that is present in the DEIS? Independent consultants or Texas Central's own publicity department? I formally request a full explanation of the sources and methods used to derive the ridership estimates in the DEIS. Please respond with a detailed explanation as to your analysis of this matter.	Refer to GN-2.
Richard Clark Osborne	3/9/2018	Email	One major omission to the DEIS is any meaningful analysis of ridership and revenue. Since Texas Central has announced that they intend on seeking taxpayer-backed Federal loans, in order to finance this project, I think it is the FRA's responsibility to insure that such tax dollars aren't wasted because of a lack of a need for this project. Why is there a section of the "All aboard Florida" DEIS dedicated to Ridership and Revenue, when there is NO SUCH SECTION for the Dallas to Houston project? That demonstrates extreme negligence on the part of the FRA, in my opinion. I formally request a full analysis of ridership and revenue for this project. Such analysis needs to include estimates from industry professionals and not just the advertising propaganda that is spread by Texas Central. Please respond with a detailed explanation as to your analysis of this matter. As a final note, I wholeheartedly recommend the NO BUILD option.	Refer to BA-6, GN-2, GN-4 and NE-1.
Richard Clark Osborne	3/9/2018	Email	Re: Question regarding DEIS - Burden on local infrastructure during construction due to road closures- Response requested To Whom It May Concern, In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any meaningful analysis of the effect that this railroad will have on the infrastructures of local communities during the construction phase. The DEIS contains claims that no County roads will be closed, which is simply not true. Dozens of roads are going to be closed during the construction phase and many will have to be re-routed, at each County's expense. The added expense of this road construction is simply something that the County governments and taxpaying private landowners should not have to bear. That demonstrates a lack of due diligence, on the part of the FRA, in my opinion, by not addressing this issue in the DEIS. I formally request a full analysis of the effects that the construction phase will have on each County, specifically related to road construction costs.. Such analysis needs to include estimates from local government officials and not just the advertising propaganda that is spread by Texas Central. Please respond with a detailed explanation as to your analysis of this matter. As a final note, I wholeheartedly recommend the NO BUILD option.	Refer to PI-1, SS-18 and SS-23.
Timothy Michael Osborne	3/9/2018	Email	In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any meaningful analysis of the effect that this railroad will have on the local jobs. Texas Central has claimed that this project will result on an additional 1500+ jobs. The DEIS states that 1051 jobs will be lost due to business displacements. Some business will not be able to reopen due to being grandfathered with the county/city or TCEQ. Where is the analysis of that loss, in the DEIS? I formally request a full analysis of the effect that the loss of local jobs will have on the local economies.. Such analysis needs to include input from local government officials and business leaders...and not just the advertising propaganda that is spread by Texas Central. please respond with a detailed explanation as to your analysis of this matter.	Refer to PI-1 and SC-21.
Timothy Michael Osborne	3/9/2018	Email	In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major error in the DEIS is a gross overstatement of the Vehicle Miles Traveled (VMT). The Total VMT is overstated in the DEIS by 200%, which also makes the "total for gallons of gas saved" per year a 200% overstatement. The total VMT removed from the DFW NAA is overstated by 200% and the total VMT removed from the Harris County NAA is overstated by 300%. If the correct amounts are taken into account, net vehicle emissions are closer to zero than the values stated. I formally request a full analysis of the errors in your calculations and a recalculation of the resulting vehicle emissions using the correct total VMT values, rather than the grossly overstated ones. please respond with a detailed explanation as to your analysis of this matter.	Refer to AQ-12. Gallons of fuel saved has also been updated in the Final EIS Section 3.9.5.2.3, Utilities and Energy, Build Alternatives and a reduction in fuel was still demonstrated with these revisions.
Timothy Michael Osborne	3/9/2018	Email	In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is approximately 2 years of correspondences for the 6) Agency Correspondences File. There are a lot of correspondences between several different agencies leading up to and including September, 25, 2015. Then, mysteriously, there is a two year gap, followed by a letter to AECOM's Erin Lee, from USDA/NCRS Soil Scientist Carlos Villareal. Were those other correspondences on Hillary's server too? In addition to the missing correspondence, a couple of other things are "odd", 1) Mr. Villareal's comments seem to be in response to an earlier communication that he mentions, dated August 31, 2016. Where is that letter? 2) Mr. Villareal's comments also seem to outline that his analysis of the land along the route was completed in a week! He's fast! Maybe his speed is related to the fact that this was simply a "desktop" analysis, like much of the DEIS...it didn't involve "boots on the ground" One particular line in his report is troubling. He stated	Refer to CR-12, GN-1, NE-7, NE-8 and WW-9.

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Submitted By	Date Submitted	Submission Type	Comment	Response
			"Although the urban areas (as defined by USGS topographic maps) may contain Prime Farmland, we now consider the location to be "land committed to urban development". Who is he quoting? What gives a soil scientist the right to make a recommendation about rural farmland being "land committed to urban developmen\u8364"? How about calling it "land committed to agricultural production" ! I formally request a full disclosure of the additional correspondences related to this project. I would also like to see an actual analysis of the farmland in question, along the route. Finally\u8222 I would like to see where it is written the land between Houston and Dallas is "committed to urban development! Please respond with a detailed explanation of each of these issues.	
Timothy Michael Osborne	3/9/2018	Email	In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is approximately 2 years of correspondences forthe 6) Agency Correspondences File. There are a lot of correspondences between several different agencies leading up to and including September, 25, 2015. Then, mysteriously, there is a two year gap, followed by a letter to AECOM's Erin Lee, from USDA/NCRS Soil Scientist Carlos Villareal. Were those other correspondences on Hillary's server too? In addition to the missing correspondence, a couple of other things are "odd", 1) Mr. Villareal's comments seem to be in response to an earlier communication that he mentions, dated August 31, 2016. Where is that letter? 2) Mr. Villareal's comments also seem to outline that his analysis of the land along the route was completed in a week! He's fast! Maybe his speed is related to the fact that this was simply a "desktop" analysis, like much of the DIES...it didn't involve "boots on the ground" One particular line in his report is troubling. He stated "Although the urban areas (as defined by USGS topographic maps) may contain Prime Farmland, we now consider the location to be "land committed to urban development". Who is he quoting? What gives a soil scientist the right to make a recommendation about rural farmland being "land committed to urban developmen€? How about calling it "land committed to agricultural production" ! I formally request a full disclosure of the additional correspondences related to this project. I would also like to see an actual analysis of the farmland in question, along the route. Finally„ I would like to see where it is written the land between Houston and Dallas is "committed to urban development! Please respond with a detailed explanation of each of these issues.	Refer to CR-12, GN-1, NE-7, NE-8 and WW-9.
Timothy Michael Osborne	3/9/2018	Email	In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any meaningful analysis of the effect that this railroad will have on the infrastructures Of local communities during the construction phase. The DEIS contains claims that no County roads will be closed, which is simply not true. Dozens of roads are going to be closed during the construction phase and many will have to be re-routed, at each County's expense. The added expense of this road construction is simply something that the County governments and taxpaying private landowners should not have to bear. That demonstrates a lack of due diligence, on the part of the FRA, in my opinion, by not addressing this issue in the DIES. I formally request a full analysis of the effects that the construction phase will have on each County, specifically related to road construction costs. Such analysis needs to include estimates from local government officials and not just the advertising propaganda that is spread by Texas Central. please respond With a detailed explanation as to your analysis Of this matter.	Refer to PI-1, SS-18 and SS-23.
Timothy Michael Osborne	3/9/2018	Email	In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. I also feel that the time allotted for public comment to this 5600+ page report is grossly inadequate. I formally request a 90 day extension to the public comment period, as has been requested by numerous elected officials, including Texas Rep. Kevin Brady. Please respond with a detailed explanation as to your decision on this matter.	Refer to PI-3.
Timothy Michael Osborne	3/9/2018	Email	In my opinion, there are dozens Of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. I also feel that there should be another scheduled public hearing for the residents on Madison County, TX. The FRA FAILED to secure a venue of adequate capacity, knowing full well the size of the anticipated crowd. Instead of booking a venue of suitable capacity, the FRA secured a facility that had a seating capacity of only 300. This was barely enough for half of the citizens that tried to attend. Approx. 200 people were turned away due to overcrowding. When do they get their hearing? I formally request another hearing be held for the residents of Madison County and that it be held in a venue of sufficient capacity to allow entry for anyone that wanted to attend. Because so many citizens were turned away at the door, I also formally request a 90 day extension to the public comment period, as has been requested by numerous elected officials, including Texas Rep. Kevin Brady. Please respond with a detailed explanation as to your decision on this matter.	Refer to GN-1, PI-3 and PI-11.
Timothy Michael Osborne	3/9/2018	Email	In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any meaningful analysis of ridership and revenue. Since Texas Central has announced that they intend on seeking taxpayer-backed Federal loans, in order to finance this project, I think it is the FRA's responsibility to insure that such tax dollars aren't wasted because of a lack of a need for this project. Why is there a section of the "All aboard Florida" DEIS dedicated to Ridership and Revenue, when there is NO SUCH SECTION for the Dallas to Houston project? That demonstrates extreme negligence on the part of the FRA, in my opinion. I formally request a full analysis of ridership and revenue for this project. Such analysis needs to include estimates from industry professionals and not just the advertising propaganda that is spread by Texas Central. Please respond with a detailed explanation as to your analysis of this matter.	Refer to GN-2, GN-4 and NE-1.

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Timothy Michael Osborne	3/9/2018	Email	In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any meaningful analysis of ridership and revenue. What was the source for the little bit of ridership information that is present in the DEIS ? Independent consultants or Texas Central's own publicity department? I formally request a full explanation of the sources and methods used to derive the ridership estimates in the DEIS. Please respond with a detailed explanation as to your analysis of this matter.	Refer to GN-1 and GN-2.
Timothy Michael Osborne	3/9/2018	Email	In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any meaningful analysis of ridership and revenue. What was the source for the little bit of ridership information that is present in the DEIS ? Independent consultants or Texas Central's own publicity department? I formally request a full explanation of the sources and methods used to derive the ridership estimates in the DEIS. Please respond with a detailed explanation as to your analysis of this matter.	Refer to GN-1 and GN-2.
Timothy Michael Osborne	3/9/2018	Email	Re: Question regarding DEIS -- Texas Central DOESN'T qualify as a Railroad. - Response requested In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any reference to a statute that would remotely allow a private company, like Texas Central Partners, to qualify for eminent domain authority. Texas Law is very specific in this area. Texas Central does not meet the definition Of a railroad as defined in Chapter 81 of the Texas Transportation Code, since 1) they weren't incorporated before Sept. 1, 2007 and 2) they are not "operating" a railroad. They weren't incorporated until 2012. They are clearly not "operation a railroad" because they don't own a single railcar nor do they possess a single inch of track! Since they don't qualify as a railroad, they surely can't be granted condemnation rights because of eminent domain. Please respond with a detailed explanation as to your analysis of this matter.	Refer to ED-1.
Timothy Michael Osborne	3/9/2018	Email	In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any meaningful analysis of the effect that this railroad will have on property values and the local economies of the counties that it crosses. The DEIS contains claims that property values will be enhanced along the rail route. In what World? If there isn't a local train station, this project will not add any value to property that is bisects. Instead, those landowners will have to endure the noise and vibrations from dozens of trains, 18 hours a day, every day, for the rest of their lives. Nobody wants to live near that and land values will plummet accordingly. When the land values go down, the local property tax rates are going to have to increase, to offset the loss in revenue for the County. There is no reason to believe that Texas Central will be registering any of their rolling stock to each County, so the claims in the DEIS about the amount of property taxes that Texas Central will be paying, is preposterous. That demonstrates a lack of due diligence, on the part of the FRA, in my opinion. I formally request a full analysis of the resulting decrease in property value and the effect that such a decrease will have on each local taxing jurisdiction. Such analysis needs to include estimates from local appraisal officials and not just the advertising propaganda that is spread by Texas Central. Please respond with a detailed explanation as to your analysis of this matter.	Refer to VA-1.
Timothy Michael Osborne	3/9/2018	Email	One major omission to the DEIS is any meaningful analysis of the effect that this railroad will have on local Law Enforcement, FIRE and EMS services in local communities during the construction phase. The DEIS contains claims that no County roads will be closed, which is simply not true. Dozens of roads are going to be closed during the construction phase and many will have to be re-routed, at each County's expense. The response time for Law Enforcement, FIRE and EMS services, due to these road conditions is going to greatly increase , both during and after construction. This is simply something that the County governments and taxpaying private landowners should not have to deal with. During this entire process, Texas Central and the FRA has not met with ANY of the local law enforcement, FIRE or EMS service officials. Their first contact was on or around February 22, 2018. Page E2-23 of the Executive Summary, in the DEIS, mentions that "closures and reroutes will be closely coordinated with local jurisdictions". When is that going to start? Why weren't the local jurisdictions contacted, as part Of the DEIS process? How did the FRA get through this entire DEIS process, including the hearings, without ever putting ANY consideration into the safety of the residents that this project will affect? That demonstrates a pure negligence, on the part of the FRA, in my opinion, by not addressing this issue in the DIES. I formally request a full analysis of the effects that the construction phase will have on each County, specifically related to the response times for Law Enforcement, FIRE and EMS service. Such analysis needs to include input from local government and department officials and not just the advertising propaganda that is spread by Texas Central. Please respond with a detailed explanation as to your analysis of this matter.	Refer to PI-1, SS-18 and SS-23.
Timothy Michael Osborne	3/9/2018	Email	In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. Perhaps what is more disturbing are the issues that weren't addressed in the DEIS. Since this is a self-admitted "desktop" survey, a lot of the data in this study appears to be standard boilerplate report fodder, clearly not the result of evidence gathered by "boots on the ground". A few of the issues are : 1) The noise pollution studies seem to be based on a false maximum of 87 dB, for a single train. What are the effects along the line when the	Refer to AQ-3, ED-1, EU-4, GN-1, GN-2, GN-4, LU-11, NE-1, NE-8, NV-1, NV-10, PN-3, SC-3, SC-22, SS-21, SS-23 and VA-1. The emissions of the power generating plants were accounted for in the analysis of operational emissions as documented in Section 3.2.3, Air Quality, Methodology . Construction emissions were calculated considering their engine technology (typically diesel).

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			<p>airflows of two opposing trains meet? That should be used as the worse case scenario, not 87dB.</p> <p>2) Most of the environmental impact seems to be centered around the grossly overstated total Vehicle Miles Traveled which would, in turn, causes the amount of gas saved to be overstated as well. The total VMT removed from the DFW NAA is 200% overstated. The total VMT removed from the Harris County VMT is overstated by 300%. If the correct values were used, the net emissions would be closer to zero.</p> <p>3) What about the carbon footprint of the construction equipment, during the construction phase of this project? What about the emissions of the power generating plants that will provide electricity to this project? The train is always praised as being environmentally friendly, since it's electric...but the generating plants are coal-fired and the bulldozers drink their fair share of diesel.</p> <p>4) What load will the train place on the existing electric grid?</p> <p>5) Where is the Ridership and Revenue analysis? There is a whole section related to that in the All Aboard Florida DEIS. Does the FRA not think that such issues should be examined with this project as well?</p> <p>6) Many sources believe that Texas Central is grossly overstating its ridership values. They refuse to release them. I believe that they should have to provide proof of their expected ridership before this project continues. Did the FRA consider ridership and revenue? Where did the values used come from?</p> <p>7) Texas Central always claims that this is a privately-funded project but they also say that they will try to secure taxpayer-backed federal loans as well. In light of that statement, doesn't the FRA have an obligation to the taxpayer to fully vet the construction costs as well as the ridership numbers in order to insure that there will be sufficient revenue available to repay the federal loans? Or is the FRA content with approving a project that is sure to fail, thereby requiring ongoing government subsidies?</p> <p>8) Several real estate organizations have stated that property values will plummet along the train route. The Mayor of Houston even stated that when he was in the State Legislature. Now that he is the Mayor of Houston, he seems more interested in changing his story and securing lucrative contracts with Texas Central, for his family members though. What analysis did the FRA perform to justify their claims that property values wouldn't be affected?</p> <p>9) The DEIS indicates that 147 miles of county roads will be re-routed even though Texas Central claims otherwise. This will have a negative impact on Emergency response times in the rural areas near the train. Why did the FRA not take this into account? EMS and law enforcement officials WERE NOT contacted during the DEIS process so it's hard to make a claim that the FRA put much thought into this issue. What was your analysis based on?</p> <p>10) Texas Central boasts about the jobs that will be created. What about the impact of the jobs lost due to business displacements? Where are those considerations addressed in the DEIS?</p> <p>11) This project has been very stressful on the citizens along this route for several years. If built, the noise and vibration will no doubt cause additional stress for many of these families for years to come. Where was this issue addressed in the DEIS? What about the quality of living that is being stripped away for these tax-paying citizens? How does the noise and vibration levels affect the learning ability of young children, especially those with special needs?</p> <p>12) Many farms and ranches will be split in half. What analysis has been done as to the economic impact of that? Livestock movement will be affected as will the movement of wildlife. Even on the viaduct sections, much of it will be fenced because of the need to use the access roads as part of the solution to the 147 miles of re-routed county roads. What used to be a simple matter of moving livestock from one pasture to another will now become a very complicated affair, involving trucks, trailers and additional expenses. Where was that addressed in the DEIS?</p> <p>13) Texas Central is also claiming that the State of Texas will receive \$15-39 Billion in sales tax revenue. That is simply not true. Transportation tickets are NOT subject to Sales and Use Tax in the State of Texas. It sounds good but it's a 100% false claim on the part of Texas Central. Since there isn't a Revenue and Ridership section in this DEIS, it's hard to guess what values went into the FRA's calculations and where those values might've come from. Obviously anything provided by Texas Central can't be trusted since they obviously didn't take the time to research something as easy as sales tax law. What fiscal analysis did the FRA perform and where did they obtain their data?</p> <p>This project could split my property in half. This land has been in my family for 6 generations. I cannot believe that a private, for-profit, foreign-backed company would even be considered as a candidate to use the power of eminent domain, in order to build such a financially disastrous project, as this appears to be.</p> <p>A recent study of the 111 high speed rail projects in the World concluded that there were only 3 systems that didn't operate at a loss. The study claimed that two of these railways, Paris to Lyon and Tokyo to Osaka, operated at a profit but that study didn't include the fact that the infrastructure was government-funded. If the cost of those rail systems was figured in, even those system would operate at a net loss. When you consider that the population densities of those areas are 30,000-50,000 people per square mile, whereas Houston and Dallas are closer to 3000-3500 persons per square mile, I don't see how anyone could conceivably think that this project will be anything other than a complete failure.</p>	<p>Though overcoming a carbon footprint is not a national or state policy requirement, the overall operational CO2eq emissions show a net reduction that in several years of operation, would offset those produced during construction.</p>

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			<p>It seems that the economic aspect of this project has been completely overlooked by the FRA. Texas Central has manipulated VHT values, in order to make their net emissions numbers look better. They have fabricated unrealistic ridership values, in order to make the project seem to be profitable at \$199 per one way ticket. All the while, they were also claiming that they would be competitively priced and would match the market. If they match the market, their cost per ticket will have to come down which will drastically reduce revenue ... the this project is back to being a losing proposition. All of this wasted money to address a problem that doesn't exist. The congestion issue is NOT in the rural portions of Interstate 45 ... it's in Houston and Dallas. This project will not alleviate that but instead, it will make it worse. Where is that analysis in the DEIS?</p> <p>I formally request a response to each issue above. Those responses need to hard facts and their source ... and not just the advertising propaganda that is spread by Texas Central.</p> <p>As a final note, I wholeheartedly recommend the NO BUILD option.</p>	
Timothy Michael Osbourne	3/9/2018	Email	In my opinion, there are dozens of inaccuracies and omissions in the DEIS for the proposed Dallas to Houston High Speed Rail. One major omission to the DEIS is any meaningful analysis of the effect that this railroad will have on the local jobs. Texas Central has claimed that this project will result on an additional 1500+ jobs. The DEIS states that 1051 jobs will be lost due to business displacements. Some business will not be able to reopen due to being grandfathered with the county/city or TCEQ. Where is the analysis of that loss, in the DEIS? I formally request a full analysis of the effect that the loss of local jobs will have on the local economies.. Such analysis needs to include input from local government officials and business leaders...and not just the advertising propaganda that is spread by Texas Central. please respond with a detailed explanation as to your analysis of this matter.	Refer to PI-1 and SC-21.
Sharon Oster	1/10/2018	Email	Both my brother (who is in his eighties) and my home and property are in the direct path of the bullet train. Please help us. There is property with no homes close to us that the proposed route is bypassing. Please send us updates. Thank you.	Refer to BA-8 and ED-2.
William Ott	3/5/2018	Website	It is so SAD that Texas, and the rest of the Nation for that matter, has remained in the "Dark Ages" for so long regarding public transportation!! Just look at the rest of the industrialized world!	Comment noted.
Troy Ottmer	2/16/2018	Website	I feel that building this project will have far more benefit economically and culturally, than the minimal of any environmental impact. I offer my full support.	Comment noted.
Paul Owen	2/12/2018	Website	I have high hopes for this project. Not only to bring grimes co and Texas into 21 century but to do it with an environmental attitude	Comment noted.
Edwin Owens	2/6/2018	Website	I love this project. You MUST consider including the furthest northern point to conclude at the WinStar resort in Oklahoma. This inclusion would benefit Dallas and Houston when bidding for national and international events ie, Olympics, Super Bowl, World Cup etc.	Refer to GN-7, NE-1 and PN-3.
Evelyn Owens	1/14/2018	Email	I am opposed to the proposed high speed rail in Texas, as it will negatively impact my homestead property values.	Refer to VA-1.
Gregory Owens	3/5/2018	Website	Texas is in the middle of the country, three and a half hours from the east and west coast by air somewhat. Dallas has DFW and Love Field airports, mass transit and cheap housing for now and mucho TRAFFIC throughout the State. Austin is not helping fast enough on traffic issues, local or statewide. They have Passenger Rail service on the East Coast, so why not here? It is way past time to have the Major Cities in TEXAS connected by a Bullet Train. Austin do the right thing, support this project and don't listen to the airline lobbyist or the anti-rail Folks. Learn from other Bullet Train entities nationwide and around the world and let's get going before it's too late.	Comment noted.
M.E. Owens	1/14/2018	Email	I am opposed to the construction of a high speed rail between Houston and Dallas. The project has been evaluated by four or five sources and found to be economically unfeasible. Construction cost over-runs will be the tip of the iceberg tor a venture which will not draw enough commuters to pay for itself, much less become profitable. Thank you for your time in considering my view point.	Refer to GN-2, GN-3, GN-4 and NE-1.
Richard Owens	2/13/2018	Website	Great project. I can't wait to ride the train.	Comment noted.
Robin Owens	2/6/2018	Website	I am submitting my comment in support of the Bullet Train project. I am from Houston and my family has roots throughout central and southeast Texas. My father was born and raised in Fort Worth, my mother in Texarkana, and most of my family on both sides live between North Texas and the greater Houston area. I believe that the Bullet Train is good for Texas as an economic engine for meaningful employment as well as a stimulator for small businesses from Houston to Dallas and the counties in between. I am also looking forward to the economic benefits attributed to this project, including 10,000 jobs per year of construction, and \$2.5 billion in tax revenue benefiting communities, hospitals, school districts, and more. I can see the benefit for business exchange between Dallas and Houston, and can also see how the Bullet Train will make the idea of a weekend trip between these two cities a safer and more feasible option. Speaking of safety, I understand that technology the Bullet Train will utilize is best in class, and has been in operation for over 53 years with steady improvement over time. To put it in perspective, for the duration of its operational life the Shinkansen N700i has had 0 crashes or fatalities from operations during its entire existence. What other transportation means can boast these claims? Certainly not tired and distracted drivers on the ride between Houston	Comment noted.

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			and Dallas. Change is unsettling at times, but as Texans, we have never shied away from a challenge. I am proud of the fact that our state will lead the nation in a major infrastructure project that will revolutionize the way Texans and Americans travel. I was in the audience at one of the public hearing meetings, and I wanted to share my viewpoint, but decided to share my comments here instead. I think Texas needs this train, and I hope that you will note my comments and agree that Build Option A is good for Texas! Thank you for your time.	
Robin Owens	2/20/2018	Website	I am looking forward to how the train will, once again, distinguish Texas as a leader in innovation, technology and transportation. I also think the economic impact of JOBS, especially in the rural counties, will be beyond even what the current estimates indicate. I believe in progress, especially progress that expands opportunity for Texans across the board, and I know this train will represent both.	Comment noted.
John Ownby	2/5/2018	Handwritten	After carefully examining the planned route within Harris county, I am concerned that the land area available for building the high speed rail is limited and that there may be a conflict with other planned or potential infrastructure projects. Specifically, the land where the high speed rail is intended on building appears to be the same land where the Hempstead tollway is planned. Moreover, the publicly available drawings for the US 290 highway project indicate an approximately 50 foot wide corridor intended for future high capacity rail or commuter rail. Would the construction of the high speed rail prevent or preclude the construction of either the Hempstead tollway and/or the future option to build a commuter rail? If it will prevent or preclude or adversely impact these other infrastructure options I believe that this should be disclosed to the public.	Please see Section 3.11, Transportation for the planned transportation projects in Harris County. The Hempstead Toll Road and the US 290 Transit Rail (commuter rail) are noted as planned transportation projects. Also see Section 4.4.7.5 Transportation, Indirect and Cumulative Impacts , for more information about anticipated effects to planned transportation projects.
Beyhan Ozer	2/22/2018	Website	I live in Dallas, TX and I visit Houston often via car. My son commutes between the two cities driving and his drive is long and dangerous and I am worried about accidents. Flying is expensive, and not really faster than driving, plus the hassle and the delays. There are tens of thousands of commuters between the two cities, and also millions of people visit between Dallas and Houston every year, so a HSR is much needed. The HSR will decrease the traffic on I-45, so less number of accidents, less number of lives lost due to accidents, and more productive time on the train. So I support building of the HSR between Dallas and Houston. Thank you.	Comment noted.
Alice Ozoria	3/9/2018	Website	That would be great to travel from Houston to Dallas, some people can even work and commute every Day!!!! Love the idea!!! I would definitely ride this !!!!	Comment noted.
Ozgur Ozturk	1/25/2018	Website	Please build Dallas-Houston high speed rail project. Create jobs. Save oil. Save on emissions.	Comment noted.