

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

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



Federal Railroad  
Administration

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

Submitted By	Date Submitted	Submission Type	Comment	Response
<b>P</b>				
Michael Pace	2/6/2018	Website	I have traveled the I-45 corridor and/or flown to and from Houston from Dallas for over fifty years. Travel between the two cities has become more frustrating with each trip. We traveled to Galveston every year or two until the traffic became so heavy. Between the texting drivers and construction it simply isn't worth the trip any longer. Flying has become too expensive and considering that you could drive, (with the aforementioned operators), faster than then you could get through security and endure the flight to the other city. Rail travel is the only way that we could travel to and from Galveston, without the stress as we once had. Sincerely,	Comment noted.
Michael Pace	2/16/2018	Website	Transportation within Texas between Major cities has become incredibly difficult and there is no good means to reduce vehicle traffic on the highways besides trains. Our highway system, even if the money were made available now, will not catch up with the population explosion in this state. I'm in the transportation business and had been out of Texas for six years except for short visits with family. Now that I'm back, I can't believe that traffic has become so congested. Every highway system in the Dallas/Fort Worth area is being expanded and I'll tell you now that it will never catch up. Alternative means of travel must be developed.	Comment noted.
Robert Jeffrey Pack	12/29/2017	Website	I think the project is a great idea. Please proceed. All three Houston terminals are good, but I think the one closest to the Northwest Transit Terminal is best.	Comment noted.
Steve Pack	12/29/2017	Email	I think this is a total waste of money. The Houston terminal is on the north side of Houston and the Dallas terminal is on the south side of Dallas. You can drive this distance in 3 hours. Taking the train you will have to drive an hour to the station, allow another hour to park and get to the terminal in time for boarding, get to the south side of Dallas and take another hour to get a rental car to get where you need to be in Dallas. I don't see any advantage to this project.	Refer to PN-3.
Albert Packa	3/9/2018	Website	I just don't agree with your design. Where are all of the sliding doors on the side? How in the world do you expect hobos and winos to be hobos and winos if they can't even get on the train? Not to mention, it's going to be moving way too fast for them to run and catch while carrying their knapsacks; you'll have to slow it down a bit. What a bunch of inconsiderate quacks.	Comment noted.
Noel Paden	1/31/2018	Email	I would like to receive updates on the Dallas to Houston High-Speed Rail please send to [...].	Refer to PI-1.
Diane Page	2/1/2018	Website	I own property near the proposed high speed rail from Dallas to Houston. I have a small pond that gets many visitors such as coyote, hawks, vultures, bobcats, blue heron, white heron, turkey buzzards, deer and migrating ducks. The pond contains many turtles some quite large that have been residents for years. It appears my property will be just outside of the half mile zone of the rail. I am Sure 34 southbound trains and 34 northbound trains a day will greatly affect the wildlife. I moved to the country on purpose for the peace and quiet, for the wildlife. If I preferred noise and lots of movement I would have moved into the city. What impact does your research show the high speed rail will have on this wildlife? I am very much opposed to the high speed rail.	Refer to NR-1 and NR-2. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Diane Page	2/2/2018	Website	As a resident of Ennis TX I am against the proposed Dallas to Houston high speed rail. We are told your company will do road improvements. What type of road improvements are you going to do? Are the overpasses that are planned considered "improvement"? Not to me. Especially since two are shown on my county road on your map.	Refer to TR-8.
Ray Page	2/2/2018	Email	I've been told that not signing these missives I stand the chance they will not be considered. So back to my original email concerning the water retention ponds that are shown on the map near my address. What is TCR going to do mitigating the mosquito population that will follow stagnant water.	Refer to SS-16.
Ray Page	2/5/2018	Website	DallasHoustonHSR EIS Concerning the retention ponds to be dug at each overpass. This will affect the proper drainage that has been in place for years. How does the lack of now proper drainage affect our wells?	Refer to WW-1 and WW-6.
Ray Page	2/5/2018	Website	As an environmental impact how does TCR intend to construct the overpasses. Our environment would be drastically hurt if semi-trucks and farm machinery were unable to get to fields and market.	Refer to TR-8.
Ray Page	2/6/2018	Email	RayPage Tuesday, February 06, 2018 9:24 AM DallasHoustonHSR EIS How can you trust a study that was done by the people that want to find a way to get the HSR done no matter what? Ray Page [...]	Refer to NE-1 and GN-1.
Ray Page	2/19/2018	Email	My home is within a half mile of the proposed HSR. I have recently learned Texas Central Railway along with their Japanese partners are attempting to remove my Constitutional 2nd Amendment right by proposing I can't shoot within 1 mile of the tracks they decided to put too close to me. This offends my personal environment. What is the contingency for me to exercise my rights?	Refer to RF-2.
Ray Page	2/20/2018	Website	Concerning the overpasses to be built as the train runs on flat ground. Will they be built to County specs and able to take the weight of farm machinery and loaded semi-trucks? Also the first lie I was told about this project was it would be all raised.	Refer to TR-8.

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Stephen Paiyou	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.
Kent Pakala	2/26/2018	Website	The high-speed train service would be an incredible help. Air and highway travel today are difficult for various reasons such as the highway congestion, soaring number of elderly who can't or shouldn't take the wheel, and increasing craziness of driving and the hassle, cramped seating, crowds and costs including hidden charges of air travel. Especially for distances such as that between Houston and Dallas the high-speed train would be ideal.	Comment noted.
Mike Palmer	2/8/2018	Website	I travel to Texas from time to time. Adding a high speed rail link from the Dallas area to Houston would open up an additional travel option between the two cities. High speed rail would be a worthwhile choice, especially during rainy days when airport activities are curtailed.	Comment noted.
Jeremy Pampell	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.
Bryan Panjavan	2/5/2018	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."	Comment noted.
Susan Pantell	3/2/2018	Website	I support the Dallas to Houston high-speed rail project. It would provide a much-needed alternative to congested roads and air travel. The electric train would produce lower emissions than air travel or all of the cars needed to transport that many people. It is an efficient and relatively fast form of travel. It will help the business community in Texas.	Comment noted.
Mary Papadopoulos	3/9/2018	Letter	Dear Mr. Wright: I am the owner of an approximately 27 acre tract of land located at the Northwest Corner of [...] in Houston, TX. I have owned this property since 1982. Although this property is not currently in the path of the Dallas to Houston High-Speed Rail Alignment, I have grave concerns about the long-term effects of the train's route through our area of Northwest Houston. Specifically I am concerned about: 1) The change in development patterns that will result due to the Alignment's presence in areas to the South and Northwest of my tract. For example, I am worried that single family housing development and other quality projects will cease, or entirely avoid the area within a few miles of the train's path due to the nuisance posed by the train, including its associated noise, visual blight, and vibrations; 2) Residential and commercial development will be less likely to sprout in Northwest Houston if data driven demographic reports used by developers and banks (usually done in 1, 3, and 5 mile radii) show low population numbers and low housing values in the areas near the Alignment; 3) In addition, the actual Alignment, with its vast ROW and LOD footprint comprised of numerous and expansive access roads and secondary facilities, will create physical and psychological barriers that harm, separate, and segregate existing (and possibly yet to be developed) area communities from the rest of the Houston MSA. We are concerned about neighborhoods currently existing near our property, and those	Refer to AS-1, BA-9, BA-10, LU-3, LU-4, NV-1, SC-5, SC-13, SC-14, C-19, TR-8 and VA-1. In Northwest Houston, the Project would operate on viaduct, minimizing permanent impacts and preserving access across the alignment. Impacts to communities and neighborhoods are described in <b>Section 3.14.5.2.2, Socioeconomics and Community Facilities, Impacts to Community Character and Cohesion</b> . Mitigation measures are described in <b>Section 3.14.6, Socioeconomics and Community Facilities, Avoidance, Minimization and Mitigation</b> .

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			<p>either now underway, or soon to be underway, in Northwest Houston;</p> <p>4) All of these negative impacts will result in an overall cumulative harm as land values near the Alignment decline, traffic counts decrease, and the population stagnates or declines due to fewer persons staying or locating in the area. This negative effect on population and housing values, along with negatively altered commercial development patterns, will devastate the area tax base currently zoned for the Waller Independent School District, which is a geographic area of moderate to low income populations and minority block groups;</p> <p>5) I believe that the Alignment will result in irreparable harm to Northwest Houston due to its damage to existing populations, and due to the foreseeable lost demographic and economic potential stemming from the train's Alignment barrier that will separate and isolate our Northwest Houston community from the rest of Houston.</p> <p>6) I request that the Alignment be rerouted out of Northwest Houston and that another route be chosen. For example, the Infrastructure Corridor route could be modified as it approaches Houston to switch to either the BNSF route, or the 1-45 /Hardy option. Using a route where infrastructure and /or ROW is already present, such as along the BNSF route or along the 1-45 and /or Hardy Corridor, would prevent harm to developing communities such as those to the South and Northwest of our tract.</p>	
William Papadopoulos	2/5/2018	Oral	<p>Thanks. Our company owns a parcel in northwest Houston, and if it's not too presumptuous of me, I'd like to speak for our company as well as northwest Houston when I say that this project goes against current trends in urban planning, which are called new urbanism. New urbanism embraces removing barriers and not creating new ones. So if you think about the plan to remove I-69 near the George R. Brown, the Pierce Elevated, or I-345 [sic] in Dallas, they want to take down those walls. This project actually creates a wall, and you're going to cut the state of Texas in two with a berm or a viaduct. And the thing about the viaduct is that there's access roads that parallel the viaduct so you can't cross it in some places, so it's no better than a berm. And if you read the DEIS you'll see that. So the other issue is that a lot of the alignment goes through a majority of minority areas, and if you read the DEIS it says, Well, all four or five routes do that. My point is four or five wrongs don't make a right. You know, why should this happen. There's got to be another way. The main thing is people on the west are going to be the have nots; people on the east will be the haves, so-to-speak, if they're several miles away. We are affected because the Waller School District will be bisected, and that's going to create a lot of problems. Home values will stagnate or decline, there will be no new homes in some areas, or they will be Section 8 housing, most likely. So that's something to digest. Think about this. When I-10 was removed, the railroad north of I-10 was removed, that area flourished. I'm talking about between 620 and Beltway 8. Okay? You know what happened. People got rich, it flourished, it's great. This is the opposite. This is going to barricade basically. The entire area between 99 and Waller is going to become barricaded; an area that was the next big thing. We were going to have 7,000 jobs from Daikin, and we were going to have expansion of business parks and stuff like that. Unincorporated Harris County is going to be bigger than the city of Houston by 2020. This is kind of like a poison arrow put into the middle of that, you know, so think about that. The access roads. I'm going to talk about that again. Terrible stuff. Okay? It's like an octopus spreading out grabbing stuff. You know, the DEIS shows these access roads and they are harmful. They're also going to cut off access to north-south arteries, so if you're going to build something and the traffic counts aren't there, you're not going to be able to get financing. And demographic studies -- 1-, 3-, and 5-mile radius studies within the alignment are going to show a black hole of missing income and missing people, and that's going to harm everybody in northwest Houston. Think about that.</p>	Refer to EJ-1, GN-6, LU-3, LU-4, LU-9, SC-5, TR-7, TR-8 and VA-1.
William Papadopoulos	3/9/2018	Email	<p>I am forwarding comments from Mary V. Papadopoulos, the owner of a 27 acre parcel located in Northwest Houston. Please see the attached letter. Thank you kindly,</p> <p>Dear Mr. Wright: I am the owner of an approximately 27 acre tract of land located at the Northwest Corner of [...] in Houston, TX. I have owned this property since 1982. Although this property is not currently in the path of the Dallas to Houston High-Speed Rail Alignment, I have grave concerns about the long-term effects of the train's route through our area of Northwest Houston. Specifically I am concerned about:</p> <p>1) The change in development patterns that will result due to the Alignment's presence in areas to the South and Northwest of my tract. For example, I am worried that single family housing development and other quality projects will cease, or entirely avoid the area within a few miles of the train's path due to the nuisance posed by the train, including its associated noise, visual blight, and vibrations;</p> <p>2) Residential and commercial development will be less likely to sprout in Northwest Houston if data driven demographic reports used by developers and banks (usually done in 1, 3, and 5 mile radii) show low population numbers and low housing values in the areas near the Alignment;</p> <p>3) In addition, the actual Alignment, with its vast ROW and LOD footprint comprised of numerous and expansive access roads and secondary facilities, will create physical and psychological barriers that harm, separate, and segregate existing (and possibly yet to be developed) area communities from the rest of the Houston MSA. We are concerned about neighborhoods currently existing near our property, and those</p>	<p>Refer to AS-1, BA-9, BA-10, LU-3, LU-4, NV-1, SC-5, SC-13, SC-14, C-19, TR-8 and VA-1.</p> <p>In Northwest Houston, the Project would operate on viaduct, minimizing permanent impacts and preserving access across the alignment. Impacts to communities and neighborhoods are described in <b>Section 3.14.5.2.2, Socioeconomics and Community Facilities, Impacts to Community Character and Cohesion</b>. Mitigation measures are described in <b>Section 3.14.6, Socioeconomics and Community Facilities, Avoidance, Minimization and Mitigation</b>.</p>

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Christina Papandreou	2/5/2018	Oral	<p>Hi. I agree with everything everyone has said, except for the Boys' Life speaker with the race car. I don't agree with him. I won't take much of your time. I'd just like to say that the one thing I haven't heard mentioned, which is a very important thing after Hurricane Harvey, is whether or not the DEIS actually takes into account the changes that have happened with Houston laws post Hurricane Harvey. I cannot believe that a draft Environmental Impact Statement has been issued without studying the flooding that now happens on a regular basis in Houston. That's really all I want to say. I think the DEIS is fatally flawed because of it, and I think it needs to be redone.</p>	Refer to FP-1, GN-1, NE-1, NE-9, SS-17, WW-1 and WW-2.
Wilson Pape	1/29/2018	Oral	<p>This is my introduction. It shouldn't count against my time. My name is Wilson L. Pape. I'm a fifth generation descendent of German immigrants, the third generation to be born in Texas. Next month I will be 79 years old. I own and operate a cow-calf operation in the deep black-land prairie near Barry, Texas. In the last two years I have been contacted subtly by at least seven individuals or entities claiming to have an interest in purchasing my property. None of which disclosed what had initiated their interest nor what was their intended purpose. Further investigation revealed that they only wanted a strip of five to eight acres across the middle of my pasture. They want to enter at the location of my gate, take out my barn, working pens, a row of shade trees, a dozen young pecan trees, and my pond, which is my only source of dependable water for my livestock. To attempt to recover from such devastating action would be prohibitive, and the value of my remaining acreage would be reduced to a fraction of its value. My home is in one half mile of this line. Now my time should start. I prepared a 553-word essay on two pages, and I'd like to give the entire essay. Three score and 16 years ago our forefathers awoke one cold December morning and found that they were being blind-sided by a sneak attack by a foreign power. There were no warnings and there had been no declaration of war. The attack was designed to weaken the American military and render us unable to defend ourselves. Their intentions were to conquer and to set up rule over us in their imperialistic plans to rule the world. Thousands of Americans lost their lives, and thousands more were maimed and wounded in the war that resulted from their cowardly aggression. The monetary cost was in the billions, and the war could only be brought to an end by the use of nuclear weapons for the only time in the history of mankind. America has often been accused of being imperialistic, but they proved that it was not true when we defeated Japan, then spent billions of American money helping them with rebuilding, restoring, and returning them to a world power once again. The old adage that history repeats itself is true. America, specifically the state of Texas, finds itself being blind-sided once again by Japan. Texas is the largest area of land in all of the contiguous United States, and its people are among the most free in the entire world. Why would any foreign entity want to dissect the state of Texas, cutting it into two segments? Whatever the reason, their plan can only be executed by their getting certified to make use of eminent domain, which provides for an exception to the guarantees of the United States of America Constitution to protect the private property of individual citizens against aggressive takeover by another. It is inconceivable that a foreign entity could be able to use eminent domain to take private property held by a citizen of the United States of America. There are very specific laws for being able to apply the exception of eminent domain to take private property from an American, the most important of which is that it can only be used for the general good or the greater good. The greater good might be interpreted in many different ways, but I believe in a democracy in which the majority ruled it can only mean that it will benefit the majority of the citizens. The population of Texas is approximately 28 million people. For this rail service to benefit a majority of the population, it would have to have a ridership of over 14 million passengers. Logistically that is impossible. Therefore, by the rule of law as spelled out in the United States of America Constitution, it would be a tedious violation to take property held -- privately-held property for this project. A major -- a million riders per year would only benefit about three and a half percent of Texas citizens. It is an atrocity to attempt to rule as the greater good for the taking of private held property for this privately-held project. Even if three and a half percent of Texans were to benefit from this rail service, 100 percent of east and west travelers across the state would be hampered, their progress impeded by the bottleneck effect of building this wall across the great state of Texas. Remember Pearl Harbor, Texas, remember the Alamo.</p>	Refer to ED-1, ED-2, LU-11 and VA-1.

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Dana Parcel	3/9/2018	Website	<p>My name is Dana Parcel and I am vehemently against the proposed high-speed rail. My comment below is talking to the ticket prices. I can't give you an estimated cost of the train tickets because Texas Central can't seem to tie down a number. The Draft Environmental Impact Statement ("DEIS") says that the average airfare between Houston and Dallas is \$199. The DEIS also uses this as the average ticket price on the proposed High-Speed Rail. However, Texas Central claims on their website that the average \$199 High-speed rail ticket price published in the DEIS is a rumor! Really!?!?! From their website: "RUMOR: "Ticket prices are prohibitively expensive. I read in the DEIS that Texas Central is going to charge \$199 for a one-way ticket. This is going to be a train for rich people." Under REALITY Texas Central states that "The fares used for the purposes of the DEIS were not developed by Texas Central." Texas Central goes on to say that "Average airfare is \$147. " They never actually give an average ticket price for the proposed High speed rail. Why does the DEIS state the average one-way airfare between Houston and Dallas is \$199 and Texas Central claim it is \$147? That's a difference of \$52. That's over \$100 roundtrip! Texas Central is also saying that Dallas County will receive \$10 million in sales tax - calculated at an average of \$199 a ticket AND saying that the \$199 a ticket is a rumor. Well, which is it? A rumor or reality? You can't have it both ways! If the facts aren't even straight on the small issue of a ticket price, how can we trust that the DEIS has anything else straight? Zero confidence in what was allowed in the DEIS. And I say that because I feel SO MANY things were left out that are vital to making the right choice for Texas. THE ONLY OPTION IS NO BUILD!!!!!!!!!!!!!!!!!!!!!!</p>	Refer to SC-3.
Dana Parcel	3/9/2018	Website	<p>A while back, the Federal Rail Administration ("FRA"), released the draft Environmental Impact Statement ("DEIS") for the High-Speed Rail ("HSR") project that has been proposed to connect Houston and Dallas. After reading through the DEIS, I have several areas of concern and wish to address them below. FACT: Waller County is, primarily, made up of small communities and up and coming neighborhoods. The businesses and stores that are located within the county generate the sales tax revenue. Our county counts on the sales tax as a main form of revenue. CONCERN: If the proposed route would become a reality, it would wipe out those stores and businesses. It would have a domino</p>	Refer to SC-21.

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			effect all the way down through the small communities and the up and coming neighborhoods. It would force these revenue generators to "close up shop," thus resulting in a massive decrease in sales tax. Simple math tells us that when businesses decrease, revenue decreases. Also, when businesses go away, so to the jobs! The domino effect continues because not only will these communities and neighbourhood cease to grow...they will cease to exist...NO BUILD IS MY PLEA!!!!	
Dana Parcel	3/9/2018	Website	FACT: Texas Central Railroad ("TCR") has stated numerous times that there would hardly be any roads would require modification. They use a drawing of the HSR Viaduct over a major highway no modifications necessary on the public road to give the impression that existing roads would be virtually untouched. CONCERN: • Is there a reason why the FRA DEIS shows a completely different plan than what TCR is showing us? There are a number of FM and CR roads across ALL the counties being closed and reconstructed with an overpass. How can that be if no existing road would be touched? • Who pays for Overpass maintenance? I am guessing NOT TCR... • Who pays 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? Again, just a guess, but NOT TCR! • Regarding Table 3.11 in the TCT's plan, will 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? Either way, who pays for that? I AM NOT GUESSING ANYMORE, YOU GET MY DRIFT! In looking at ALL the facts I could get my hands on, I don't know how ANYONE would think this is good for Texas. Our culture and ways of live don't warrant a High Speed Bullet Train, tearing through land that once was occupied by good, hard-working folks. I travel quite a bit for my job and I have talked to others and although they say they "MIGHT" ride it a couple of times for the novelty of it...they probably wouldn't continue. Because when it comes down to it...by the time you go through all the pains of paying \$200 a ticket, getting to the station, boarding, inboard, call a cab (or Uber)...you could have already been to Dallas or Houston. Makes no sense to me...NO BUILD IS MY PLEA!!!!	Refer to BA-3, BA-6, GN-2, PN-3, SC-3, TR-6, TR-7 and TR-8.
Mark Parcel	3/9/2018	Website	I Would like to tell you a story of High Speed, greed and fraud that has already happened right here in Texas. The story line centers around the Texas 130 toll road. A 41 mile Toll Road that promised to allow travelers and truck traffic to travel from San Antonio to Austin at the unbelievable speed of 85 mph. This story involves Foreign investors and contractors who would end up making over 1.5 Billion dollars from government grants and investors for the construction of this road. The builders ignored government studies that predicted disaster and hid their intentions by never releasing projected traffic usage. 4 years after it opened to traffic, it has now filled for bankruptcy and we the tax payers have been left to foot the bill. I hope that you can see the parallel between this story and that story that the HSR people are spinning right now. The only option for Texas is the no build option.	Refer to GN-4 and NE-1.
Mark Parcel	3/9/2018	Website	As a middle class Texan, I cannot see where I could afford to travel more than once every couple of years on the proposed high speed train. The suggested one way cost from Houston to Dallas that has been estimated to be \$199.00. I decided to look at the alternatives to see what the cost would be and came up with the following. By Air, it would cost \$149.00 one way. By Vonlane Luxury bus it would cost \$100.00. By Megabus it would cost \$10 one way, and if I drove my own truck (at 20 mpg) it would cost \$29.16 one way, and I would have transportation when I arrived. By my calculations, I could drive 3-1/2 round trips between Houston and Dallas for the cost of a one way ticket on the high speed train. Of course, it would take me 4 hours each way, but I would get to see more of the Texas charm and enjoy the great Texas BBQ along the way. The only economic choice is not to build this disaster.	Refer to GN-4, PN-3 and SC-3.
Mark Parcel	3/9/2018	Website	After looking at all the pretty pictures that were displayed at the HSR hearings, I have questions concerning the necessary road work that will be required to access the proposed terminals and get around the tracks after they are built. Will the HSR group be paying for the building of these roadways as well as the upkeep, or will the counties be responsible? The roads leading to the proposed Grimes county terminal are not designed to handle the traffic that would be required to make the project viable. Who is going to pay for the total rebuild of these roads? As for the counties that only get tracks built thru them, who will pay for the building and maintenance of the roads required to get around the tracks? A no build vote is the only vote.	Refer to TR-2, TR-7 and TR-8.
Jehan-Francois Paris	1/25/2018	Website	I support the Houston-Dallas rail ink because rail transportation is the most energy-efficient way of transporting people.	Comment noted.
Jehan-Francois Paris	2/24/2018	Website	I support the Dallas to Houston high-speed rail because it will pollute much less than alternative travel options such as individual cars or airplanes. In addition, the building of the track themselves will havem a much lower environmental impact than widening Interstate 45.	Comment noted.
Jehan-Francois Paris	2/24/2018	Website	I support the Dallas to Houston high-speed rail because it will pollute much less than alternative travel options such as individual cars or airplanes. In addition, the building of the track themselves will havem a much lower environmental impact than widening Interstate 45.	Comment noted.
James Park	3/9/2018	Website	This is an example of public projects that enable growth, strengthen communities and create opportunities to millions of people. Please do it.	Comment noted.
Christie Parker	1/13/2018	Email	Many people are finding out that some of their comments have been returned undeliverable in their SPAM folder. How can an organization such as the FRA have a flawed system in place that does not capture all the public comments in this process. This has been documented and an extension of the public comment period should ensue along with more public meetings which don't correspond on the same day. Many people have property in various counties and due to the overlapping meetings on the same day and virtually same hours these people are	Refer to PI-7.

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			unable to make their comments know in the county where they reside or have property. This again appears to be an unfair process for the public and should be remedied. I actually received an undeliverable on this same message sent to YOUR comments section. What is going on???	
Christie Parker	1/16/2018	Email	Please see an example below. I have already submitted more than a dozen comments and expect to submit at least another 100 or more regarding gaps, inconsistencies, and flawed data but I have the following occur with every single one of my comments and I am not alone in this process. None of my comments had attachments and used the 1000 character rule and were submitted via the comment section on your website. I will be having some comments soon with attachments as there currently is a big discussion of how the DEIS labeled a property as agricultural when in fact it is a business that will have to be shut down due to the train. I will have to send pictures depicting the misrepresentations of this property as the description and tables contain erroneous information. I appreciate you getting back with me in a timely manner and if you can figure out why all my last responses from the FRA are coming back as undeliverable it would be greatly appreciated. Many people are finding out that some of their comments have been returned undeliverable in their SPAM folder. How can an organization such as the FRA have a flawed system in place that does not capture all the public comments in this process. This has been documented and an extension of the public comment period should ensue along with more public meetings which don't correspond on the same day. Many people have property in various counties and due to the overlapping meetings on the same day and virtually same hours these people are unable to make their comments know in the county where they reside or have property. This again appears to be an unfair process for the public and should be remedied. Thank you in advance for your time in this matter.	Refer to 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.
Christie Parker	1/19/2018	Website	Wildlife fragmentation will be significant Either build next to an existing ROAD or choose the no build option to prevent disruption of livestock and wildlife.	Refer to NR-6. This is discussed in <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife would be minimized by locating the Project 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 <b>Section 3.6.6.1 Natural Ecological Systems and Protected Species, Avoidance, Minimization and Mitigation, Section 3.6.6.1 Compliance Measures and Permitting and Section 3.6.6.2 Natural Ecological Systems and Protected Species, Avoidance, Minimization and Mitigation, Mitigation Measures</b> .
Christie Parker	1/30/2018	Email	Since the "DEIS is a culmination of over 100,000 hours of work" as stated by Texas Central how can your agency think it is reasonable to extend the deadline by "15 days"? The DEIS appears to have been thrown together as many tables and maps have conflicting data. How could this be with all these "experts" that contributed to this study. Since you have allowed such a large amount of bad and conflicting data, the public deserves more time to review and comment on this information. Please allow a 90 day extension.	Refer to GN-1 and PI-3.
Christie Parker	2/5/2018	Handwritten	My name is Christie Parker and I am a concerned Harris County resident speaking against the train. I have looked over a great deal of the DEIS and have found an astonishing amount of inconsistencies, gaps, and just bad data. Now if you ask TCR about this data, they readily throw the FRA under the bus and say it is their information that is wrong. So who is ultimately responsible for the data presented to the public? One example is ticket prices. TCR completely back peddled once they heard the uproar from the public with the average ticket prices of \$199 each way. They just posted on their site "The fares used for the purposes of the DEIS were not developed by Texas Central." I find this hard to believe as Table 3.14-22 under Socioeconomic and Community Facilities clearly sources TCRR for ticket prices. Then Texas Central recently published that \$10 million — Estimated local sales tax produced from the train's ticket sales in Dallas County. We can do the math here. At a 2% tax rate and a price tag of \$199 and half the proposed ridership 5 million we suddenly arrive at this figure they are publishing on their site. So no need to throw the FRA under the bus for this expensive one way ticket price of \$199 as TCR is using these average ticket prices to project what they will pay out over and over again. <a href="https://wmu.texascentral.com/2018/01/29/north-texas-bullet-train-station/">https://wmu.texascentral.com/2018/01/29/north-texas-bullet-train-station/</a> Texas Central continues to use inflated figures when estimating people that travel this route. "Travelers make roughly 14 million trips between Houston and North Texas per year, with most of those by car, Reed said". I completely disagree and can show tons of data refuting this but let's go with their figures. 14 million. Now let's take a look at their chart Table 3.14-22 on the previous page and they list a market share of 21% for HSR. If we use the 14 million figure stated by Holly Reed we come up with a ridership number of This is well under their stated ridership of 5 million. They won't be able to pay their bills. How can their figures be so wrong? Now if we look at AAF's (All Aboard Florida) report they are using a more reasonable market share of 7.2 percent. Unlike AAF who is a private company, TCR refuses to show their data to us. AAF is transparent and has a ridership and revenue report in their DEIS. TCR refuses to show its economic viability but are	Refer to GN-1, NE-1 and NE-8.

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			<p>attempting to obtain eminent domain privileges and are seeking billions in taxpayer loans. They even state in their new report that investors and lenders will be bearing the risk. Folks that is us. Don't you think we deserve to have evidence of economic viability before going forward? Now let's look at some of their other figures they have in the DEIS and they also just posted a video with these figures in it as well. HSR ticket sales could generate between \$15 billion and \$39 billion in sales tax for the state. HOW could this be? In 100 years can only come up With 6 billion with their projected ridership numbers. There is simply so much wrong data in this report.</p> <p>The no build option should be the only option on the table until the public has all the data to make an informed decision.</p> <p>I am a concerned citizen of Harris County.</p> <p>Are you aware that Harris County is the county most affected by this route in relation to HazMat Impacts. Sixty nine percent of the hazardous impacts will be in Harris County. There are 121 plus sites that will be impacted. This poses an increased danger to all residents as these hazardous sites are disturbed. This could easily affect our drinking water and our health.</p> <p>I wanted everyone to know that according to the DEIS, TCR has proposed approximately 126 miles of new public roads that the taxpayers will have to pay to maintain. This information can be found in sections 45-52 and are labeled in blue. They have new roads up and down the entire alignment fragmenting both wildlife and people's property. This will cause a significant negative environmental impact across Texas. Many endangered, threatened and special class wildlife will be negatively affected on the 8000 permanently impacted acres. TCR originally stated only 3000 acres would be impacted. Their land impact figures have almost tripled from 2 years ago. How is this acceptable?</p> <p>As we all know, the price tag has moved from a 10 billion cost up to 18 billion in the DEIS and does not include ROW costs which will be significant. Here we have all these escalating costs and this company still has less than 1% of the funding in place.</p> <p>Looking at Amtrak's proposal, the congestion is not between the Houston to Dallas route but is between Houston to San Antonio or Dallas to San Antonio. Tx Dot studies also show similar results. Please see the attached charts.</p> <p>The Purpose and Need of this project is frankly not supported by the data. Please also reference the last 10 years of the AADT report just north of Fairfield shows that the traffic count has hardly budged. This Dallas to Houston route is not the route showing the heavy and growing congestion. Either the No build or a different city alignment is therefore recommended.</p> <p>I have to question why we are even spending taxpayer's money and time on this project when this company still has not proven they have eminent domain. They continue to point to a default judgment as their claim to eminent domain which was released in its entirety. This is frankly embarrassing. In the last court case where there was actually a defendant and plaintiff in court, the judge ruled that they did not prove they had eminent domain and therefore were not able to survey the property. This company does not have eminent domain rights.</p> <p>We know that the Dallas Station location is owned by an investor of Texas Central and one of his associates owns the midstop which Tx Dot thought should have been eliminated. We also know that some current City Officials would benefit from this train stop but at what cost to the general public. We already know that the current chief of staff of our mayor's office is a former employee of TCR. It is important to ensure that this process is driven by objective criteria and not special interests. Who is looking out for Harris County residents?</p>	
Christie Parker	2/5/2018	Oral	<p>Good evening. My name is Christie Parker, and I'm a concerned Harris County resident speaking against the train. I've looked over a great deal of DEIS and have found an astonishing amount of inconsistencies, gaps, and bad data. Now, if you ask TCR about this data, they readily throw the FRA under the bus and say it is their information that is wrong. So who is ultimately responsible for the data presented to the public? One example is ticket prices. I know Julie already discussed this, but TCR completely backpedaled once they heard the uproar from the public with the average ticket prices of \$199 each way. They just posted on their site the fares used for the purposes of the DEIS were not developed by Texas Central. I find this hard to believe, as Table 3.14-22 clearly sources TCR for ticket prices. Then Texas Central recently published \$10 million estimated local sales tax produced from the train ticket sales in Dallas County. We can do the math here. At a two percent tax rate and a price tag of \$199 and half the proposed ridership of 5 million, we suddenly arrive at this figure they are publishing on their site. So no need to throw the FRA under the bus for this expensive one-way ticket price of \$199, as TCR is using these average ticket prices to project what they will pay out over and over again to Houston and Dallas. Texas Central continues to use inflated figures when estimating people that travel this route. I quote, "Travelers" -- I don't quote. Reed quotes. "Travelers make roughly 14 million trips between Houston and North Texas per year, with most of those by car," Reed said. I completely disagree and can show tons of data refuting this. But let's go with their figures-- 14 million. Now, let's take a look at their chart, Table 3.14-22, and they list a market share of 21 percent for HSR. If we use the 14 million figure stated by Holly Reed, we come up with the ridership number of 2,940,000. This is well under their stated ridership of 5 million. They won't be able to pay their bills. How can their figures be so wrong? Now, if we look at All Aboard Florida's report, they are using a more reasonable market share of 7.2 percent. Unlike All Aboard Florida, who is a private company, Texas Central refuses to show their data to us. All Aboard Florida is transparent and has a ridership and revenue report in their DEIS. TCR refuses to show its economic viability, but are attempting to obtain eminent domain and are seeking billions in taxpayer loans. They even state in their new report that investors and lenders will be bearing the risk. Folks, that is all of us. Don't you think we deserve to have evidence of economic viability before going forward?</p>	Refer to GN-1, GN-2, GN-4, NE-1 and SC-3.

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			Now, let's look at some of their other figures they have in the DEIS, and they also just posted a video with these figures in it as well. HSR ticket sales could generate between \$15 billion and \$39 million in sales tax for the state. How could this be? In a hundred years I could only come up with \$6 billion with the projected ridership numbers. There is simply so much wrong data in this report. The no build option should be the only option on the table until the public has all the data to make an informed decision.	
Christie Parker	2/6/2018	Oral	Good evening. My name is Christi Parker. I'm a concerned citizen of Harris County, and my family owns land in Waller County as well. I'm completely against this project. -According to the DEIS: TCR has proposed approximately 126 miles of new public roads that the taxpayers will have to pay to maintain. That's all of us. These new roads, along with over a hundred miles of MOW roads: all up and down the entire alignment: fragments both Wildlife: people's property. This will cause a significant negative environmental impact across Texas. -Many endangered and special class Wildlife will be negatively affected on the 8,000 permanently impacted acres. TCR originally stated only 32000 acres would be impacted. Their land impact figures have almost tripled from two years ago. How is this acceptable? As we all know: the price tag has moved from a 10 billion cost up to an 18 billion in the DEIS and does not include right-of-way cost: which will be significant. Even with all these escalating costs: this company has only raised approximately 1 percent of the construction cost. Let's talk about the Amtrak proposal where it shows congestion is not between the Houston-to-Dallas route: but is between Houston-to-San Antonio or Dallas-to-San Antonio. Texas DOT also shows similar results. There's plenty of maps to show it. It's all online. FRA has ignored it. The purpose and need of this project is: frankly: not supported by the data. FRA needs to reference the last ten years of the AEP (phonetic) report just north of Fairfield, which shows the traffic count has hardly budged on 45 _ This Dallas-to-Houston route is not the route showing heavy and growing congestion. We need a purpose-and need study by the FRA Where is it? I have to question why are we even spending taxpayers' money and time on this project when the company still has not proven they have eminent domain? They continue to point to a default judgment as their claim to eminent domain which was released in its entirety. This is: frankly: embarrassing. In the last coun case where there was actually a defendant and a plaintiff in court: the judge mled that they did not eminent domain and were therefore not able to survey the property _ This company does not have eminent domain rights. It doesn't any rights for any our properties. It doesn't have right for taking our taxpayer dollars. I recommend a no-build option: and I would like to request a further extension of the comment period. I encourage everyone to join Texans Against High-Speed Rail and let's stop this train.	Refer to BA-2, ED-1, GN-2, GN-3, GN-4, LU-14, NE-1, NE-9, NR-5, PI-3, PN-3, SC-22, TR-7 and TR-8. 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 miles to 46.9 miles, depending on the Build Alternative. For the mileage of proposed public roads, please see <b>Section 3.11 Transportation</b> , specifically <b>Table 3.11-62: Summary of Transportation Impacts by Build Alternative</b> .
Christie Parker	2/16/2018	Website	The public meetings did not allow for adequate public involvement. The Madisonville meeting was moved because AECOM never adequately booked the first place and the final forum didn't have enough room and people were not allowed to enter and were turned away. The same thing happened at Harris County forum where people were not allowed to enter and had to stand outside or were turned away. Many left because there was no parking. This violated the NEPA process. Texas Central reps were allowed to stay in these meetings while the public could not enter. We need more time to view the DEIS as many violations have already occurred in regards to public comment and participation. There was overwhelming opposition to the project. No build option should be chosen.	Refer to PI-1, PI-3, PI-8 and PI-11.
Christie Parker	2/16/2018	Website	Regarding the Grimes County meeting this is something that a public participant noticed. The Gym which was very large was used for TCR's and FRA's Posters, but the Public Comment Speaker Period used the relatively smaller Cafeteria. This was the end of the several steps by the FRA to squash the Opposition Voices. I know that some people left not knowing about the smaller separate room for the comments portion and know another person was turned away because the room was packed. How does this not violate NEPA when yet again this is just another public meeting that AECOM and FRA hosted that did not adequately allow for public participation. This occurred in Madison County, Harris County, and Grimes County. The public needs more time and I request the comment period be extended to allow for full public participation and comments since this was violated in at least three meetings. Thank you	Refer to PI-3, PI-6, PI-8 and PI-11.
Christie Parker	2/16/2018	Website	There has been a clear Lack of Involvement and Communication by TCR and the FRA with Local Officials, in particular Law Enforcement. Eight counties of law enforcement is coming out now and stating the lack of coordination which gravely impacts safety of all Texans without their input along with first responders. Both the Leon county and the Grimes County Sheriffs voicing concerns about lack of contact by the HSR group in the public comment forum and this is an important issue of Public Safety and Law Enforcement combined. I am voicing my opinion of No Build at this time. The lack of coordination between law enforcement and first responders and foregoing Texans safety is just another reason to not build the train.	Refer to PI-1 and SS-23.
Christie Parker	2/16/2018	Website	Navarro County Segment 3A Re-examination, Engineering, Constructability Feasibility Alternative Route 3Z, blending of vetted routes 3B and 3C Dear Mr. Wright: I respectfully present these comments on behalf of Morgan Legacy Farms and concerned citizens directly impacted by the portion of the 'Preferred' alignment referred to in the DEIS as Segment 3A. In Part 1 of these comments, I identify key concerns with Segment 3A that were not considered or appear inconsistent with design standards purportedly used in the DEIS report. In Part 2 of this comment, I suggest an alternative route '3Z' that would avoid this particular section of 3A and thereby mitigate many of the identified adverse impacts. COMMENTER BACKGROUND Johnathan Zimmerer, P.E., is a Texas Licensed Professional Engineer with 7 years of roadway, rail, and drainage design experience. Significant projects include IH35W in Tarrant County, TexRail, US-75 in Plano, and US-27 in Chattanooga. Mr.	Refer to GN-9.

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			Zimmerer has also been named the 2018 ASCE Fort Worth Branch Young Engineer of the Year. PART 1: QUESTIONS AND COMMENTS REGARDING SEGMENT 3A I have the following questions and concerns regarding Segment 3A: 1. Exhibit 1 identifies three large drainage areas in red. If Segment 3A was built with the 20' deep retained cut section that is currently shown, those areas would no longer drain to the lakes and ponds as happens today. How does the rail intend to maintain these existing drainage patterns? a. Pond #1 and Lake: The existing catchment area for Pond #1 and the Lake is 120.6 acres. If the rail was built it would remove 18.9 acres from the 120.6 acres. This is a 15.7% reduction in catchment area. b. Pond #2: The existing catchment area for Pond #2 is 6.8 Acres. If the rail was built it would remove 4.2 acres from the 6.8 acres. This is 61.8% reduction in the catchment area for Pond #2. c. Pond #3: Since Pond #3 is directly downstream of the Pond #1, the Lake, and Pond #2, it will be impacted by the 15.7% & the 61.8% reduction in the catchment areas stated above. Additionally, a 5.1 Acres area would be removed from its existing 32.2 acre catchment area. This is a 15.8% reduction from its catchment area plus the reduction of runoff coming from the Lake and Ponds #1 & 2. 2. The tee intersection of FM 3194 and FM 709 shown in the DEIS report does not meet TxDOT design criteria. As proposed in the report, the reverse curves that re-tie FM 3194 to FM 709 do not even support a 20 mph design speed. However, FM 3194 has a posted 55 mph speed limit. Please review Exhibit 2, which shows the impacts of this realignment if TxDOT design criteria were used. In Exhibit 2, the alignment uses the minimum radius curves for 55 mph with an 8% max superelevation and uses the recommended superelevation transitions for each curve. Note the additional residential	
Christie Parker	2/16/2018	Website	Please refer to <a href="http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html">http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html</a> and check out Station Flag 82H83 Site ID H83 AADT 2016 29,759 Route ID IH0045-KG 2015 AADT 28,380 2035 Estimated AADT 54,490 24 Hour Truck Percentage 32.4 This is actually under a 90% projected increase from 2016 figures to 2035. It is not >200% as stated by TCR and allowed to be misrepresented in the DEIS. I have included the link to show the true data proving that mid point stations do not show the increase that TCR, FRA, and AECOM is purporting. Look at the Streetman station and the station just north of Fairfield on I45. Please correct all the errors related to this. The purpose and need is not justified and the no build option is the only option that should be considered due to the overwhelming amount of falsified data points arising from the DEIS.	Refer to GN-3, PN-3 and SS-9.
Christie Parker	2/16/2018	Website	Please look at <a href="http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html">http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html</a> if you actually look at the data it isn't >100 or 200% from midpoint data points. Streetman is actually only 83% if you look at 2016 AADT figures and jump to 2035. So it isn't greater than 100 or 200%. These mid points are under 100%. If someone brings it up I am going to tell them it is actually 83% at midpoint locations. It goes from 29,802 to 54,620. This is less than 100% not greater. An 83% increase in traffic would be 54,537. So I actually rounded up for you guys. Please correct your data as your DEIS and TCR are using inflated figures.	Refer to GN-3, PN-3 and SS-9.
Christie Parker	2/16/2018	Website	This information comes from the DEIS, page 1-10: Per the DEIS: "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." This is a simple math issue. Again looking at the TxDot Statewide Planning map various data points only show an 83% increase from 2016 to 2035. 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. The DEIS and the DEIS comment period are fatally flawed. FRA should immediately issue a decision of NO BUILD.	Refer to GN-3, NE-1, PN-1 and PN-3.
Christie Parker	2/16/2018	Website	Please review the attachment. The need of this project is not validated by a plethora of maps on the federal dot site and Tx Dot sites. The congestion now and in the future is between San Antonio and Houston and Dallas and San Antonio. Please explain why this Dallas to Houston route is being pushed when not supported by any of these maps or the state of Texas ridership study which shows the Dallas to Houston being the 4th or 5th route of choice with greatest ridership. The no build is the only option for this specific route as future data and congestion maps do not support the statements made in the DEIS.	Refer to AQ-7, BA-2, GN-2, GN-3, NE-1 and PN-3.
Christie Parker	2/16/2018	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. How can they say that they will give Dallas \$10 million in sales tax revenue for ticket sales if this \$199 is a rumor. Because TCR is stating this, all of these figures using \$199 estimating tax payouts should be removed and the public needs to see the new figures. How can AECOM and the FRA work with such a company which can't give straight up info. Please clarify if the \$199 is a rumor as expressed by TCR on their website. Until we can actually obtain verifiable data, the DEIS process should be halted. In the very least an extension of the comment period is warranted.	Refer to PI-3 and SC-3.
Christie Parker	2/16/2018	Website	If AECOM, TCR, and the FRA cannot ensure that validated data is in the DEIS what else is wrong. There is numerous amounts of bad data in this DEIS but this just proves again that experts have used incorrect data for this report and the public. Due to the continued use and findings of inaccurate and bad data that is overinflated to try to prove a need for this project, the no build option is the only viable option.	Refer to GN-1, NE-1, NE-8 and PN-3.
Christie Parker	2/16/2018	Website	Looking at table 3.14-22 the experts that put this table together put more wrong data in it. They have excluded the federal excise tax on airline tickets. I can not understand how so many people that have worked thousands of hours on this project could have missed this simple	Refer to SC-16 and SC-17.

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			<p>piece of data. Again, there is ample amounts of wrong data that dismiss the positives of this project. Please also tell me how it is mentioned numerous times that this project would elicit 15-39 billion from sales tax on ticket sales. Please tell me how you arrived at this blatant misrepresentation of data? Is this over a period of 150 years? There is no way looking at your own tax tables that you have provided could one come to this conclusion. Again, there is a great deal of deceptive and manipulated data in order to push the project. Fortunately your figures do not hold up to scrutiny. Due to more wrong data provided to the public, I urge for the NO BUILD option.</p>	
Christie Parker	2/16/2018	Website	<p>Teleworking/Telecommuting (this has not been considered in the future projections of congestion yet has the fastest growth rate of all travel patterns and has already superseded public transportation) Why has this not been looked into and considered in this DEIS report. If this growing work mode has been ignored how much other relevant data has also been ignored? Highlights from The 2017 State of Telecommuting in the U.S. Employee Workforce report include: 3.9 million U.S. employees, or 2.9 percent of the total U.S. workforce, work from home at least half of the time, up from 1.8 million in 2005 (a 115 percent increase since 2005). The average telecommuter is 46 years of age or older, has at least a bachelor's degree, and earns a higher median salary than an in-office worker. Roughly the same population of women and men telecommute. Telecommuting is more common among employees over 35 years of age and most common among Baby Boomers. In more than half of the top U.S. metro areas telecommuting exceeds public transportation as the commute option of choice. It has grown far faster than any other commute mode. The 2017 State of Telecommuting in the U.S. Employee Workforce Report includes information on the following: Trends in the telecommuting workforce over the last ten years Demographics of the average telecommuter (age, gender, education, salary) Telecommuting by industries, occupations and sectors Telecommuting by metro areas (prevalence and growth) Actual and potential economic impact of telecommuting Environmental impact of telecommuting <a href="https://www.flexjobs.com/2017-State-of-Telecommuting-US/">https://www.flexjobs.com/2017-State-of-Telecommuting-US/</a> How can the DEIS be a credible document if data in conflict with the purpose in need is prevented from entering the report? Due to relevant data being omitted from the DEIS along with numerous other bad data points I opt for the No build option</p>	Refer to GN-3 and PN-3.
Christie Parker	2/16/2018	Website	<p>Teleworking needs to be factored into the DEIS report when accurately judging traffic and speeds. The National Institute of Health even did a report and implemented the process. <a href="http://www.federaletc.org/pdf/NIH.pdf">http://www.federaletc.org/pdf/NIH.pdf</a> To ignore this in your report is negligent or is purposely trying to skew the data. Overview While there is no Census Bureau or government produced data provides additional granularity on the frequency of telework, Global Workplace Analytics' research finds that: 50% o the US workforce holds a job that is compatible with at least partial telework and approximately 20-25% o the workforce teleworks at some frequency 80% t 90% o the US workforce says they would like to telework at least part time. Two to three days a week seems to be the sweet spot that allows for a balance of concentrative work (at home) and collaborative work (at the office). Fortune 1000 companies around the globe are entirely revamping their space around the fact that employees are already mobile. Studies repeatedly show they are not at their desk 50-60% o the time. A typical telecommuter is college-educated, 45 years old or older, and earns an annual salary of \$58,000 while working for a company with more than 100 employees. 75% o employees who work from home earn over \$65,000 per year, putting them in the upper 80th percentile of all employees, home or office-based. Summary of trends: Regular work-at-home, among the non-self-employed population, has grown by 115% snce 2005, nearly 10x faster than the rest of the workforce. 3.7 million employees (2.8% o the workforce) now work from home at least half the time. The employee population as a whole grew by 1.9% fom 2013 to 2014, while employees who telecommuter population grew 5.6%.nForty percent more U.S. employers offered flexible workplace options than they did five years ago. Still, only 7% mke it available to most of their employees. Larger companies are most likely to offer telecommuting options to most of their employees. New England and Mid-Atlantic region employers are the most likely to offer telecommuting options. Full-time employees are four times more likely to have work-at-home options than part-time workers. Non-union workers are twice as likely to have access to telecommuting, but union employee access is growing rapidly. <a href="http://globalworkplaceanalytics.com/telecommuting-statistics">http://globalworkplaceanalytics.com/telecommuting-statistics</a> Please consider impacts of this on future congestion and railway purpose. Due to the growth rate of this mode of work and the drop in transit usage, I vote for the No Build option as the only wise choice. This bullet train project has too many negative impacts and they will never be overcome.</p>	Refer to GN-3 and PN-3.
Christie Parker	2/16/2018	Website	<p>Telecommuting must be analyzed in order to achieve an accurate report. "More than just affecting the way people work, the increasing ease of telecommuting will dramatically affect the way we adapt our urban transportation systems. Indeed, an increase in working from home might suggest that we have less to fear about the future of traffic congestion than we might have believed."<a href="https://www.citylab.com/transportation/2014/02/why-telecommuting-really-matters-6-charts/8227/">https://www.citylab.com/transportation/2014/02/why-telecommuting-really-matters-6-charts/8227/</a> "Expanding mass-transit systems is a pillar of green and "new urbanist" thinking, but with few exceptions, the idea of ever-larger numbers of people commuting into an urban core ignores a major shift in the labor economy: More people are working from home. True, in a handful of large metropolitan regions what we might call "legacy cities" trains and buses remain essential. This is particularly true of New York, which accounts for a remarkable 43% o the nation's mass-transit commuters, and of other venerable cities, such as San Francisco, Washington, Boston, Philadelphia and Chicago. Together, these metros account for 56% o all mass-transit commuting. But for most of the rest of the country, transit use despite often-massive infrastructure investment has either stagnated or declined. Among the 21 metropolitan areas that have</p>	Refer to GN-2, GN-3 and PN-3.

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			opened substantially new urban-rail systems since 1970, mass transit's share of work trips has declined, on average, from 5.3% to 5%. During the same period, the drive-alone share of work trips, notes demographer Wendell Cox, has gone up from 71.9% to 76.1%.-- <a href="http://www.latimes.com/opinion/op-ed/la-oe-kotkin-telecommute-20170623-story.html">http://www.latimes.com/opinion/op-ed/la-oe-kotkin-telecommute-20170623-story.html</a> "Traffic congestion in Austin and other major Texas cities is notorious and continues to worsen. According to a recent study by a transportation analytics firm INRIX, Dallas, Houston and Austin are the 7th, 11th and 13th most congested urban areas in the United States. Many believe that adding light-rail lines and more bus lanes will encourage more commuters to take public transport and leave their cars at home. However, despite its population growth and large investments by Capital Metro to improve services, Austin's bus actual daily ridership has fallen 20 percent since 2012 (130,000 boardings a day in 2012 vs. 102,000 a day in 2016)" <a href="https://www.tribtalk.org/2017/09/21/is-the-uberization-of-public-transportation-the-future-for-texas-cities/">https://www.tribtalk.org/2017/09/21/is-the-uberization-of-public-transportation-the-future-for-texas-cities/</a> The DEIS needs to analyze this work mode as this will affect future congestion and ridership patterns. I opt for the no build.	
Christie Parker	2/16/2018	Website	Please refer to table 3.14-22 in the DEIS. It has at the \$7.2 million dollar level subtracting out 1.9 million air travelers, and at the 5 million dollar level subtracting out 1.3 million air travelers. This chart incorrectly takes the taxes out for 100% or more of airline traffic. Why is this chart assuming that 100% of airline traffic will be diverted to HSR?	<b>Table 3.14-22: Planned Transportation Projects in Leon County</b> in the Draft EIS reported the expected mode shift for TCRR passengers. By definition, the mode shift represents 100% of the passengers that would be diverted from air travel or personal vehicle to the Project and does not include estimates of total airline or vehicle travel between Dallas and Houston. This analysis has been removed from the Final EIS. The tax revenue estimate provided in the Final EIS in <b>Section 3.14.5.2.3, Socioeconomics and Community Facilities, Economic Impacts</b> , conservatively reflects only changes associated with capital investment, employment, and property taxes. Additional tax revenue generated through the State of Texas' Franchise Tax would fluctuate with annual changes to the state tax rate as well as TCRR revenue projections and is not included in the estimated tax impact. More information about tax revenue calculation methodology is available in <b>Section 3.14.3.2, Socioeconomics and Community Facilities, Economic Conditions</b> .
Christie Parker	2/17/2018	Website	It is clear that the engineers have realigned county roads that they will be unable to do as all county roads in between will not allow the realignments. Remember Texas Central was ruled to not have eminent domain nor be a railroad in a court case in Harris County so performing all these drawings is frankly putting the horse before the cart. Most of the counties have signed resolutions against the high speed rail so these road drawings are incorrect leaving construction costs and route not specific as well. Also the engineers did not take into account new construction at Highway 6. They have the Train route at the same place and height of Highway 6. This Tx Dot project has been in the works much longer than these preliminary drawings for Texas Central's project. I have a lack of confidence in the engineers on this project. It is questionable that the train can even go under beltway 8.	Refer to ED-1, ED-3, NE-1 and TR-8.
Christie Parker	2/17/2018	Website	Please review the attached maps. Every map that we pull up from Federal DOT and Tx Dot do not show the need for this Dallas to Houston Route. Please put the following data on the record. The congestion is in the cities. The route on I-45 in between does NOT change in peak congestion from 2012 to 2032. Again this goes against the purpose and need of the project. Please explain why all the negative impacts to the environment, communities, landowners, taxpayers is justified when the peak congestion has not budged on I-45 by 2032. Is the federal DOT documentation not accurate? Again looking at data the No build should be the only option.	Refer to BA-2, GN-3, GN-4, NE-1 and PN-3.
Christie Parker	2/17/2018	Website	The Texas Oklahoma Passenger Rail Project put in their purpose and need that it needs to be economically viable and even goes on to say that HSR must be able to operate with 100% of costs covered. All Aboard Florida also has an economic component and has provided a ridership and revenue study in their DEIS. This Houston to Dallas HSR had an economic component and was part of the steps presented to the public. FRA removed this component while also removing routes that were not economically feasible. How can you remove routes based on an economical feasibility and then remove the economic component of the purpose and need? The FRA needs to start over on this process as the public has been misled and the route tainted with variables that were later removed. The FRA had originally removed certain routes based on economics and then removed this component while also leaving routes that had a greater impact on lower income populations and minorities. How is this ethical? Especially when then removing the component of economic viability altogether. Again, please explain why the economic viability was removed from the project when it was first told to the public it would be a component. The public deserves to have a economic viable project as the FRA and TCR initially presented to them. I urge the FRA to halt this process immediately and start over with accurate variables that will be measured and presented to the public. Without any economic feasibility, the NO BUILD Option is the only alternative.	Refer to GN-4, NE-1, PN-3 and PN-4.

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Christie Parker	2/17/2018	Website	<p>What did the FRA do with the illegal survey information? There were a number of letters that the FRA received regarding illegal surveys from TCR and its reps so how did the FRA ensure that every survey detail was obtained legally? There are actually pictures of an engineering firm contracted by TCR illegally taking soil samples on a property owners land that refused survey. What was done with this information? The name of the company and information was also sent to the FRA. I request that the FRA confirm that every single piece of survey data collected be verified that it was taken legally. Please contact every landowner and confirm so we can ensure that no data was retrieved illegally. Until this is done, survey results are presumed to be illegal until proven otherwise given the data including pictures presented by landowners. I suggest this project be halted until the illegal survey information is verified not to be in the DEIS and every impacted landowner would have to confirm these results. I am sure that the FRA would not want to be involved in an illegal process especially since their is much evidence of this that was presented so I would urge caution for the FRA not vetting each and every survey result. This process should be halted immediately. Thank you.</p>	<p>Refer to GN-1 and NE-8.</p>
Christie Parker	2/17/2018	Website	<p>Regarding EJ (environmental justice) whole corridors were removed for economic viability so they had economic viability and this trumps all other NEPA variables including EJ. And now the economic viability has been removed as a criteria yet EJ was not accurately reviewed. Please see attachments of how the selected corridor affects blacks and hispanics who will be disproportionately negatively impacted by this project. So the economic viability was removed and consideration was not taken for the increase in minorities being impacted. Please see the attachments to show how these groups will be disproportionately targeted in the preferred route vs their percentage of population in Texas. This needs to be immediately assessed. I feel that the No Build Option is the only alternative if accurately reviewing the environmental justice impacts.</p>	<p>Refer to EJ-1. The NEPA process includes the assessment of many varying topics including Environmental Justice (EJ). The Preferred Alternative was selected based on an analysis of the totality of impacts across all topics studied in the Final EIS. The EJ assessment was conducted with consultation of best practices established by TxDOT, FRA and FTA.</p>
Christie Parker	2/17/2018	Website	<p>Texas is usually around a 4% unemployment rate. If you look at the attached pdf these counties along the route will be disproportionately affected as unemployment is much higher than the state overall. These affected areas show a consistently higher amount of unemployment which correlates to higher levels of poverty. The temporary construction jobs will not help this persistent problem. We need permanent growth and businesses in these counties. The train will not do this so the poor population will be disproportionately negatively impacted by this project. <a href="https://www.urban.org/research/publication/unemployment-and-poverty">https://www.urban.org/research/publication/unemployment-and-poverty</a> <a href="https://www.urban.org/urban-wire/long-term-unemployment-and-poverty-produce-vicious-cycle">https://www.urban.org/urban-wire/long-term-unemployment-and-poverty-produce-vicious-cycle</a> Here is the Bureau of labor statistics link <a href="https://www.bls.gov/eag/eag.tx.htm">https://www.bls.gov/eag/eag.tx.htm</a> Texas had an unemployment rate of 3.9% i Dec. 2017. This route focuses on individuals with a higher rate of unemployment and poverty. <a href="http://www.ncsl.org/research/labor-and-employment/state-unemployment-update.aspx">http://www.ncsl.org/research/labor-and-employment/state-unemployment-update.aspx</a> I am including unemployment maps, poverty maps, and graphs displaying percentages. The poor population will be greatly affected by this project and this has not been fully analyzed in the DEIS. The economic feasibility was placed higher than minorities and the poor population in this project. This is clearly unethical and does not really incorporate the NEPA process. The only ethical alternative is the NO BUILD OPTION.</p>	<p>Refer to EJ-1.</p>
Christie Parker	2/17/2018	Website	<p>Here is the breakdown of sections according to how many new public roads are proposed. I counted the ones outlined in blue only: Houston Segment (section 45) Harris, Waller, Grimes Cty 43.3 miles West of Teague Segment (section 46) Madison, Leon, Limestone, Freestone 64.2 miles IH-45 segment - alternative route (section 47) Madison, Leon, Freestone, and portion of Navarro 4.09 miles Navarro West (section 48) 3.75 miles Navarro East - alternative route (section 49) 2.61 miles Ellis West segment (section 50) 13.07 miles Ellis East - alternative route (section 51) 6.7 miles Dallas Segment- (section 52) 2.5 miles Total proposed mileage for new public roads is 126.82 miles or just over half the entire route in new roads for the taxpayers. Here is info about taxpayers paying for the maintenance of these new roads in the DEIS. 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. o 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. o 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. Is the FRA, AECOM, and TCR aware that in the last legislative session SB 977 was passed preventing any taxpayer money to go towards anything related to the construction, operation and maintenance of a high speed rail project. The DEIS clearly states that roads will have to be added that the taxpayers will be paying to maintain. If there was not a HSR dissecting Texas then no new public roads would be built. Maintenance of these public roads by taxpayers is clearly against the signed into law SB 977 regulations. All of the new overpasses that will have to be maintained by taxpayers clearly go against this law as well. All of this information has been sent to Governor Abbott and will be sent to the attorney general. Why was the mileage of proposed public roads omitted from the DEIS? Is the FRA, AECOM, and TCR trying to hide this information from the public and lawmakers? Why was this information not calculated into costs for taxpayers thus negating some of the proposed "tax benefits"? The FRA needs to immediately put these miles into the DEIS and needs to address this while looking at SB 977 and adjusting the tax benefit suggested by this</p>	<p>Refer to GN-4, SC-1, TR-6, TR-7, TR-8 and VA-1. SB 977 prohibits the use of state funds to plan, build, or operate the high-speed rail operated by a private entity. TxDOT owned roads (including overpasses and underpasses), however, would continue to be maintained by the state. For the mileage of proposed public roads, please see <b>Section 3.11, Transportation</b>, specifically <b>Table 3.11-62: Summary of Transportation Impacts by Build Alternative</b>. Reroutes to existing roads would result in the addition of approximately 16.6 miles to 46.9 miles of public roads. For information about roadway modifications per county, Segment, and Build Alternative, refer to <b>Section 3.11.5, Transportation, Environmental Consequences</b>.</p>

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			report. This project will negatively impact every taxpayer in Texas and is clearly going against new laws that were just implemented, therefore the NO BUILD OPTION is the only alternative.	
Christie Parker	2/17/2018	Website	I am writing today to request your immediate attention in order to prevent a potential environmental crisis to our community. As you are aware, a private for profit company was formed with joint collaboration with Japan to place a high speed rail train creating a divide across Texas spanning 239 miles. My family and I would be devastated by this project. The impacted land was granted as a League of Land from the State of Texas through Stephen F. Austin on March 10, 1831. Three generations of the House family have lived on this property working this land and keeping it in the family to this date. Calvin House and Pamela House currently live on the impacted property and their son and daughter plan on moving to this plot of land as well and building a house bringing with them their children. This would be five generations on this parcel. Over the years, this land has been utilized for cattle, rice and soybean farming, Jigg Bermuda grass for hay, oak and pine tree farming for wholesale, hunting and a thriving wedding venue business. Next to the wedding venue House Estate, Calvin House has set up a museum which includes pictures of the original home and House ancestors and memorabilia that has been utilized over the years in shaping this property into what it is today. The Texas map inside the museum displays a large red area where the House family ran their cattle. However, what began as a working ranch, raising Brahamas and mixed cattle, eventually changed in 1957 to a rice and soy bean farm tended to by the House family; and then changed again in 1976 to farming live oak and pine trees. Calvin House and his wife Pam still actively maintain the ranch, a tree farm and House Estate which is an 1890's historic home built by Calvin's grandfather. House Estate was renovated in 1998 and rests comfortably on 18 acres designated for special events, such as weddings, that they now host. The train will travel approximately 400 feet from the edge of the pond where outdoor weddings are performed. Texas Central Railway/Texas Central Partners (TCR/TCP) and the FRA have pictures of the back of this property labeled KVP#27 in DEIS section II stating that the train will be a neutral impact. They failed to mention the fountain, pond, 1890's historic mansion, paved lot, numerous gardens, landscaped acreage and large sign that states that this is a wedding venue. It would have been impossible to not notice this when taking these pictures. They mention that the train will only be seen by some residents and agricultural workers yet this is clearly marked a wedding venue with numerous wedding guests on a regular basis and this business will be devastated by this project and will have to close its doors. If they missed these clearly evident characteristics of this one property, how much have they missed along the 239 mile route? Please see the following link to view the wedding venue: <a href="http://thehouseestate.com/">http://thehouseestate.com/</a> . This property was inaccurately depicted in the DEIS and not assessed properly. I would like the negative impacts to actually be put into the document with the loss of income of this business to the community including all those that are employed by this venue which would lose their job. There will definitely be a negative ripple effect caused by the closure of this venue and this KNOWN AND VERIFIABLE data should be subtracted from any presumed economic benefit of this HSR project. I urge that this process be halted until an accurate and detailed analysis of the impacted landowners be assessed. The FRA, TCR, and AECOM are using maps that are dated and since the ones in the DEIS are many years old they are not taking into account many homes and businesses along the route and their negative impacts. How could a proper analysis be done using maps that are a few years old? I recommend the NO BUILD OPTION as the FRA, AECOM, and TCR did NOT accurately assess negative impacts along the preferred route.	Refer to CR-11, GN-1 and NE-1.
Christie Parker	2/17/2018	Website	We currently have 6 ponds on our property and 1 will be directly impacted by the train. TCR has designed a berm over this pond which has many varieties of fish and wildlife and this 8 acre 32 foot deep pond will be filled in killing everything in the pond. Since TCR did not survey the property they didn't take into account the depth of the pond and more dirt will have to be acquired from additional land. Without doing boots on the grounds surveys for the majority of the route many environmental impacts were not assessed by TCR. Since AECOM and TCR did not know that this is 32 foot deep and 8 acre pond they did not accurately outline where they would obtain this dirt to fill in the pond. From an environmental standpoint how is the FRA and TCR justifying this project as there will be huge environmental negative impacts? Due to these negative impacts and lack of detailed analysis by the FRA, TCR, and AECOM I recommend the No Build option be moved forward.	Refer to FP-1, LU-14 and NE-8.
Christie Parker	2/17/2018	Website	Our property has a large variety of wildlife that will be negatively impacted. We have seen bald eagles numerous times flying over our property. Each year we have migratory birds that utilize this land and ponds during their migration journey. We have red pileated woodpeckers as well on the property. There is a great concern due to the vast majority of migratory bird species and threatened birds on our property that a number of these birds will be killed due to the high speed rail transversing our parcel. Please refer to this independent research study regarding the mortality of birds <a href="https://www.frontiersin.org/articles/10.3389/fevo.2017.00117/full">https://www.frontiersin.org/articles/10.3389/fevo.2017.00117/full</a> From the study "Finally, we counted a total of 42 bird collisions, 28 of them recorded from the cabin. Collisions were recorded in 47.0% o the journeys. As a whole, the data are equivalent to a mortality of 0.0029 birds per km traveled by a high-speed train (i.e., one collision every 349.8 km)." We have too many threatened species on our property including those protected as migratory species. This huge negative impact must be analyzed in order to make an informed decision and conclusion of negative impacts on birds and protected species. The HSR will not allow birds to move out of its path and result in many deaths. This has not been studied as we only have existing slower rail. I urge the FRA to look at this study and review this impact to threatened species such as the bald eagle who has numerous nesting spots all along the proposed route. This will	Refer to NR-2, NR-3, and GN-3. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> . The Pileated Woodpecker is a common resident found in East, TX and is not listed by the Endangered Species Act or by TPWD.

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			also affect migratory birds which are also along this route. Due to the detrimental affects of this high speed rail on these species which have not even been evaluated, I opt for the No Build Option. Please protect our protected and threatened species. Thank you	
Christie Parker	2/17/2018	Website	Our property has not been surveyed by TCR as they came out numerous times to our house stating that they had eminent domain privileges but when asked to provide the paperwork showing this designation they never did and instead sued my family. In our court case, TCR lost the summary judgment with the judge declaring they did not have eminent domain privileges, were not a railroad, and could not survey the property. Since no survey was performed by TCR who does not have eminent domain privileges to this date, many critical elements of our property were not taken into account when TCR determined their route. For instance, we have pictures of the property that had a great deal of water during Hurricane Harvey and no such values have been considered when collecting data for the DEIS. Where is the Harvey flooding information? This project especially with the number of berms will exacerbate this flooding problem and needs to be fully assessed, addressed, and mitigated if necessary. We have a large section of berm on our property according to the drawings supplied by TCR in the DEIS. Harvey impacts need to be addressed in the DEIS and it is negligent not to include this in the report. Flooding has not been properly assessed by AECOM, TCR, and the FRA in the DEIS report. Therefore since inaccurate and omitted data is present in the DEIS the No Build Option should be considered.	Refer to ED-1, FP-1 and SS-17. Additional information regarding hydrology, hydraulics, and drainage for the Project are located in <b>TCRR Final Conceptual Engineering Design and Constructability Reports, Appendix F.</b>
Christie Parker	2/17/2018	Website	There have been a number of arrowheads that have been found on the property over the years where the train is proposed to travel and before any major construction project is even considered this should be thoroughly investigated once there is proof that this private company has eminent domain privileges. A cultural survey must be performed on our property due to these findings. No surveys will be allowed to be performed until TCR has proven that they have eminent domain which they have been unable to do in a court of law. I request that this process be halted immediately until this can occur. Thank you.	Refer to CR-5.
Christie Parker	2/17/2018	Website	My husband and I own a small parcel adjacent to the property where the train will travel which has a warehouse on it and we were never notified of the public notice by the Corp for this project. Did TCR notify the Corp of this adjacent landowner property as required by the permitting process as we never received any notice from your organization for this comment period?	Refer to NE-6.
Christie Parker	2/17/2018	Website	The maps used in the DEIS were very old and were not updated and many structures were not accounted for in the DEIS documents. They also listed our wedding venue as agricultural in the DEIS when it is clearly a business and has been an LLC for approximately two decades. These structures and designations were incorrectly classified or completely omitted in the DEIS and fall short of what is required in the Corp of Engineers permitting process. Can you please confirm with us that the proper documentation was reported regarding our property in this process as the DEIS has a great deal of incorrect information provided by TCR. Due to the overwhelming amount of incorrect data in the DEIS I recommend the No build as the only alternative in this process.	Refer to GN-1, NE-1, NE-6 and VA-4.
Christie Parker	2/17/2018	Website	TCR is asking for permits but has violated the permitting process of the USACE. It is a requirement of the permitting process for TCR to provide a list of local agencies including all approvals or denials regarding the project. Many rural counties have passed resolutions regarding this project and the permitting procedure and stated that TCR will not receive any permits without the proof of eminent domain and without this would not be able to move forward with construction of this project. TCR has yet to prove they have eminent domain and has not worked with local agencies. Has TCR provided the Corp with a list of these counties and their resolutions against the High Speed Rail project as required in the Corp's permitting process? I respectfully request an extension to the comment period in order to look further into the environmental impacts and NEPA process to ensure that the public is thoroughly able to review the massive first of its kind project. Thank you	Refer to ED-1, ED-3, PI-1 and PI-3.
Christie Parker	2/17/2018	Website	There is a great deal of property that will have to be taken for this project to occur. TCR originally stated that 3000 acres or less will be needed and this has ballooned to more than 8000 acres according to the DEIS. This does not include all of the temporary acres that will be impacted for many years as well. There will be thousands of acres of special farmland that will be taken away forever should this project go forward. Please refer to the Step One Screening process developed by the FRA and TCR page 1-5 in the following link as I was unable to download the attachment on this site <a href="http://www.texascentral.com/wp-content/uploads/2015/09/Step%20Screening-of-Corridor-Alternatives-Report.pdf">http://www.texascentral.com/wp-content/uploads/2015/09/Step"Screening-of-Corridor-Alternatives-Report.pdf</a> . Please adhere to what was stated in this report that was presented to the public when analyzing the process. It is completely wrong and unethical to try to push the project when almost three times the land will be taken vs what was originally stated by TCR. Please start over and keep the environmental and landowner impact closer to what was stated in your earlier reports to the public. Until this happens, I urge the no build option as the public has clearly been misled.	Refer to BA-3, LU-9 and LU-14.
Christie Parker	2/17/2018	Website	Since surveys were not conducted on much of the route as the landowners refused since TCR couldn't prove they have eminent domain, they have not accurately outlined the devastation to Navasota Lady Tresses and other plant and animal species along the path. The process should not move forward until endangered species impacts are thoroughly analyzed. This has not been done to date and vast amounts of endangered species will be forever lost. Therefore the no build option should be the only option that is considered.	Refer to NR-4.
Christie Parker	2/17/2018	Website	The DEIS included a wildlife plan for crossings but did not take into account the new 126 miles of public roads that will be put in along the path. Many landowners will fence these areas as this is a new public access road. Due to this fragmentation of land throughout the route,	Refer to NR-6.

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			wildlife corridors will be splintered as well with obstructed access. There will be a further fragmentation of land due to viaducts, berms, and new MOW access along the route. The current wildlife corridors in the DEIS were not accurately assessed due to the roads described above and with the travel of trains up to every 15 minutes along this path with plans to be as frequent as every 5 minutes in the future according to the DEIS. The wildlife crossings will be perpetually disrupted along the complete 239 mile path. None of this was addressed in the DEIS. To prevent the permanent detrimental impacts to the environment, the No Build Option should be the only option considered at this time.	
Christie Parker	2/17/2018	Website	The carbon footprint will never be overcome on this project due to depressed ridership. Many studies show that in order to be considered a green project there needs to be greater than 10 million annual ridership. Tx Dot has only estimated 0.7-2.7 million and other independent studies had similar ridership reports. The VMT tables in the DEIS are also inflated to show a falsely elevated amount of emissions that will be removed. This data is flawed and incorrect in the DEIS and is further evidence that this project is not truly needed and why they have had to fabricate the numbers entered. The 1.2 passengers per vehicle was not taken into account in this information provided by TCR in the DEIS as well. Another table has the miles traveled inflated to show an increase in amount of VMT saved. Please conduct a full investigation of the data as this project will significantly affect the carbon emissions and damage the environment irreparably. THE NO BUILD SHOULD BE THE ONLY OPTION	Overcoming a carbon footprint is not required in a NEPA analysis or by current executive orders governing NEPA. The TxDOT Statewide Ridership Analysis Report that used the Statewide Analysis Model (SAM) stated that it was a high-level evaluation of forecasted ridership and cost effectiveness for various corridors to determine which ones may warrant further analysis. The report points out that the ridership forecast was conducted probabilistically to address uncertainties in estimated costs and forecasted ridership due to the inherent nature of a statewide high-level study that contained many unknowns that would need to be further evaluated and clarified in more in-depth corridor level studies. The report further states that the analysis was not intended to provide a detailed ridership analysis of an individual corridor, because many assumptions were applied to all corridors statewide, and would need to be modified to more accurately reflect the characteristics of any particular corridor. The range of ridership of 0.7 million to 2.7 million from the report cited in many comments were not the most appropriate Dallas-Houston corridor figures to use from this report. This is because the report states that further analysis was conducted on this corridor due to the results of the preliminary analysis being lower than other corridors, despite having higher numbers of intercity travelers. With further analysis using characteristics derived from publicized assumptions of the TCRR HSR at the 2013 date of the report, the ridership forecasted doubled to 7.8 million annual riders by 2035 with probabilistic results ranging 1.5 million to 5.7 million. The TCRR ridership number of 7.2 million that resulted from specific market analyses and using more specific and current service assumptions, are similar to the TxDOT projection of 7.8 million annual riders. None of the numbers used in the Draft EIS estimate were fabricated as they had bases in assumptions or other studies conducted. 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 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 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 sulfur dioxide, which was also projected to increase under the original round-trip assumption. 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. Even

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				when adjustments to the passenger trip assumption are made to assume one way travel, and a higher vehicle occupancy of 1.5 passengers/car from newer state-level data, there is still a net reduction of CO2eq. The environment will not be damaged irreparably.
Christie Parker	2/18/2018	Website	The need for this project is unfounded in actual verifiable data. Please refer to the attached validated maps. Clearly the congestion is between Houston to San Antonio and Dallas to San Antonio and NOT from Dallas to Houston. Due to the need being unsupported by various maps and data sets (Tx Dot study as well), the no build option should be chosen.	Refer to BA-2, GN-3, NE-1 and PN-3.
Christie Parker	2/18/2018	Website	Unfortunately, Texas Central Railway/Texas Central Partners (TCR, TCP) have kept the economics of the project hidden and refuse to release to the public feasibility studies of the project. Other private projects that involve the public such as All Aboard Florida (AAF) have released ridership and cost studies demonstrating the financial feasibility of the project before moving forward. AAF released their study in their DEIS which included a market share of 7.2% ad a public usage cost basis of 0.30-0.61 per mile. All TCR has released is a deficient biased report with unverifiable data with a market share of 36% ad a public usage cost basis of 0.83 per mile making the average ticket price of \$199 each way. This is unaffordable to the majority of the public therefore this project would not rise to a "public need" transportation modality. Objective studies have come to the same conclusion of Tx Dot of 0.7-2.7 million annual ridership and not the inflated ridership of 5 million as proposed by TCR who has refused to show their data. Since numerous studies have shown this not to be economically viable and the FRA removed this viability component presumably due to this, I emphatically request the NO BUILD OPTION for this project.	Refer to AQ-7, BA-6, GN-2, GN-3, NE-1, PN-3, PN-4 and SC-3.
Christie Parker	2/18/2018	Website	TCR has also stated numerous times and it is also written in the DEIS that there could be 15-39 billion going towards state taxes due to ticket sales. Please verify how this stated figure could occur. We need a complete detailed independent study of the financial feasibility of the project before going forward as this private company is seeking eminent domain privileges and RRIF and TIFIA federal loans in order to build this development project when the "public need and purpose" has not even been justified. I recommend the NO BUILD OPTION as the taxpayers will be on the hook for this project and there are many blatant errors and miscalculations in the DEIS.	Refer to GN-4, NE-1, PN-3 and SC-3.
Christie Parker	2/18/2018	Website	The public's safety is of extreme concern as TCR, AECOM, and the FRA did not include FERC or PHMSA in their planning process despite hundreds of pipelines being impacted. Pipeline experts are very concerned as some pipelines are only 50 ft of the track and there has not been anything reported in the DEIS in relation to mitigation of vibration damage to the pipelines close to the tracks. There is much evidence that stress waves created by 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. Other experts are stating that explosions could occur. How could we be more than 2 1/2 years in this process and FERC not even been consulted when this is such a serious matter and hundreds of pipelines are being impacted. If this private company and engineering firm could be so irresponsible with something of this nature, the only option that should be concluded is the no build option in order to keep the public safe.	Refer to EU-1, EU-2 and SS-18.
Christie Parker	2/18/2018	Website	Please look at the attached station information on I45 which again does not support the need of this project. Streetman location. There has been a 2.8% growth over the past 10 years. Many years it has went down. If we used 2015 it would have been a negative growth over the past 10 years. Again, the data does not support the ridership nor the need for the route. <a href="http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html">http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html</a> Station Flag 82H75 Site ID H75 AADT 2016 29,802 AADT 2015 28,446 AADT 2014 26,256 AADT 2013 25,084 AADT 2012 28,000 AADT 2011 29,000 AADT 2010 30,000 AADT 2009 26,000 AADT 2008 30,000 AADT 2007 29,000 Please refer to the next page of data points for this section showing expected traffic count in 2035 and you will see these figures. Route ID IH0045-KG 2015 AADT 28,446 2035 Estimated AADT 54,620 24 Hour Truck Percentage 32.4 Looking at these calculations you see that 32.4% o the traffic is projected to be trucks and this data can be validated when looking at axels and trailers etc. My point is this is all validated information. Looking at this data we can drill down on ridership as people traveling on I45 to go from Houston and Dallas and vice versa will have to travel through this point. Running these figures you have 2035 figures of 54.620 less the 32.4% o truck traffic and less the 35% fr local traffic leaves us with 17,806 estimated vehicles traveling to Houston to Dallas or Dallas to Houston. The standard for subtracting out local traffic according to the UIC and noted in Appendixes of Tx Dot study is 35%. he estimation used for passengers is 1.2 per vehicle. Factoring this in would lead us to possible 21,367 passengers daily traveling via car(subtracting out trucks traveling 32.4% ad local traffic 35%).Now using TCRR's figures of 16% mrket share (Chapter 1 DEIS page 1-8 footnote - 13 According to TCRR's 2043 ridership forecast, HSR would account for 21 percent of the traveling public market share between Dallas and Houston. This HSR market share would derive from a 16 percent decrease in vehicular traffic market share and a 6 percent decrease in air travel market share (numbers rounded). you will have 1,189,432 passengers projected in 2035 and far fewer at current dates due to very few cars on I45 currently at this date. 1,189,482 is a paltry amount of riders in 2035 and negates all the emission data which is an entirely different figure that is blatantly wrong in the DEIS and will NEVER overcome the carbon footprint and will be a huge economic albatross on the	Refer to AQ-2, AQ-13, GN-1, GN-2, GN-3 and GN-4.

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			taxpayers' back. Since I was able to breakdown the figures and ridership data using accurate and verifiable data, please show your work proving the viability of the project. Keeping this hidden from the public stating it is proprietary when numerous other reliable studies prove their data to be fatally flawed and absolutely preposterous is unethical and wrong. Please show how the vehicle ridership data calculations I performed above is wrong showing a possibility of only 1,189,482 passengers IN 2035 using the inflated market share of 16% b TCRR. I would like to note that reputable research companies do NOT show a market share of 16% a I used above which were TCRR's figures. Some are estimating only 5%. AF used 7.2%. t should be noted that their tickets are not selling out. Now if we used AAF's more reasonable market share for vehicles the ridership projected would only be 561,524 passengers annually from cars. This is completely unacceptable that this private company is trying to obtain taxpayer loans for a project that will surely fail and the FRA has taken out the economic viability study from the process and has allowed their data to permeate the DEIS documents when it can't hold up to scrutiny and is easily proven false. I have included a snapshot of the data I have entered above for tx dot's statewide planning map. Please prove that these station figures are wrong from Tx Dot. The only option that should be carried forward is the NO BUILD ALTERNATIVE.	
Christie Parker	2/18/2018	Website	Please prove the following figures that are in the DEIS a number of times: 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. As shown in Table 3.14-22, HSR ticket sales could generate between \$15 billion and \$39 billion in sales tax for the state plus \$5 billion to \$12 billion in local tax revenue. Local sales tax is assumed to be collected at the point of sale, roughly split between Dallas and Houston jurisdictions. This is from Page 3.14-29 in the DEIS and also on page Executive Summary ES-22. Please see the following chart in the DEIS as well Page 3.14-29 : Table 3.14-22: Annual Ticket Revenue Impacts for all Build Alternatives Mode HSR Car* Air* Bus All Modes Build Market Share 21% 7% 3 2% 10% nNo-Build Market Share 0% 8% 9 2% 10% nAverage Trip Price (2016\$) \$199 *** \$199 \$25 High Impact Assessment based on 7.2 million annual HSR travel demand Ridership Impact 7,200,000 (5,300,000) (1,900,000) - Federal Tax Impact (2016\$)** \$0 \$(8,971,840) \$0 \$0 \$(8,971,840) State Tax Impact (2016\$) \$89,550,000 \$(9,752,000) \$(23,631,250) \$0 \$56,166,750 Local Tax Impact (2016\$) \$28,656,000 \$0 \$(7,562,000) \$0 \$21,094,000 Net Impact \$68,288,910 How are you coming up with 15 to 39 billion in income to the state for ticket sales even using your own incorrect high unrealistic figures which have already been disputed on previous comments? It can easily be calculated that with the over inflated figures of \$89,550,000 in 100 years this only adds up to 8.9 billion in possible sales tax from ticket sales to the state. That is 100 YEARS! Please see how TCR continues to mislead the public with information that the FRA has allowed into the the DEIS in the attachment. There is so much unverified and wrong data in the DEIS that this study is based on. I request an immediate halt and thorough review of all the data on this project. The no build option is the only feasible option for this particular project and route. Patrick Rogers No train. Just repair all the bridges and pot holes in the state first Texas Central - The Texas Bullet Train Hi Patrick, the Texas Bullet Train will be a taxpayer not a tax-taker. The project is market-driven and will not take any government grants or subsidies for operations. It is projected to inject anywhere from \$15 - \$39 billion into the Texas economy (from ticket sales alone) — which can go to help build the bridges and potholes.	Refer to SC-3.
Christie Parker	2/18/2018	Website	Please show how this was omitted in the figures in the DEIS: Federal Excise Tax: A federal excise tax of 7.5% i charged on airfare. Segment Fee: A segment fee of up to \$4.00 USD does apply per flight segment. A flight segment is defined as one takeoff and one landing.Jan 11, 2018 Please see data from the table on page 3 .14-29 Dallas to Houston HSR EIS Chapter 3. 0 Section 3.14 Socioeconomic and Community Facilities : Table 3 .14-22: Annual Ticket Revenue Impacts for all Build Alternatives Mode HSR Car* Air* Bus All Modes Build Market Share 21% 7% 3 2% 10% nNo-Build Market Share 0% 8% 9 2% 10% nAverage Trip Price (2016\$) \$199 *** \$199 \$25 High Impact Assessment based on 7.2 million annual HSR travel demand Ridership Impact 7,200,000 (5,300,000) (1,900,000) - Federal Tax Impact (2016\$)** \$0 \$(8,971,840) \$0 \$0 \$(8,971,840) State Tax Impact (2016\$) \$89,550,000 \$(9,752,000) \$(23,631,250) \$0 \$56,166,750 Local Tax Impact (2016\$) \$28,656,000 \$0 \$(7,562,000) \$0 \$21,094,000 Net Impact \$68,288,910 I am including the attachment showing that TCR, AECOM, and the FRA have not factored in the loss of federal tax on airline tickets. This will be a loss of an estimated 28,357,500 annually using your chart and figures. I would recommend the DEIS process to be stopped immediately as there is so much incorrect data that is falsely propping up the purpose and need and economic benefits of this project. In the end this entire table will be shown to be false with bad data and there will only be a net loss to taxpayers. But for this comment, please explain the incorrect information provided for the federal excise tax on airline tickets. I would suggest that "experts" who put these tables together and information in the DEIS actually look at fees on an airline ticket when putting together such an important study. Due to the massive amount of wrong data in the DEIS the only option carried forward should be the No build option.	Refer to AQ-3.
Christie Parker	2/18/2018	Website	Please refer to the Public Need statement in the the DEIS Dallas to Houston HSR EIS - Chapter 1.0 Pg. 1-6: 1.2.2 Need The need for HSR service is a result of increasing travel demand and the deficiencies of the existing and proposed transportation infrastructure to accommodate this growing demand between Dallas and Houston. Current direct route transportation options between Dallas and Houston are limited to vehicular and air travel.4 Due to increasing congestion on IH-45, automobile travel times between the two regions are projected to increase as travel speeds decrease. Flight time between the two regions is relatively short; however, the overall trip duration when considering pre-arrival	Refer to GN-3, PN-3 and SS-9.

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			<p>time more than doubles. Additionally, flights are more sensitive to inclement weather and other delay-causing events from inside and outside of Texas compared to HSR. Please look at the following statement from the above: Flight time between the two regions is relatively short; however, the overall trip duration when considering pre-arrival time more than doubles. If you look at the total trip time of the bullet train you will see that it is more than double as well. If you have a 90 minute bullet train and you have a total trip time of 3.5 hours as purported by TCR themselves you have a more than double trip time as you have stated is why this is a problem with airline traffic. Using simple map, double the trip time for a 90 minute ride would be 3 hours. TCR is purporting their total trip time is 3.5 hours which is more than double the 3 hours. The purpose and need of this project is again not proven when looking at the data. Please see the attachment and you can see where TCR is stating their total trip time is 3.5 hours. This is before the new increased TSA security for HSR that was passed with SB 975. The No Build Option is the only alternative that should be considered. Thank you</p>	
Christie Parker	2/18/2018	Website	<p>KVP#27 is looking at the back of our property. Other segments of the landscape unit have newer suburban developments surrounded by open spaces for agriculture (KVP #27 and Figure 3.10-21). This landscape unit has a moderate visual quality, as shown in Table 3.10-19, and a moderate viewer sensitivity. KVP #27 is a typical view of the landscape unit for all Build Alternatives. The view is from Becker Road facing south (Figure 3.10-80). The simulated view is shown in Figure 3.10-81. As shown in the simulation, the HSR system would be compatible with the area, which includes two large communications towers. The HSR system would be in the distance, and views would be partially limited by trees. Viewers in this area would be mostly residents, with some workers in agricultural and other industries. There would be some travelers on US 290 north of the neighborhood; however, this set of travelers would have a low sensitivity to the HSR system. Viewers nearest to the HSR system would have moderate viewer sensitivity, as shown in Table 3.10-34. Despite a slight reduction in visual quality to the landscape unit, the degree of impact in this landscape unit would be neutral because the HSR system would be compatible with the area and viewer sensitivities are moderate. Mitigation measures for visual impacts are described in Section 3.10.7 All of this information and descriptions are completely skewed and false and much information has negligently or purposely omitted. They clearly ignored that we have a huge wedding sign right next to where they took the picture, they ignored the historic Victorian mansion, the lake, the pond, the landscaped acreage, the gardens, the fountain, the paved lot and drive, etc. They ignored this was a wedding venue and stated this would be a neutral impact which it would actually shut down the business and have a huge negative impact on this business resulting in loss of jobs and tax dollars. The main people that would see the train would be brides and their guests and not agricultural workers. The 18 acres is an LLC and not agricultural. The person taking the pictures clearly omitted the important data points for this property. Please see the attached pictures showing where they turned the camera angle to prevent capturing the lake and wedding venue sign. I am also including a video showing this property and cell phone tower. The train will be on the other side of the lake 600 feet from where the brides get married at the gazebo. Is this a neutral impact??? Please see this video. <a href="https://vimeo.com/230392998?ref=fb-share&amp;1">https://vimeo.com/230392998?ref=fb-share&amp;1</a> As this will destroy our wedding business and income source, I would request the No build option.</p>	Refer to AS-1 and VA-4.
Christie Parker	2/18/2018	Website	<p>"For the air quality emissions estimation at the full-service level (2040) scenario, the annual ridership of 7.2 million passengers, existing 89 percent share of people using passenger cars to travel between Dallas and Houston and average passenger occupancy of 1.2 passengers per car were then used to calculate the number of annual car trips of 5,340,000 cars per year. It should be noted that this number of vehicles that would no longer travel IH-45 between Houston and Dallas would equate to 14,630 vehicles per day, or about 14 percent of the 2035 annual average daily traffic of 106,475 vehicles per day projected in transportation planning documents for this corridor.19" This data is flawed as it using an average per station for the entire route which factors in traffic in Houston and Dallas who are very unlikely to travel to the other city. In order to achieve a more realistic data point one must use a data point near the center of I45. If you look at a datapoint just north of fairfield you come up with these figures based on the AADT Route ID IH0045-KG 2015 AADT 28,380 2035 Estimated AADT 54,490 24 Hour Truck Percentage 32.4 Please see the link <a href="http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html">http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html</a> 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% o truck use and 35% o local traffic supported by Tx Dot appendix, this leaves a total of 67.4% tan would definitely not use the train. This figure leaves 32.6% tat may travel this route to Houston and Dallas. This is estimated to be 17,763 cars per day.. 14% wich 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. The net effect will be greatly negative and will irreparably damage the environment. Please use actual verifiable data when putting data in the DEIS and using in the report. It is irresponsible to include a weighted average of traffic stations in Houston and Dallas as it is very uncommon for this traffic to ever go to the other city. The only relevant data should be achieved from mid points and should be from lower midpoints as weighing 250,000 cars in the Houston area doesn't equate to the 30,000 car count in the middle. Why skew the data? Please review data points north of Fairfield in order to obtain a more reliable emission impact. When you examine the data you will be able to conclude that this will be a negative impact to the environment. Therefore, I opt for the NO Build option.</p>	Refer to AQ-9.

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Christie Parker	2/18/2018	Website	Oppose TCR failed to label a cemetery right next to its route which could easily be affected and within permit range which would justify a cultural survey according to section 106 of the USACE. The Whitfield Lake Cemetery Memorial marker is on Strawther Road at coordinates 30.896089,-96.026603. This is only the stone memorial, not the actual burial ground. The graves are so old, most if not all are marked any longer. The marker is 203.67ft to the South West of being directly under the transmission lines. http://files.usgarchives.net/tx/madison/cemeteries/whitfield.txt Ms. Stephenson comments about Whitfield Lake Cemetery: She said her understanding is that when they ran the transmission lines through, the company working the project removed the tombstones, but did NOT move the bodies. She also said in her estimation, if they start working in that area they very well could dig up bodies. The owner of this parcel stated the bodies are still there and the parcel was NOT surveyed. Due to this negative impact along with the numerous other detrimental impacts I urge the No build option to be pursued. Cultural Resources TCR failed to label a cemetery right next to its route which could easily be affected and within permit range which would justify a cultural survey according to section 106 of the USACE. The Whitfield Lake Cemetery Memorial marker is on Strawther Road at coordinates 30.896089,-96.026603. This is only the stone memorial, not the actual burial ground. The graves are so old, most if not all are marked any longer. The marker is 203.67ft to the South West of being directly under the transmission lines. http://files.usgarchives.net/tx/madison/cemeteries/whitfield.txt Ms. Stephenson comments about Whitfield Lake Cemetery: She said her understanding is that when they ran the transmission lines through, the company working the project removed the tombstones, but did NOT move the bodies. She also said in her estimation, if they start working in that area they very well could dig up bodies. The owner of this parcel stated the bodies are still there and the parcel was NOT surveyed.	Refer to CR-6. The potential for unmarked burials related to the Whitfield Lake Cemetery will be carefully assessed so that impacts can be avoided.
Christie Parker	2/18/2018	Website	Smith Family Cemetery has the train or temporary construction area right on top of it. The DEIS footprint maps do NOT have this cemetery marked. Details for Smith Family The cultural maps have this cemetery and it will be impacted (Atlas Number 7113024705) 3820 East Illinois Ave Directions: At the intersection of East Illinois Avenue and Mayforge, turn south onto Mayforge which runs parallel to Interstate 45. Then immediately turn right onto private property which is fenced. The cemetery is located between the fence and a brick building which was originally the Linfield Elementary School built before 1954. Three gravestones are clearly visible near the fence not far from the right-of-way of East Illinois Avenue. Historic Texas Cemetery? Yes Designation Date 8/16/2016 Number of graves estimated 16 Burial Dates 1866-? Cemetery ID Number DL-C247 THE NO BUILD OPTION SHOULD BE IMPLEMENTED	Refer to CR-6. The Smith/Kinnard Family Cemetery was designated as a Historic Texas Cemetery in 2016 by the Texas Historical Commission. The cemetery is adjacent to the Limits of Disturbance (LOD) of Segment 1 and is not eligible for listing in the National Register of Historic Places (NRHP), as determined in consultation between the Federal Railroad Administration and the Texas Historical Commission. Construction and operation of the Project has the potential to have an adverse impact on this cemetery.
Christie Parker	2/18/2018	Website	The FRA footprint maps have a permanent system over a portion of this cemetery. This needs to be verified as cultural maps have the cemetery in the woods. Information shows it to be in the pasture and https://atlas.thc.state.tx.us/Map Cemetery ID Number NV-C110 Cemetery Name Ward Cemetery Directions SH 31 west from Corsicana to FM 2452. Turn left and go 5.2 miles to FM 709. Turn right and go 2.3 miles. Cemetery is on the left in pasture. City Retreat County Navarro Historic Texas Cemetery? Yes Designation Date 2/1/2005 Number of graves 320 Burial Dates 1852 to present The No Build Alternative should be used as there will be numerous negative impacts of this project.	Refer to CR-6. In the Draft EIS, Ward Cemetery was reported as Resource NA.040 and is also designated as a Historic Texas Cemetery. Due to changes in the conceptual design, the Ward Cemetery is located outside the Historic Resources Area of Potential Effects and will not be impacted by the Project.
Christie Parker	2/18/2018	Website	The FRA maps have failed to acknowledge bald eagles in Harris County. We have seen bald eagles on our property a number of times and we believe there are nests nearby 15419 House Road Hockley Tx. 77447 21 Dallas to Houston High Speed Rail DEIS Appendix D_NaturalResources_Set_4of4 Harris county section	Refer to NR-3.
Christie Parker	2/18/2018	Website	"There are several pairs of bald eagles that roost at gibbons creek and have fledglings that could be prepared to make nests outside of Gibbons. The Maxwell property has seen a pair on their family property every weekend since deer season this year." This is a mile from the train route and the FRA maps do not include the bald eagle information or sightings in their documents. This info is noted from an environmental scientist. 21 Dallas to Houston High Speed Rail DEIS Appendix D_NaturalResources_Set_4of4 Grimes county section No build option should be used.	Refer to NR-3. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Christie Parker	2/18/2018	Website	The public roads as evidenced in the drawings fragments almost the entire route even the viaduct sections. This is not what was proposed to the public and in order to mitigate this clear damage, the train should run alongside existing roads. http://www.iene.info/wp-content/uploads/COST341_final_report.pdf Dallas county- about 50% nw public roads. Ellis county- about 50% nw public roads. Navarro county- about 10-20% nw public roads. West of Teague segment (Madison, Limestone, Freestone, Leon) about 90% nw public roads. Houston segment (Harris, waller, grimes)- about 40-50% nw public roads or realigned public roads with the majority of Grimes county with new public roads and a significant portion of beginning of Houston section with no designation. These new public roads will not allow free passage of	Refer to GN-3, LU-9, LU-11, NR-6, TR-7 and TR-8.

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			livestock and wildlife and will further fragment our wildlife and go against what they are claiming in their wildlife crossing maps. 53 Dallas to Houston High Speed Rail DEIS Appendix G_TCR FDCE v7 DWGS VOLUME 5 pg 13-end Plus review corresponding maps 45-52 In order to prevent a detrimental impact to the wildlife for the entire 239 mile path the No Build Option is the only option that should be moved forward.	
Christie Parker	2/18/2018	Website	The FRA maps have incorrect labeling of our business House Estate. They have labeled this as agriculture use when we clearly have 18 acres listed as an LLC so it should be listed as a commercial establishment. The facility was also built in the 1890's and doesn't show up in their map as even being a building much less a commercial facility. <a href="http://thehouseestate.com/">http://thehouseestate.com/</a> We also have 5 barns/sheds and a residence on our property that they failed to place on this map as well. 24 Dallas to Houston High Speed Rail DEIS Appendix D_LandUse_Set_3of3 Sheet 241 Because of their incorrect coding they failed to calculate the negative impact to this business which will have to be closed down and fire many employees. The no build option should be elected as the economic impact has not been properly assessed.	Refer to VA-4.
Christie Parker	2/18/2018	Website	"For the Final Operating Scenario (FOS) in the analysis year (2040), it is assumed that trains will run every 10 to 15 minutes in each direction between 05:30 and 23:30, with the last trains departing from Dallas and Houston at 22:00." Seeing that the goal is for trains to pass approximately every 5 mins from one of the directions this will forever cause a divide between Texas. You will see startle scenarios in the tables and if you have a train coming by as frequently as every 5 mins you will never be able to move cattle even if you have a fence over a public road to move them to the other side. This will make the entire route impassable to wildlife and livestock. Please see the data in this report for the true effect of the startle effect which is extended out for quite a distance and will be a severe impact to many wildlife according to these charts. <a href="http://www.hsr.ca.gov/docs/programs/merced-fresno-eir/drft_EIR_MerFres_TR_Noise.pdf">http://www.hsr.ca.gov/docs/programs/merced-fresno-eir/drft_EIR_MerFres_TR_Noise.pdf</a> THE NO BUILD OPTION SHOULD BE CHOSEN.	Refer to NR-1.
Christie Parker	2/18/2018	Website	"Between the county's northern boundaries where the proposed route crosses SH 99, the land use is mostly rural with scattered single family residences." They failed to address noise levels where the train will be right next to a wedding venue which will greatly impacted this business and will result in shutting it down. Again they have this site mislabeled as agricultural when it is a business and sound levels were not accounted for in this area at all. Any increase of noise would be detrimental to this business and was not addressed at all. They were not consistent with their noise measurements for any of the counties and used various time intervals for certain locations. They did not state exact measurements as well from structures to train. Highly subjective results and too many variables and data points not addressed to be accurate. 29 Dallas to Houston High Speed Rail DEIS Appendix E_Combined Tech Memos_Set 1 of 2 Pg 91 If this DEIS cannot use accurate data then the entire report is in question. AECOM reps stated that noise impacts were based at 125 mph to 175 mph. This is not even the travel speed of the train nor what it is expected to travel at. I would like to know which noise impacts were assessed at 125 mph as these data points are completely skewed and provide inaccurate data for the DEIS. Due to all of the incorrect data I opt for the No Build Option.	Refer to NV-1 and NV-6.
Christie Parker	2/18/2018	Website	There is a soil conservation reservoir site adjacent to the train and permanent construction site which appears will be negatively impacted. This is not depicted on the FRA maps. <a href="https://mapcarta.com/21805530">https://mapcarta.com/21805530</a> 7 Dallas to Houston High Speed Rail DEIS Appendix D_Project_Footprint_Set_1of5 Sheet 52,53,84 Please assess. I request an extension of the comment period as many problems are being found in the DEIS and 75 days is not long to review a project that you have have 2 1/2 years to put together. Thank you	Refer to PI-3. Soil Conservation Site 117, shown in the link, is located approximately 1,800 feet east of the limits of disturbance; therefore, no impacts to the site are anticipated.
Christie Parker	2/18/2018	Website	AAF another "private" railroad company has given their ridership and cost data in their DEIS. Why was this omitted in this project? <a href="https://www.fra.dot.gov/eLib/Details/L15932">https://www.fra.dot.gov/eLib/Details/L15932</a> Market share for this private train is estimated to be 7-8% while TCR is stating their market share is 21% which puts ridership at 2.9 million and not the 5 million. The actual ridership suggested of 5 million makes the market share at 36%. This is ridiculous as compared to this other private company. AAF has price per mile costing .35-.61 while TCR has costs averaging .83 TCR numbers not making sense and this private company just like AAF did needs to have their ridership and costs in the DEIS. This is especially warranted as this company is seeking eminent domain and federal tax dollars. Why did the AAF which is a private company have a ridership and revenue study while TCR did not in their DEIS? Please prove ridership details as your own numbers don't work out. The No Build Alternative should be chosen for this project	Refer to GN-2 and NE-1.
Christie Parker	2/18/2018	Website	Dallas county- about 50% nw public roads. Ellis county- about 50% nw public roads. Navarro county- about 10-20% nw public roads. West of Teague segment (Madison, Limestone, Freestone, Leon) about 90% nw public roads. Houston segment (Harris, waller, grimes)- about 40-50% nw public roads or realigned public roads with the majority of Grimes county with new public roads and a significant portion of beginning of Houston section with no designation. We passed a law to prevent taxpayer funding for this project and now each county is responsible for maintaining a number of new public roads solely because of this project. If we don't have the train, the taxpayers will not have to use tax dollars for these new roads. 126 miles of new public roads maps section 45-52 Why was new public roads not included in the DEIS? To prevent the taxpayers and landowners being harmed by this project, I opt for the No Build Option.	Refer to TR-7 and TR-8. <b>Table 3.11-62: Summary of Transportation Impacts by Build Alternative</b> provides a summary of new public road mileage by Build Alternative.
Christie Parker	2/21/2018	Website	In the Deliberative Draft this is stated: The Project will extend approximately 240 miles long, with an estimated right-of-way (ROW) width of approximately 100 feet (ft), and varying depths of impact. Additional acreage is expected to be utilized for ancillary facilities consisting of passenger stations, rail car and track maintenance facilities, electrical substations, maintenance roads, and signal houses. To date, design	Refer to LU-14.

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			efforts have focused on the rail alignment, the principal component of the Project. Once the rail alignment is fixed, siting and conceptual design of the ancillary facilities will begin. Notice where it states estimated ROW is approximately 100 ft yet the average ROW that is being sought is 275 ft. This is unacceptable and not what was originally stated to the public. The No build option should be pursued.	
Christie Parker	2/21/2018	Website	3.12 Safety and Security Safety and security considerations would be included in the design of infrastructure, systems, facilities, and stations for the proposed HSR system. The following are key guidelines that would be incorporated during detailed design. The design, construction, testing, and start-up of the HSR would comply with applicable safety and security laws (for persons and property), regulations, requirements and railroad industry practices. Facilities and infrastructure design would provide capacity for safe emergency evacuation and compliance with emergency procedures. Perimeter fencing would be installed on embankment infrastructure configurations with a footing to resist ingress from digging or burrowing animals. Fencing, barrier separation, intrusion detection, and technological devices would be used to secure the right of way. The HSR system would be equipped with an integrated system for detecting, monitoring, and responding to environmental conditions and emergency events. Refer to Section 4 for more information. Please explain how this is NOT a barrier to wildlife and how this is not fragmenting wildlife populations. Thank you. Due to the detrimental effect on wildlife alone the No Build Option should be used.	Refer to NR-6.
Christie Parker	2/21/2018	Website	13.8.7 Material Handling Practices The following list outlines some key measures that may be used to ensure that material handling practices comply with environmental requirements: Source Fill material brought into the ROW from external source areas and used for the construction of any of the features listed would be from known sources with verified chemical properties. Proper source documentation would be obtained by the Contractor and provided to regulatory agencies as required. The use of fill material or soil from non-approved sources, including private landowners, would be in compliance with environmental and other applicable regulatory requirements. Have taking the large amount of fill materials from external sources and areas far from the actual berm been properly assessed when determining flood and drainage impacts around the berm? Where is the expert analysis regarding this? How can you build mounds of dirt and not expect this to impact drainage and flooding especially when the fill material is from external sources and no drainage is accounted for this close by? Where is the analysis of this in the DEIS? To prevent epic drainage issues and flooding which has not been properly analyzed in this report, the No Build Option is requested.	Refer to FP-1, WW-1 and WW-2.
Christie Parker	2/21/2018	Website	15.4.1 Enterprise Products Seaway Pipeline A conflict with a recently constructed 30in (762mm) diameter Enterprise Product Partners Seaway crude pipeline was identified along sections of alignment Segments WT and IH during the course of the utility assessment and investigation EW Segment The overall area of conflict begins near Station WT 130+00 (near the Madison/Grimes county line) and continues to Station WT 1030+00. This is approximately a 17-mile (27km) long stretch where the HSR alignment either crosses, runs along the utility line, or follows too closely to the pipeline. However, within this 17-mile (27km) stretch there are only seven (7) cumulative miles (11km cumulative) that have actual conflicts with the Seaway Pipeline easement. The seven miles of conflicts are not contiguous, but occur intermittently through the 17-mile (27km) section. IH Segment The overall area of interaction between the HSR alignment and the pipeline begins near Station IH1 3925+00 and continues to Station IH2 820+00, approximately 12 miles (19km). Within this zone, the main area of alignment and pipeline conflict happens between Station IH1 4150+00 and Station IH2 245+00, approximately 9 miles (14km). As a part of our due diligence process, we have continued to review the alignment of both the HSR and Seaway pipeline internally, and with Enterprise Product Partners. One of the primary conclusions based on discussions with EPP, is that the amount of right-of-way (ROW) overlap between HSR and Seaway should be kept to a minimum. If a repair is required on the Seaway pipeline in an area where the HSR LOD and the Seaway easement overlap, there is a potential that the HSR service would have to be temporarily halted until the repair is complete. This scenario is particularly valid if the construction type of the HSR is embankment and the slope extends into the Seaway ROW. As the design has developed, coordination with Enterprise Products has been ongoing. Several options have been discussed to mitigate the conflict between HSR and the Seaway pipeline. The options discussed with Enterprise included: Relocating the pipeline outside of the HSR LOD; Protecting the pipeline in place where feasible; Using viaduct to span and avoid pipeline crossings; As the engineering and design of the alignment progresses, we would continue to coordinate with Enterprise Product Partners and their team. In addition, cost estimates for the different options would be refined as more design data is developed and assessed. Selection of the preferred option would strive to minimize cost, scheduling, and environmental impact Have you reviewed clauses in the easements? There are a number of easements that don't allow for relocations. During the due diligence was this looked at and investigated? Many landowners are completely against the project and will be looking closely at their easements. Many will not allow any changes to their easements without strong language in favor of the landowner and against texas central and terms that the pipeline would not be comfortable with taking on the whole liability in many cases. As much of this 2 1/2 year process is chalked full of omissions, gaps, and inconsistencies, I recommend No Build Option for this project to ensure the safety of the public.	Refer to EU-2.
Christie Parker	2/21/2018	Website	1.1.3.3 Other Cooperating Agencies EPA has special expertise in regard to the Clean Water Act of 1972 (33 U.S.C. § 1344), Rivers and Harbors Act of 1899 (33 U.S.C. § 403) and the Clean Air Act of 1970 (42 U.S.C. § 7401). FHWA may have an approval role related to certain road crossings or construction within federal rightof-way (ROW). FTA has special expertise in intermodal passenger service. No approvals or	Refer to ED-1 and TR-6.

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			permits from FTA are anticipated. USFWS may have an approval role related to protected and endangered species and suitable habitat under the Endangered Species Act of 1973 as amended (16 U.S.C. § 1531 et seq.), Migratory Bird Treaty Act of 1918 (16 U.S.C. § 703-712; 50 C.F.R. 1) and Bald and Golden Eagle Protection Act of 1972 (16 U.S.C. § 668). Where is the coordination between state and county regulations for roads, overpasses, and realignments? Please show evidence according to state statute where the supposed "railroad" has authority to realign roads AND go under roads. Since this has not been thoroughly investigated by looking at current laws the No Build Option is the only is the only option that is feasible for this project. Thank you.	
Christie Parker	2/21/2018	Website	City of Houston Chapter 30 of the City of Houston Code of Ordinances specifies noise limits of 65 dBA and 58 dBA at residential property lines for daytime and nighttime periods, respectively. However, noise from railroad equipment on railroad ROWs is exempted. Noise from construction between the hours of 7 AM and 8 PM is also exempted, provided the noise levels do not exceed 75 dBA at residential property lines. Dallas to Houston HSR EIS - Chapter 3.0 Section 3.4 - Noise and Vibration Since they are stating they are exempted as a presumed "railroad" are you saying that they do NOT have to mitigate for these noise levels? Is the COH public aware of this? Due to the noise impacts and many detrimental effects to the public, the No Build Option is suggested.	Refer to NV-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 <b>Sections 3.4.3, Noise and Vibration, Methodology, 3.4.2, Noise and Vibration, Regulatory Context, and Section 3.4.5, Noise and Vibration, Environmental Consequences</b> , respectively. Because railroads are federally regulated, local noise ordinances are not applicable to HSR projects. However, noise mitigation commitments have been made in <b>Section 3.4.6.2, Noise and Vibration, Mitigation Measures</b> , pursuant to FRA guidance. 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 and will require mitigation where impacts would be severe. TCRR would be responsible for implementation of all mitigation. It is typical to have mitigation commitments at the FEIS phase of the project, without specific measures such as noise barriers locations, 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 location for project noise level data is referenced in the second footnote on page 3.4-5.
Christie Parker	2/21/2018	Website	To supplement the noise impact criteria in Figure 3.4-3, FRA7 provides guidelines for identifying noise sensitive locations where increased annoyance can occur due to a sudden increase in noise (the startle effect) from the rapid approach of HSR trains. This effect is separate from the impact criteria defined above, and is dependent on the train speed and trainset and would be confined to an area very close to the tracks. For example, 200 mph train operations would have the potential for increased annoyance within about 40 feet of the track centerline. Thus, the area where rapid onset rates of train noise may cause startle would typically be within the ROW limits of the rail corridor. FRA also addresses impacts on wildlife (mammals and birds) and domestic animals (livestock and poultry). Noise exposure limits for each are a Sound Exposure Level 8 of 100 dBA from passing trains, as shown in Table 3.4-4. Dallas to Houston HSR EIS - Chapter 3.0 Section 3.4 - Noise and Vibration Please review this as the startle effect will be detrimental to our wildlife including cattle industry. <a href="http://www.cvzv.sk/slju/14_2/8_Broucek.pdf">http://www.cvzv.sk/slju/14_2/8_Broucek.pdf</a> NO BUILD OPTION SHOULD BE OPTED FOR AS THE BEST CHOICE FOR THIS PROJECT.	Refer to NR-1.
Christie Parker	2/21/2018	Website	Site LT-1: 4019-4099 Bulova Street, Dallas. The Ldn measured at this location was 72 dBA. The dominant noise source was traffic on IH-45. Noise levels were measured for 24 hours near the gate to this parcel. Please tell us the speed of the train at this point. Please give the reference. Other DEIS reports show the exact speed measurements for each location. This report fails to mention this. AECOM has stated that noise impacts were measured with the train traveling at 125-175 mph yet we know that the train will be traveling at 186 mph and eventually over 200 mph. The noise impacts were not adequately assessed therefore the No Build Option is the only viable option until a reliable and accurate noise impact study can be performed. Please provide the speed of the train at this location in order to accurately gauge noise impacts.	Refer to NV-6.
Christie Parker	2/21/2018	Website	Site LT-1A: 5125 Cleveland Rd, Dallas. The Ldn measured at this location was 53 dBA. The dominant noise sources were rural sounds and local traffic. Noise levels were measured during three separate one hour periods throughout the day along Cleveland Rd in front of the property. What time of day were these measurements taken and only three separate one hour periods were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour?	Refer to NV-1 and NV-6.

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			In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported.	
Christie Parker	2/21/2018	Website	Site LT-1B: 1345 E. Beltline Road, Lancaster. The Ldn measured at this location was 70 dBA. The dominant noise source was traffic on E Beltline Rd. Noise levels were measured during three separate one hour periods throughout the day along E Beltline Rd in front of the property. Site LT-1C: 1786 Nail Drive, Lancaster. The Ldn measured at this location was 45 dBA. The dominant noise source was rural sounds. Noise levels were measured during three separate one hour periods throughout the day along Nail Drive in front of the property. Site ST-1: 1213 Coleman Avenue, Dallas. The Leq measured at this location was 63 dBA. The dominant noise sources were traffic on Lamar Street, traffic on Cedar Crest Boulevard and freight train activity. Noise levels were measured for one hour on the side of the road within the public ROW. What time of day were these measurements taken and only three separate one hour periods were used for some and 1 hour for others? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported.	Refer to NV-1.
Christie Parker	2/21/2018	Website	Site ST-2: 4412 Kolloch Drive, Dallas. The Leq measured at this location was 62 dBA. The dominant noise sources were traffic on IH-45 and freight train activity. Noise levels were measured for one hour in the side yard of this residence. Site ST-3: 6350 J.J. Lemmon Road, Dallas (College Park Baptist Church). The Leq measured at this location was 54 dBA. The dominant noise sources were traffic on J.J. Lemmon Road and distant traffic on IH-45. Noise was measured for one hour in the rear parking area of the church. What time of day were these measurements taken and only one hour period were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported.	Refer to NV-1.
Christie Parker	2/21/2018	Website	Site ST-4: 2607 Ferris Road, Lancaster. The Leq measured at this location was 52 dBA. The dominant noise sources were wind and livestock. Noise levels were measured for one hour in the field behind the residence. Site ST-5: 369 Farmer Rd, Ennis. The Leq measured at this location was 62 dBA. The dominant noise source was traffic on Route 34. Noise levels were measured for one hour on the side of the road within the public ROW. What time of day were these measurements taken and only one hour period were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported.	Refer to NV-1.
Christie Parker	2/21/2018	Website	Site ST-6: SW 1000, Corsicana. The Leq measured at this location was 41 dBA. The dominant noise source was traffic from Route 31. Noise levels were measured for one hour in the back yard of the residence. What time of day were these measurements taken and only one hour period were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported.	Refer to NV-1.
Christie Parker	2/21/2018	Website	Site ST-7: 117-123 County Road 1041, Wortham. The Leq measured at this location was 31 dBA. The dominant noise source was distant wildlife. Noise levels were measured for one hour on the side of the road within the public ROW. Site ST-8: N Freeway Service Road at County Road 1090, Streetman. The Leq measured at this location was 54 dBA. The dominant noise source was traffic on IH-45. Noise levels were measured for one hour on the side of the road within the public ROW. Site ST-9: N Freeway Service Road at Old Mexia-Fairfield Road, Fairfield. The Leq measured at this location was 70 dBA. The dominant noise source was traffic on IH-45. Noise levels were measured for one hour on the side of the road within the public ROW. What time of day were these measurements taken and only one hour period were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported.	Refer to NV-1.
Christie Parker	2/21/2018	Website	Site LT-6: FM 1366, Wortham. The Ldn measured at this location was 43 dBA. The dominant noise sources were local community traffic and farm activity. Noise levels were measured for 24 hours adjacent to the back house on this parcel. Site LT-7: Approximately 132-264 CR 890, Teague. The Ldn measured at this location was 42 dBA. The dominant noise sources were local community traffic and farm activity. Noise levels were measured for 24 hours adjacent to the ranch house. Site LT-9: 633 Local County Road 882, Jewett. The Ldn measured at this location was 48 dBA. The dominant noise sources were local community traffic and farm activity. Noise levels were measured for 24 hours adjacent to the ranch house. What day of the week were these noise levels obtained? Saturday? Sunday? What if there was no farm activity that day? Some months have limited activity. We need more accurate measurements and not skewed results. Please provide what day and	Refer to NV-1.

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			the full report of these measurements. The No Build Option should be only option chosen until a more accurate study is performed. Thank you	
Christie Parker	2/21/2018	Website	Site ST-10: FM 39 at East Yeagua Street, Groesbeck. The Leq measured at this location was 63 dBA. The dominant noise sources were traffic on FM 39 and traffic on East Yeagua Street. Noise levels were measured for one hour on the side of the road within the public ROW. What time of day were these measurements taken and only one hour period were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported.	Refer to NV-1.
Christie Parker	2/21/2018	Website	Site ST-11: N Freeway Service Road at County Road 306, Buffalo. The Leq measured at this location was 68 dBA. The dominant noise source was traffic on IH-45. Noise levels were measured for one hour on the side of the road within the public ROW. Site ST-12: 20559 IH-45 Frontage Road. The measured Leq at this location was 61 dBA. The dominant noise sources were local traffic from the frontage road and IH-45. Noise levels were measured in the front yard of the property for a period of one hour. What time of day were these measurements taken and only one hour period were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported.	Refer to NV-1.
Christie Parker	2/21/2018	Website	Site LT-6: FM 1366, Wortham. The Ldn measured at this location was 43 dBA. The dominant noise sources were local community traffic and farm activity. Noise levels were measured for 24 hours adjacent to the back house on this parcel. Site LT-7: Approximately 132-264 CR 890, Teague. The Ldn measured at this location was 42 dBA. The dominant noise sources were local community traffic and farm activity. Noise levels were measured for 24 hours adjacent to the ranch house. Site LT-11: N Freeway Service Road, Buffalo. The Ldn measured at this location was 55 dBA. The dominant noise sources were traffic on IH-45 and distant freight trains/horns. Noise levels were measured for 24 hours adjacent to the driveway of this ranch. Site LT-13: 2076-2765 West Feeder Road. The measured Ldn at this location was 53 dBA. This 24-hour measurement was taken at the southern edge of the property facing a small pond. The dominant noise sources were local traffic from West Feeder Road, IH-45 and neighborhood activity. What day of the week were these noise levels obtained? Saturday? Sunday? What if there was no farm activity that day? Some months have limited activity. We need more accurate measurements and not skewed results. Please provide what day and the full report of these measurements. The No Build Option should be only option chosen until a more accurate study is performed. Thank you	Refer to NV-1.
Christie Parker	2/21/2018	Website	Site LT-10: Beddingfield Road, Marquez. The Ldn measured at this location was 42 dBA. The dominant noise sources were local community traffic and farm activity. Noise levels were measured for 24 hours in the back yard of the residence. Site LT-12: 534 FM 39. The measured Ldn at this location was 60 dBA. The dominant noise source was distant local traffic. Noise levels were measured for 24 hours on the north side of a dirt road that accesses the property. What day of the week were these noise levels obtained? Saturday? Sunday? What if there was no farm activity that day? Some months have limited activity. Why was the sensor receptor placed so far away from the house in the second measurement? How many feet from the house? We need more accurate measurements and not skewed results. Please provide what day and the full report of these measurements. The No Build Option should be only option chosen until a more accurate study is performed. Thank you	Refer to NV-1.
Christie Parker	2/21/2018	Website	Site LT-15: 1977 Poteet Road. The measured Ldn at this location was 48 dBA. The dominant noise source was local traffic on Poteet Road. Noise levels were measured for 24 hours on the south side of the property facing a corral. What day of the week was this? We need the date and other info from this limited 24 hour study. Please provide this report for the public. Was it on a weekend? No Build Option should be chosen until accurate data can be provided.	Refer to NV-1.
Christie Parker	2/21/2018	Website	Site ST- 13: 5192 Dawkins Road. The measured Leq at this location was 54 dBA. The dominant noise source was local traffic. Noise levels were measured in front of the residence by the gate facing Dawkins Road for a period of one hour. Site ST-14: 3159 Clark Road. The measured Leq at this location was 56 dBA. The dominant noise sources were local traffic on Clark Road, wind, farming activities and electrical noise from power lines. Noise levels were measured at the main gate for a period of one hour. What time of day were these measurements taken and only one hour period were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported.	Refer to NV-1.
Christie Parker	2/21/2018	Website	Site LT-16: 6113 FM 1696. The Ldn measured at this location was 45 dBA. Noise levels were measured for 24 hours and the measurement was performed at northeast edge of the property overlooking at the power lines. The dominant noise sources were wind and farming activities. What day of the week were these noise levels obtained? Saturday? Sunday? What if there was no farm activity that day? Some months have	Refer to NV-1.

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			limited activity. We need more accurate measurements and not skewed results. Please provide what day and the full report of these measurements. The No Build Option should be only option chosen until a more accurate study is performed. Thank you	
Christie Parker	2/21/2018	Website	Site LT-17: 10735 Route 90. The Ldn measured at this location was 47 dBA. Noise levels were measured for 24 hours and the measurement was conducted at the eastern side of the property at a distance of about 150 feet from a metallic shed. The dominant noise source was distant local traffic. Site LT-18: 5126 FM 1774. The measured Ldn at this location was 60 dBA. The dominant noise sources were barking dogs and local traffic from FM 1774. Noise levels were measured for 24 hours on the northern side of the property at a distance of 150 feet from FM 1774. Barking dogs? Really? So are there barking dogs often in this area? Wouldn't you want a reputable and accurate data point to use? What day of the week were these noise levels obtained? Saturday? Sunday? What if there were no barking dog activity that day? We need more accurate measurements and not skewed results. Please provide what day and the full report of these measurements. The No Build Option should be only option chosen until a more accurate study is performed. Thank you	Refer to NV-1.
Christie Parker	2/21/2018	Website	Site ST-15: 15619 TX-90. The measured Leq at this location was 53 dBA. The dominant noise source was local traffic from TX 90, livestock and other farm animals and farming activities. Noise levels were measured in front of the house near the driveway for a period of one hour. Site ST-16: County Road 341, Plantersville. The measured Leq at this location was 50 dBA. The dominant noise source was local traffic from County Road 341. Noise levels were measured at the back of the property near a shed for a period of one hour. What time of day were these measurements taken and only one hour period were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported.	Refer to NV-1.
Christie Parker	2/21/2018	Website	Site LT-19: 119 Plantation Drive, Todd Mission. The measured Ldn at this location was 47 dBA. Noise levels were measured for 24 hours at the front northern edge of the property. The dominant noise sources were local traffic from Plantation Drive and neighborhood activity. What day of the week were these noise levels obtained? Saturday? Sunday? What distance was the sensor from the house? We need more accurate measurements and not skewed results. Please provide what day and the full report of these measurements. The No Build Option should be only option chosen until a more accurate study is performed. Thank you	Refer to NV-1.
Christie Parker	2/21/2018	Website	Site ST-17: 31205 Hegar Road. The measured Leq at this location was 47 dBA. The major noise sources were local traffic from Hegar Road and Joseph Road. Noise levels were measured in the front yard of the residence for a period of one hour. What time of day were these measurements taken and only one hour period were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported. Please provide the report with the day of the week and the hour of the day of the week that this measurement was taken.	Refer to NV-1.
Christie Parker	2/21/2018	Website	Site LT-20: 21512 Binford Road. The measured Ldn at this location was 49 dBA. Noise levels were measured for 24 hours at the northern edge of the property at the setback distance of the residence. Traffic noise from Binford Road was not significant during the measurement period. Site LT-21: 12118 Canyon Arbor Way. The measured Ldn at this location was 67 dBA. Noise levels were measured for 24 hours at the northern edge of the property near a residence. The dominant noise source was local traffic from US-290. Site LT-22: 14812 Hempstead Road. The measured Ldn at this location was 44 dBA. Noise levels were measured for 24 hours at the front yard of the property facing Hempstead Road. The dominant noise sources were local traffic on Hempstead Road and UPRR trains, located parallel to Hempstead Road. Site LT-23: 11217 Todd Street. The measured Ldn at this location was 47 dBA. The dominant noise sources were local traffic on Todd Street, Harland Drive and Hempstead Road, plus Union Pacific trains. Noise levels were measured for 24 hours on the northern edge of the property. What day of the week were these noise levels obtained? Saturday? Sunday? We need the actual date of these measurements. Why were known conducted in other rural areas for more accurate measurements? Not enough measurements were conducted in this segment? Where are the rural sensor measurements? We need more accurate measurements and not skewed results. Please provide what day and the full report of these measurements. The No Build Option should be only option chosen until a more accurate study is performed. Thank you	Refer to NV-1.
Christie Parker	2/21/2018	Website	Site ST-18: 6734 Limestone Street. The measured Leq at this location was 57 dBA. The dominant noise source was local traffic on Limestone Street and Hempstead Road. Noise levels were measured in front of the residence for a period of one hour. Site ST-19: 20710 May Showers Circle. The measured Leq at this location was 61 dBA. The major noise sources were local traffic on Hempstead Road, Huffmeister Road and residential activities in May Showers Circle. Noise levels were measured in the front yard of the property for a period of one hour. What time of day were these measurements taken and only one hour period were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen	Refer to NV-1.

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			until accurate data is able to be reported. Please provide the report with the day of the week and the hour of the day of the week that this measurement was taken.	
Christie Parker	2/21/2018	Website	<p>"TCRR intends to provide high levels of security to safeguard its passengers, employees, and property. TCRR's security strategies and policies are being developed to ensure that foreseeable threats and vulnerabilities are identified and properly mitigated or eliminated. To advance and inform it's planning and design, TCRR would work closely with local, state, and federal law enforcement and emergency response officials. TCRR has had preliminary meetings with the Department of Homeland Security (DHS) and the Transportation Security Administration (TSA) to discuss their recommendations and guidance in these planning efforts. Additionally, TCRR would coordinate security planning with state, county, and city authorities along the entire right-of-way. Unlike security that is provided at airports, passenger rail security must be designed to fit the passenger rail environment. TCRR would follow a number of the best practice guidelines currently used by other rail carriers and would incorporate security counter-measures into the design of its infrastructure and supporting systems. TCRR would also implement additional strategies that incorporate proven security systems and new technologies used by other highspeed rail and large transit systems." S.B. No. 975 AN ACT relating to the security of high-speed rail operated by a private entity. BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS: SECTION 1. Chapter 112, Transportation Code, is amended by adding Subchapter E to read as follows: SUBCHAPTER E. SECURITY FOR HIGH-SPEED RAIL OPERATED BY PRIVATE ENTITY Sec. 112.201. DEFINITION. In this subchapter, "high-speed rail" means passenger rail service that is reasonably expected to reach speeds of at least 110 miles per hour. Sec. 112.202. APPLICABILITY. This subchapter applies only to high-speed rail operated by a private entity. Sec. 112.203. DEPARTMENT OF PUBLIC SAFETY POWERS AND DUTIES. (a) To the extent not preempted by federal law, the Department of Public Safety: (1) shall administer and enforce the provisions of this subchapter; and (2) may adopt rules as necessary to administer this subchapter. (b) In carrying out the powers and duties under this subchapter, the Department of Public Safety: (1) has the same authority granted to the Texas Department of Transportation under Subchapter B, Chapter 111; and (2) shall ensure that rules and standards adopted under this subchapter are consistent with applicable federal rules, regulations, and standards. (c) The Department of Public Safety shall provide the emergency management training course described by Section 418.005, Government Code, to employees of a high-speed rail operator designated under Section 112.204(c). Sec. 112.204. SECURITY. (a) A high-speed rail operator shall: (1) in the manner required by law for intercity passenger railroads, implement all security requirements of the Transportation Security Administration or its successor agency; (2) conduct periodic risk-based threat and vulnerability assessments; and (3) in consultation with the Transportation Security Administration, implement appropriate security measures in response to results of the assessments, which may include: (A) establishing effective intrusion protection and access controls for railroad-owned facilities and the rail corridor; (B) instituting active or passive passenger screening protocols; and (C) providing appropriate levels of onboard security for all revenue service trains. (b) A high-speed rail operator shall collect and investigate security threat reports submitted by members of the public. (c) A high-speed rail operator shall: (1) designate employees who are managers or supervisors and whose position description, job duties, or assignment includes emergency management responsibilities; and (2) require those employees to complete the emergency management training described by Section 418.005, Government Code. (d) A high-speed rail operator may not use the services of a peace officer employed by this state or a political subdivision of this state unless the operator compensates the state or political subdivision, as applicable, for the officer's time. Sec. 112.205. COORDINATION WITH OTHER ENTITIES. (a) A high-speed rail operator shall coordinate security activities and investigations with federal, state, and local law enforcement agencies, including by communicating about credible threats, major events, and vulnerable places along the rail line or on a train. (b) A high-speed rail operator shall communicate as appropriate with the state Emergency Management Council and the Texas Division of Emergency Management about safety and security issues. SECTION 2. This Act takes effect immediately if it receives a vote of two-thirds of all the members elected to each house, as provided by Section 39, Article III, Texas Constitution. If this Act does not receive the vote necessary for immediate effect, this Act takes effect September 1, 2017. How is this law addressed in the DEIS? Doesn't look like this is being incorporated. It is not in the safety sections nor in trip times of the train which will ultimately delay it. Until this can be looked at more thoroughly the no build option should be sought.</p>	Refer to SS-9.
Christie Parker	2/21/2018	Website	Looking at Table E3.2-1: Train Traction Power Consumption the TCRR engineers have given once again very flawed data. Reviewing the chart which is 200% of I am concerned how we need to keep commenting on terrible data provided in the DEIS when it is not going to have a chance to be addressed. Looking at this table is the 7.5 for RT wrong or is the 68 trips wrong? This just shows once again how this report prepared by TCRR is fatally flawed. The NO BUILD OPTION should be chosen.	Refer to AQ-3.
Christie Parker	2/21/2018	Website	The Federal Surface Transportation Board denied Texas Central Railway Eminent Domain Powers and proclaimed they do not have oversight jurisdiction over TCR's Project. The STB ruled that they must go back to Texas for regulation and oversight. Has this occurred? Why are we spending taxpayer money when this has not even been resolved and eminent domain privileges are in dispute? How much taxpayers' money has been spent on this project thus far without this being ascertained?	Refer to ED-1 and NE-1.

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Christie Parker	2/21/2018	Website	n 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 has been the only judgment after hearing the case and thousands of pages of documents and it was ruled that they were NOT a railroad, did not have eminent domain and could not survey the property. Why are we spending taxpayer dollars when this private company has never proven in court that they have eminent domain?	Refer to ED-1 and NE-1.
Christie Parker	2/21/2018	Website	The attorney general of Texas stated the Miles case in Leon county would provide precedence of whether or not TCR has eminent domain so because they didn't want to lose this case, TCR claimed they did not need to get on Mr. Miles property any longer so the lawsuit and the court case was stayed. They in fact need to get on his property according to the DEIS so this should be resolved in court as stated by the attorney general before any further work is performed by the FRA. Again, why are we spending taxpayer money studying a project that has yet to even prove they are a railroad according to current Texas statutes.	Refer to ED-1, GN-4 and NE-1.
Christie Parker	2/21/2018	Website	Senate Bill 977 passed in the 2017 Texas State Legislature which does not allow TCR to use any State Funds. However, the DEIS shows that taxpayers will maintain overpasses built solely because of the high speed rail and this will cause an increase in Texas tax dollars as overpasses cost a great deal more to maintain than an at grade road. This outline in the DEIS specifically goes against current Texas law.	Refer to TR-7. SB 977 prohibits the use of state funds to plan, build, or operate the high rail operated by a private entity. TxDOT owned roads (including overpasses and underpasses), however, would continue to be maintained by the state.
Christie Parker	2/21/2018	Website	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, PN-3 and SS-9.
Christie Parker	2/21/2018	Website	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 TCR prove the company does possess ED powers which they still have been unable to do in court or by passed legislation. There has been a lack of coordination when drafting this environmental impact study with all of the counties mentioned. How are you able to do an accurate factual study without receiving input from the majority of the route? Texas Central only has 35 miles of the route under option contract according to what they told the Land and Resource Committee so again without coordinating with the majority of counties and landowners how is this not a flawed study?	Refer to ED-1, ED-3, PI-1, TR-6 and TR-8.
Christie Parker	2/21/2018	Website	Is the FRA planning on providing a waiver in regards to its current FRA equipment safety standards as they are not met by TCR's Japanese Equipment?	Refer to SS-4.
Christie Parker	2/21/2018	Website	The FRA currently does not have any regulations in place for trains at this speed. How are taxpayers paying for this study when we don't even have any current regulations regarding high speed rail and no state regulatory agency exists to provide regulatory oversight of TCR's HSR as there was previously when contemplating a high speed rail project.	Refer to GN-4, NE-1, NE-5 and SS-5.
Christie Parker	2/21/2018	Website	TCR 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. It is evident that there will be a delay in response times according to details in the DEIS and even a minute delay can easily result in fatalities. I work in the health care field and to dismiss this delay as not being significant is why the FRA and TCR should have collaborated with emergency response teams as the FRA's conclusions are clearly flawed and will result in deaths. One death is too many and the no build option should be considered further vs risking citizens lives.	Refer to PI-1, SS-18, SS-23 and SS-26.
Christie Parker	2/21/2018	Website	Wildlife fragmentation will be significant <a href="http://www.iene.info/wp-content/uploads/COST341_final_report.pdf">http://www.iene.info/wp-content/uploads/COST341_final_report.pdf</a> Either build next to an existing ROAD or choose the no build option to prevent disruption of livestock and wildlife.	Refer to NR-6. This is discussed in <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife would be minimized by locating the Project 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 <b>Section 3.6.6.1 Natural Ecological Systems and Protected Species, Avoidance, Minimization and Mitigation, 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</b> .

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Christie Parker	2/21/2018	Website	Economic: achieve a favorable return on investment when weighing expected ridership and revenue against estimated project capital investments, project delivery schedule, and long-term operations and maintenance expenses. Technological: bullet train vehicle and operating procedures based on the N700-I, the international version of the Tokaido Shinkansen. 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 through context sensitive design and adjacency to existing infrastructure right-of-way (ROW) as appropriate." So why did the FRA eliminate the economic feasibility step from the Step 1 that was presented to the public. AAF and Oklahoma/Tx both had economic feasibility. The process should start over if you have changed the purpose of the project. No build option should be the only option until the process starts over from scratch since the variables have changed and build options were removed because of the economic component. Removing the economic component should have those options put back on the table. Otherwise the FRA is circumventing the process. Why was it removed?	Refer to BA-6, NE-1 and PN-4.
Christie Parker	2/21/2018	Website	"Per the FRA Report, the "FRA is obligated to avoid and minimize impacts to the human and natural environment." 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 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." "While the BNSF Option 1 alignment was initially found to be the early leader in the evaluation with respect to these issues, risk mitigation and indemnification requirements identified by the freight railroads later indicated that an alignment that closely follows the existing BNSF freight line over a significant length would prove unreasonable and financially unviable." So since the FRA has eliminated routes specifically due to this economic component and then removed the economic variable the entire process should begin again and put back the BNSF option as it was very feasible but eliminated due to a step that was removed by the FRA. This is completely unacceptable and very unethical if this doesn't revert back to the beginning stage. It is simple, since the economic step was removed the FRA needs to start over. There is no other option except the no build option.	Refer to BA-6, BA-8, BA-10, NE-1 and PN-4.
Christie Parker	2/21/2018	Website	Dallas to Houston High-Speed Rail Project Corridor Alternatives Analysis Technical Report August 10, 2015 "As defined by TCR, 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 Dallas and Houston. It would provide a convenient and competitive alternative to automobile travel on Interstate 45 (I-45) or air travel between the two major metropolitan areas and introduce rail capacity in the vicinity of the corridor. To achieve TCR's economic viability and safety requirements, the Project must meet the following technical requirements: Technological: bullet train vehicle and operating procedures based on the N700 Tokaido Shinkansen; Operational: approximate 90 minute travel time between Dallas and Houston, with achievable speeds exceeding 200 miles per hour (mph) in a fully sealed corridor; Environmental: minimal impacts to the natural and built environments by maximizing adjacency to existing infrastructure right-of-way" p 4 (this is where they dropped the economic bullet point) BUT: "FRA eliminated a potential corridor alternative or other potential transportation alternative if it failed to meet Project purpose and need. FRA carried forward into the fine screening analysis only those potential corridor alternatives or other potential transportation alternatives that meet Project purpose and need, as defined below. Purpose and Need: 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-I Tokaido Shinkansen in a fully sealed and grade-separated corridor" p 9 The cost of an approximately 240-mile barrier wall exceeds TCR's purpose in that the Project would not be economically viable. P 13 Because it was deemed economically infeasible by the Proponent, FRA eliminated the I-45 Greenfield Corridor from further consideration. FRA also determined that the I-45 Greenfield Corridor fails under the Physical Characteristics, Operational Feasibility, and Environmental Constraints screening criteria. P 14 In order to proceed with the project it needs to be economically viable per FRA's and TCR's own analysis. So until the economic viability details are released the No build option should be chosen as potential corridors were eliminated for a process that was omitted in the DEIS.	Refer to BA-6, BA-8, BA-9 and NE-1.
Christie Parker	2/22/2018	Website	Another claim of TC of the DEIS is 1576 jobs . Well in the DEIS is also states displacements of businesses along the route. That number is 1051 people. Some business' will not be able to reopen due to being grandfathered with the county/city or TCEQ. They also didn't include our wedding business that will be shut down and you can't just reopen an 1890's victorian mansion wedding venue just anywhere. Where are these loss of jobs factored in. Why did the DEIS not address this at all. The DEIS is using very outdated maps and data and it should be an embarrassment that the FRA and AECOM is associated with this extremely flawed data. All of your figures are incorrect until you factor in loss of jobs and this entire section should be thrown out and redone. Rescind the DEIS or choose the No Build Option.	Refer to BA-6, GN-1, SC-21 and VA-4.
Christie Parker	2/22/2018	Website	TC claims the 199 is false but at the same time claim, the 81,500,000 million gallons saved per year. Please review the faulty data regarding VMT in the DEIS. Total vehicles mile traveled (VMT) FRA/AECOM,TCR claim is 200% overstated. Which in turn makes the gallons saved per year a 200% OVERSTATEMENT. You need to correct and let's recalculate routes and benefits. Total VMT removed in the DFW NAA is 200% overstated. You need to correct and let's recalculate routes and benefits. Total VMT removed for Harris NAA is 300% overstated. You need to	Refer to AQ-3.

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			correct and let's recalculate routes and benefits. Which in turns the net emissions closer to zero and one is actually a NET GAIN. This project is not a green project and your data is fatally flawed. If they overstated the ridership by 25% tat brings more emissions to a net GAIN. Looking at data on AADT there will be a net gain for emissions. This project needs to be stopped immediately and if it is allowed to proceed everything needs to be started over with correct data. Since the DEIS is basing calculations on this severe overstatement of VMT anything derived from that data needs to be scrapped so we can actually comment on the truth. Since there will not be another comment period after FEIS the FRA needs to correct these SEVERE miscalculations so that we can at least comment on something that is closer to reality From economic benefit, to ridership, to emissions, the DEIS is easily proven false on these points and should be completely reevaluated with factual data. Who will be held accountable in court for all the data that was allowed in the DEIS and routes chosen when it can be easily proven as false and wrong? FRA and AECOM should have vetted this wrong information from TCRR and they didn't and failed the public. Who will be held accountable when this all comes to light? No build should be only option based on the data we have available to us.	
Christie Parker	2/22/2018	Website	Where is the information for Ag structure takings for each route? ALT A IS NOT THE LOWEST in that category, or many other parameters ALT A is not the best. The FRA cannot ethically and legally state the best route with all the wrong data in the DEIS and with removing corridors as they were not economically viable and then removed the economic viability component.	Refer to BA-7, LU-1 and PN-4.
Christie Parker	2/22/2018	Website	Based on \$199 ticket sales and 7.2 million you will have the following:This is in your tables state- 89,550,000 local- 28,656,000 Based on \$199 ticket sales and 5 million you will have the following: This is in your tables state- 62,187,500 local-19,900,000 So how do you come up with 15-39 billion in state taxes from ticket sales as you state in the DEIS even with your own flawed data How do you come up with 5-12 billion in local taxes from ticket sales? I cannot comprehend how so many people looked at this data and thought that it was correct and then based economic findings on it and allowed it to be promoted and circulated to the media. Who can we hold responsible for the very wrong and misleading data found in the DEIS? The credibility of the entire DEIS is in question and the entire process should start from the beginning with accurate data. Since there has been an overwhelming amount of bad data found in the DEIS an extension should be warranted to vet this process as the experts that put the data together have failed the public. Thank you	Refer to NE-1, GN-1, PI-3 and SC-3.
Christie Parker	2/23/2018	Email	I understand that the FRA has granted another meeting in Harris county so this is two for this one county and many rural counties weren't even allowed to participate in a second county where they had land. Madison county didn't even have enough capacity. Another concerning issue is the high speed watch group stated this last night in a meeting: The HSW lady also stated that she had someone inside of FRA that says it's a done deal per say and that no extension would be granted. Done deal as far as the ROD This is very concerning especially since there is a preponderance of evidence of poor quality and bad data used and breaks in the nepa process. Please let me know if other meetings will be scheduled and will there be an extension as has been requested by many. Thank you for your time in advance in this very important matter.	Refer to GN-1, PI-1, PI-31 and PI-11.
Christie Parker	2/24/2018	Website	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 is a huge environmental concern with all the new emissions related to construction and the impact on drainage and the wetlands. This has not been accounted for in the DEIS. The FRA has not accurately assessed the NEPA process as they have used outdated maps AND they have inaccurately assessed the VMT emissions. Please look at your VMT data which is 200% of. Please also look at your ridership figures as this again is more than 200% of using Tx Dot and FDOT maps and figures. All of these issues need to be addressed as the NEPA process has been inaccurately assessed and the entire DEIS should be rescinded. No build is the only option for this project.	Refer to AQ-3, AQ-7, BA-6, GN-1 and GN-2.
Christie Parker	2/24/2018	Website	Due to this project, many roads will be Closed, Modified, Rerouted or Rebuilt. Some roads are proposed to be built Over the HSR. Please tell us under what state statute this is allowed for a railroad to run under a road. Please tell us what state statute TCR is allowed to reroute city and county roads. Due to this unnecessary project we 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 that are non-existent today. I do not see this outlined in the DEIS. Please show how you were able to account for this in the DEIS. State law SB 977 ensures that no state dollars for any maintenance of anything related to high speed rail. So who will be maintaining the roads that are only needed because of the high speed rail? The no build option is the only option that should be chosen.	Refer to TR-6, TR-7 and TR-8. SB 977 prohibits the use of state funds to plan, build, or operate the high rail operated by a private entity. TxDOT owned roads (including overpasses and underpasses), however, would continue to be maintained by the state. For the mileage of proposed public roads, please see <b>Section 3.11, Transportation</b> , specifically <b>Table 3.11-61: Summary of Transportation Impacts by Build Alternative</b> . Reroutes to existing roads would result in the addition of approximately 16.6 miles to 46.9 miles of public roads. For information about roadway modifications per county, Segment, and Build Alternative, refer to <b>Section 3.11.5, Transportation, Environmental Consequences</b> .
Christie Parker	2/24/2018	Website	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. The environmental justice was not properly assessed as one route was eliminated due to economic reasons yet this route had a lower impact on minorities and poor people. Please address how this occurred and violated NEPA. No build is the only option. Thank you	Refer to BA-7 and EJ-1.

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Christie Parker	2/24/2018	Website	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. This is not adequately assessed in the wildlife corridors. This project will completely fragment wildlife and land. This will cause irreparable harm to the environment. Please push forward the no build option as the only plausibly alternative.	Refer to NR-6. This is discussed in <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife would be minimized by locating the Project 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 <b>Section 3.6.6.1 Natural Ecological Systems and Protected Species, Avoidance, Minimization and Mitigation, 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</b> .
Christie Parker	2/24/2018	Website	Over One Hundred Acre size Construction Sites will be needed for this massive project, located on just about every major East-West travel Corridor from I45, 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 will be negatively impacted by these construction zones for the entire 240 miles. This will adversely affect all communities and this was not adequately addressed in the DEIS. The NO BUILD OPTION should be chosen	Refer to SC-15 and TR-6.
Christie Parker	2/24/2018	Website	While Montgomery County will not receive a PENNY from any HSR Tax money (nor will Houston or Dallas receive any from ticket sales), they will only see devastation in their roads from all the heavy truck usage. Has the traffic types and volumes moving through our small communities like Montgomery and Plantersville, particularly with the 249 construction and the annual Renaissance Festival been assessed? Where are these impacts in the DEIS? The no build option is the alternative that should be chosen.	Refer to SC-19, TR-1, TR-7 and TR-8. Montgomery County is not part of the project area.
Christie Parker	2/24/2018	Website	The FRA should 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. The third party's report should be allowed to be viewed by the public supporting an open government process. 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. The FRA should adequately assess and mitigate all of these impacts before we advance any further with this project. The no build option should be pursued.	Refer to NE-1, NE-9, TR-6, TR-7 and TR-8.
Christie Parker	2/24/2018	Website	Other concerns on this project include impacts on Housing, Medical facilities, , Emergency Response Times, and the Negative Impact on Small Rural School ISDs? This has not been properly assessed in the DEIS. There is a great deal of literature on child impacts regarding noise that was not at all addressed in the DEIS despite the numerous schools in the proximity of the school. The DEIS is citing Houston ordinances in which the railroad ROW would be exempted from noise levels. How could the FRA fail to address the children's impacts and noise when the DEIS clearly states that TCR does not have to adhere to loud noises according to City Ordinances. The train itself was only tested at speeds of 125-175 mph which is not even the speed of the train. We know that noise is incrementally louder with increasing speeds yet much of the testing was performed at only 125 mph. The DEIS fails to state the speed of the train for various noise impacts. The discrepancy in sound and lack of accurate data to obtain decibels clearly violates NEPA. Sound measurements were also lacking in their measurements in the various data points as some only measured one hour and others 24 hours. Incomplete data was given for each of these measurements. This is simply inadequate and fails the test for accuracy of a solid noise impact report. Emergency services will be impacted and not adequately assessed as well and any increase in response times as shown in the DEIS is unacceptable. One life lost for this fiasco is one too many. Please re assess how the project could be reconfigured to not allow any impacts in first response times or the no build option should be the only option chosen.	Refer to NV-1 and NV-6.
Christie Parker	2/24/2018	Website	The FRA Must Seriously Reconsider With Hard and Verifiable 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 arrival times, and the Additional Cost Burdens being placed on the Counties and Taxpayers. It is evident that much of the public came to each of the public meetings voicing their concerns and opposition to the project. Very very few people came out in support for the project. I am sure that the public comments are huge in opposition with many facts that prove the DEIS is horribly flawed while there is very few comments in support of the project. With all the huge overwhelming public opposition, the no build option should be chosen. Thank you	Refer to BA-6, BA-8, GN-4, NE-1, NE-9, SS-23 and VA-1.
Christie Parker	2/25/2018	Website	There are only 1.3 million annual airline ridership. There is only 89,060 annual workflow commuters according to Amercian Community Survey 2006-2010 Tract to Tract Data (see links below). So how are you calculating 5 million annual ridership when 100% o the airline traffic and	Refer to BA-6, GN-2 and GN-3.

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			<p>workflow commuters in under 1.4 million? Please provide data to justify purpose and need. There clearly is not enough traffic or need for this route. Since this process involves the NEPA process with many negative impacts, the ridership and data must be vetted and substantiated. It is evident that it has not been and therefore the No Build Option should be chosen. Dallas county to Harris county commuters- 65 <a href="http://bigbytes.mobyus.com/commute.aspx">http://bigbytes.mobyus.com/commute.aspx</a> Rank County Name Commuter Workers Median WCommute Commuter Residents Median RCommute Your Selected Commuters % Tis County % Slected County 2 Harris County, TX 2,124,746 10.5 1,834,924 9.0 65 0.0% 4.2% n Harris county to Dallas county commuters- 179 <a href="http://bigbytes.mobyus.com/commute.aspx">http://bigbytes.mobyus.com/commute.aspx</a> Rank County Name Commuter Workers Median WCommute Commuter Residents Median RCommute Your Selected Commuters % Tis County % Slected County 2 Dallas County, TX 1,418,594 10.0 1,081,215 7.9 179 0.0% 3.3% n Data for this visualization is from US Census American Community Survey (ACS) data combined with Google MAPS API</p>	
Christie Parker	2/25/2018	Website	<p>Per the DEIS section Dallas to Houston HSR EIS - Chapter 3.0 Section 3.14 - Socioeconomic and Community Facilities 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. As shown in Table 3.14-22, HSR ticket sales could generate between \$15 billion and \$39 billion in sales tax for the state plus \$5 billion to \$12 billion in local tax revenue. Local sales tax is assumed to be collected at the point of sale, roughly split between Dallas and Houston jurisdictions.17 Tax revenue for ticket sales would be identical for all Build Alternatives. Please show how the sales tax for the state and local communities could happen based on ridership and state laws. If you actually calculate this correctly you will find a loss of more than 40 million a year in lost taxes. Such glaring errors is completely careless, negligent, incompetent and could be classified as fraud as this is a government document and affects the public and skews the data to cause harm to the public. Who is held accountable for this fraudulent data? AECOM? FRA? TCR? The entire DEIS should be rescinded immediately an the no build option should be pushed forward.</p>	Refer to SC-3.
Christie Parker	2/25/2018	Website	<p>Per the footnote in Dallas to Houston HSR EIS - Chapter 3.0 Section 3.14 - Socioeconomic and Community Facilities Table 3.14-21: Permanent Employment Impacts Note: Employment, earnings and tax estimates do not include potential losses for businesses displaced by the project that are unable to relocate within the study area. Why would AECOM be allowed to put this chart together without accurately assessing and accounting for the loss of jobs? How is this accurate data. The FRA/ AECOM inaccurately coded our business as agricultural and it is in fact a wedding venue with weekly weddings. It uses an 1890's victorian mansion and will be irreparably harmed and will go out of business. This was not adequately assessed and since the FRA and AECOM used outdated and stale maps and data THEY VIOLATED THE NEPA PROCESS. How are you remedying this use of outdated maps that doesn't take the negative impacts into account? If the correct process is not pursued many people will sue the FRA and other entities for supplying false and wrong data. I request that this process immediately be halted and started over with updated data and impacts thus being able to accurately crate a report which will reflect the actual negative impacts .</p>	Refer to GN-1, NE-1 and SC-21. Feedback will be used to reclassify the structure type to commercial and add in additional barn points. <b>Chapter 3.0, Affected Environment and Environmental Consequences</b> of the Final EIS identifies the data collection process and data used for analysis within each environmental resource section. <b>Section 3.1, Introduction</b> identifies the updated data used for the Final EIS.
Christie Parker	2/26/2018	Website	<p>Per the Statewide Ridership Analysis Report Statewide Analysis Model -Version 2.5 (SAM-V2.5) December 2013 "It should be noted however, that the Dallas-Fort Worth to Houston corridor has air service within the corridor at a level of competitiveness far above the other corridors as compared to the assumed passenger rail service. For example, there are approximately 50 flights each way with average fares comparable to the federal mileage rate f or the Dallas-Fort Worth corridor, " The Dallas to Houston route was the 5th route as far as ridership and as you see this is with an airline ticket price of \$130 each way. You have listed airline ticket prices of an average of \$199 throughout the DEIS. This is not true. As most people won't switch from an airplane to a more costly transportation modality the ridership studies will even be less. In order to obtain an accurate clean air report you have to have reliable ridership data. All the data from independent studies reveals very low ridership figures of around 1 million annually. This will greatly impact the emissions and make this a net gain in emissions and will affect the Clean Air Act. The fraudulent data in the DEIS violates NEPA because it is clearly wrong and incorrectly skews the results of this governmental review. Please correct the data and start over so a real analysis can be performed of the route. We need a 90 plus day extension as there are so many errors that violate the NEPA process and the public needs more time to review the incorrect data to ensure that accurate information is being considered in this entire project as it is greatly affecting the environment. No build option should be considered at this time.</p>	Refer to AQ-7, BA-4, BA-6, BA-12, GN-1, GN-2, GN-3, PI-3 and SC-3.
Christie Parker	2/28/2018	Website	<p>Because the FRA did not include FERC in the process of putting together the DEIS they have put the public's lives at risk. Please see the following:                  ATMOS ENERGY IS THE COMPANY THAT MANAGES THE 30" PIPELINE INSTALLED IN 1967 LAYING NORTH TO SOUTH ACROSS A BINFORD TRACT Land in Harris County. IT IS ONLY ABOUT 50 STEPS AWAY FROM THE PROPOSED PLAN FOR HSR TRACKS.                  There is a great deal of research regarding vibrations leading to leaks in pipelines and the FRA/AECOM/TCR have not consulted FERC nor mitigated for this pipeline. Again, due to negligently putting together the DEIS, all the publics lives are at risk. This process must stop immediately. Please see the below news from 2-28-18.                  NORTHWEST DALLAS                  Worried about gas leaks after deadly blast, residents demand answers from Atmos Energy                  A meeting quickly turned contentious Tuesday night when northwest Dallas residents worried about their safety voiced their fears and</p>	Refer to BA-6, EU-1, EU-2, EU-6, GN-1, NV-5, PI-1 and SS-19. The National Transportation Safety Board is an independent Federal agency charged by Congress with investigating aviation accidents and significant accidents in other modes of transportation to determine the probable cause and issue safety recommendations aimed at preventing future accidents. No major transportation accidents have occurred on the Project in preparation of its Environmental Impact Statement; therefore, coordination with NTSB has not been required.

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			<p>frustrations to city and Atmos Energy officials.</p> <p>It's still unclear whether the explosion is connected to a gas leak that prompted the evacuation of a nearby apartment complex Sunday, or two house fires on a neighboring street earlier in the week. Dallas Fire-Rescue spokesman Jason Evans said the department couldn't say whether the incidents were connected — that's part of the investigation, he said — but they believe those events were gas-related.</p> <p>Atmos Energy's director of public affairs, Jennifer Altieri, told the neighbors that while she would provide them with as much information as possible, questions about what led to the explosion would have to be answered by the National Transportation Safety Board</p> <p><b>WAS THE NATIONAL TRANSPORTATION SAFETY BOARD INVOLVED IN THE DEIS PROCESS?</b></p> <p><b>THERE IS AN OVERWHELMING AMOUNT OF FATALLY FLAWED DATA ALONG WITH NO COORDINATION OF NUMEROUS ENTITIES THAT SHOULD HAVE BEEN INVOLVED IN THE PROCESS. THE NO BUILD OPTION IS THE ONLY SAFE AND ENVIRONMENTALLY FRIENDLY OPTION THAT SHOULD BE CHOSEN.</b></p>	
Christie Parker	2/28/2018	Website	<p>TCR nor the FRA are implementing a Comprehensive Risk Management System that would Assess the safety of the Proximity of these pipelines to the HSR AND likely should be required of the Pipelines. This is yet another reason that FERC should have been involved in the DEIS. Numerous pipeline experts have noted that FERC should have coordinated this process and the vibrations of the train will impact many pipelines in the DEIS that were not accounted for. There is no doubt in my mind, the way this project has been thrown together and the lack of expertise will result in people dying. PIPELINES DO FAIL!! A Full Assessment needs to be done for every crossing, and that INCLUDES the HSR being built over the Utility Corridor with Two Enterprise Pipelines in Leon County, and one of those is a 30" pipeline. Please see the recent explosion resulting in a fatality. WHO HAS TCR AND THE FRA INVOLVED FOR PIPELINE SAFETY FOR THIS PLANNING PROCESS?</p> <p><a href="https://www.dallasnews.com/news/dallas/2018/02/26/state-regulators-join-feds-investigating-house-explosion-northwest-dallas">https://www.dallasnews.com/news/dallas/2018/02/26/state-regulators-join-feds-investigating-house-explosion-northwest-dallas</a></p> <p><b>THE NO BUILD OPTION IS THE ONLY SAFE OPTION</b></p>	Refer to EU-1, EU-2, NV-5 and SS-19.
Christie Parker	3/1/2018	Website	<p>Why was FERC not involved in the planning of the high speed rail in relation to the attached interstate pipeline. This project is not looking out for public safety. This is extremely dangerous. The DEIS has been negligently thrown together and should be rescinded immediately. No build option should be chosen.</p>	Refer to EU-1, EU-2 and SS-18.
Christie Parker	3/1/2018	Website	<p>Environmental experts have stated that there is no way that Navasota Lady Tresses will not be impacted by the proposed route. Current laws prevent this. The FRA have violated NEPA by not properly assessing this impact. Endangered Species Act Prohibitions Section 9 of the Endangered Species Act prohibits the take of any plant or animal species listed as endangered or threatened. Take, as defined by the Endangered Species Act, means "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect, or to attempt to engage in any such conduct."5 Harm is defined in regulations implementing the Act as "any act that kills or injures the species, including significant habitat modification."6 This protection also includes a prohibition of indirect take, such as destruction of habitat. Additionally, Section 9 prohibits removing, cutting and maliciously damaging or destroying federally listed plants on sites under federal jurisdiction. The Endangered Species Act and accompanying regulations provide the necessary authority and incentive for individual states to establish their own regulatory vehicle for the management and protection of threatened and endangered species. <b>NO BUILD TO PREVENT THE LOSS OF ENDANGERED SPECIES</b></p>	Refer to NR-4.
Christie Parker	3/1/2018	Website	<p><b>MORE VIOLATIONS OF NEPA:</b> Where was the proper assessment by USFWS for the Navasota Lady Tresses? Endangered Species Act Authorization Process for Federal Actions Section 7 of the Endangered Species Act requires that federal agencies consult with the USFWS to ensure that projects they authorize, fund, or carry out would not jeopardize the continued existence of an endangered or threatened species or destroy or adversely modify designated critical habitat.7 In effect, Section 7 provides a means for the USFWS to authorize the take of threatened and endangered species and their habitat by federal agencies. Section 7(a)(2) requires that federal agencies review any action they are authorizing, funding or conducting and determine if the action may affect federally listed and proposed species, or proposed or designated critical habitat. If the protected species are present and are likely to be adversely affected the federal agency must complete a Biological Assessment (BA) that identifies the threatened or endangered species that are likely to be affected by the action and consult with the USFWS. Once formal consultation is concluded, the USFWS then formulates a Biological Opinion (BO) that identifies reasonable and prudent alternatives to the proposed action (if the action may jeopardize the continued existence of a species) or an incidental take statement (if the action would not jeopardize the continued existence of a species). Implementation of the project must comply with the BO. To ensure the avoidance of impacts to endangered species the No Build Option is the only choice.</p>	Refer to NR-2.
Christie Parker	3/1/2018	Website	<p><b>MORE NEPA VIOLATIONS:</b> It has been proven that many birds have been killed by high speed rail. The high speed rail is on the path of the migratory bird species path. None of this has been mitigated for and many migratory birds will be wounded or killed which goes against the Migratory Bird Treaty Act. I have submitted articles and studies proving that deaths are occurring. Many people have also documented migratory bird species along this route. Migratory Bird Treaty Act The Migratory Bird Treaty Act (MBTA) (16 U.S.C. §§ 703-712), is the domestic law that affirms, or implements, the U.S.' commitment to four international conventions (with Canada, Japan, Mexico and Russia) for the protection of a shared migratory bird resource. Each of the conventions protects selected species of birds that occur in more than one</p>	Refer to NR-2.

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			of the countries at some point during their annual life cycle. The MBTA protects migratory birds and their nests, eggs, young and parts from possession, sale, purchase, barter, transport, import, export and take. For purposes of the MBTA, take is defined as "to pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to pursue, hunt, shoot, wound, kill, trap, capture, or collect" (50 CFR Â§ 10.12). The MBTA applies to migratory birds identified in regulation. The MBTA protects all birds occurring in the U.S. except for several nonnative species (e.g., house sparrow, European starlings and rock pigeons) and non-migratory upland game birds. The USFWS implements and enforces the MBTA; is the lead federal agency for managing and conserving migratory birds in the United States; regulates the take of migratory birds for educational, scientific and recreational purposes; and requires that harvests be limited to levels that prevent overutilization. Special Purpose Permits issued under 50 CFR Â§ 21.27 are required in the event that an action would take, possess or involve the sale or transport of birds protected by the MBTA. THE NO BUILD SHOULD BE CHOSEN	
Christie Parker	3/1/2018	Website	ANOTHER VIOLATION OF NEPA: Many threatened species habitats such as for bald eagles will be taken. Many bald eagles will be killed. Where is the USFWS in this process? Bald and Golden Eagle Protection Act The Bald and Golden Eagle Protection Act of 1940, and as amended (16 U.S.C. 668-668d), prohibits anyone without a permit issued by USFWS from "taking" bald or golden eagles including their parts, nests or eggs. The Bald and Golden Eagle Protection Act defines "take" to include "pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb."9 Regulations implementing the Bald and Golden Eagle Protection Act define "disturb" to mean "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."10 The USFWS has a permitting process for activities which may disturb golden eagles or take an eagle nest where their location poses a risk to human or eagle safety. There are two established permit routes regarding Bald and Golden Eagles, a programmatic take permit and an individual take permit. USFWS defines programmatic take as 'take that (1) is recurring, but not caused solely by indirect effects, and (2) occurs over the long term and/or in a location or locations that cannot be specifically identified.' A programmatic permit covers other take in addition to programmatic take but can be a much longer permitting process compared to individual take permits. An individual take permit would be required for removal of a nest, active or inactive. No build option should be implemented	Refer to NR-3. USFWS is a cooperating agency that we are continuing to coordinate with to determine impacts and appropriate mitigation measures.
Christie Parker	3/1/2018	Website	HUGE SAFETY CONCERNS: Why was FERC not consulted in the planning of these attached pipelines that will be impacted and can result in public fatalities? Why has the FRA not ensured the publics safety? I cannot comprehend how many errors, gaps and outright fraudulent data that is in the DEIS. I cannot trust any organization that had such glaringly wrong data to ensure the safety of the public regarding pipelines and the FRA/AECOM/TCR have decided not to consult FERC in the planning process. THE ONLY SAFE OPTION IS THE NO BUILD ALTERNATIVE	Refer to EU-2, EU-1 and SS-18.
Christie Parker	3/1/2018	Website	ANOTHER SAFETY CONCERN: Why was PHMSA not consulted in the DEIS and the attached pipeline. PHMSA's job is the following: The Office of Pipeline Safety ensures safety in the design, construction, operation, maintenance, and spill response planning of America's 2.6 million miles of natural gas and hazardous liquid transportation pipelines. This Design of the project has already been done regarding the route which is on top of this pipeline. This is unacceptable and negigent that the FRA/AECOM/TCR did not consult them regarding the safety of all the numerous pipelines that will be impacted	Refer to EU-1, EU-2 and SS-18.
Christie Parker	3/3/2018	Website	You did not count this as a road closure in the DEIS. Even if temporary it is still a road closure. Please report accurate information for the public to review in a governmental document. Due to vast amounts of road closures and road reroutes this will affect the safety of the public and the no build should be the only option chosen.	Refer to SS-1, TR-6 and TR-8.
Christie Parker	3/3/2018	Website	Below is a prepared comment that TCR presented their viewers with while throwing them in a drawing for a toy train. This is bribery to get submissions to a governmental document. They also solicited these comments while also sending to Gov. Abbott and Lt. Gov Patrick at the same time. Here is the letter that they bribed people to sign: This is illegal to get people to sign a comment while also bribing them. All of these letters should be thrown out and TCR's practices should be looked into. The letter: "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!" Please see	Refer to PI-4.

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			<p>attached pdf regarding bribery.  <a href="https://www.ftc.gov/system/files/documents/public_statements/685041/19301017_ferguson_commercial_bribery.pdf">https://www.ftc.gov/system/files/documents/public_statements/685041/19301017_ferguson_commercial_bribery.pdf</a></p>	
Christie Parker	3/3/2018	Website	<p>Most reports show avg people per car is 1.5-1.8 people per car. So using your 1.2 people per car number you reduce the number of cars actually removed from 45. When you factor in the 200% over statement of VMT removed and factor in the true passenger count per car on 45 you get a Larger NET GAIN of NOx. The FRA/AECOM/TCP have committed fraud on these governmental documents and have violated NEPA. Your report has made false claims in its report that directly impact the Clean Air Act. You have doubled the VMT removed by doubling the mileage and used an incorrect count of people in a vehicle. There will also be a net gain in emissions in the Houston area. YOU HAVE COMMITTED FRAUD WITH YOUR FIGURES. THE NO BUILD IS THE ONLY OPTION THAT SHOULD BE CONSIDERED FOR THIS PROJECT. You can't just correct all these erroneous figures without starting over.</p>	<p>Most state planning at the time of Draft EIS preparation, used 1.25 passengers/car, and the rate used by TCRR was project-specific and similar to this figure. It was only after Texas Transportation Institute (TTI) issued an August 2017 memo regarding updating estimates roadway user delay costs, that a revision of the previous rate to 1.5 based on newer national survey data was recommended. It should be noted that using 1.2 instead of 1.5 increases the number of cars removed from the road because it takes more cars to transport the projected annual passengers. The ridership numbers were verified with TCRR to clarify what they 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 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. 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 = -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 In addition to this change, sensitivity of the net project emissions to the vehicle occupancy rate was tested by using 1.5 passengers/car instead of 1.2 to recalculate vehicle emissions that would be reduced, using the revised one-way trip assumption and the same other inputs and assumptions used in the Draft EIS calculations. For 2024: HSR Operation Emissions: NOx = 43.6, VOC = 5.3, PM10 = 6, SO2 = 113.6, CO = 38.9, CO2eq = 132,316, CO2eq Metric Tons = 120,035 Vehicle Emissions: NOx = 101.94, VOC = 91.83, PM10 = 29.97, SO2 = 1.7, CO = 1,751.37, CO2eq = 254,062, CO2eq Metric Tons = 230,481 Net Emissions: NOx = -58.4, VOC = -86.5, PM10 = -23.9, SO2 = 111.9, CO = -1712, CO2eq = -121,746, CO2eq Metric Tons = -110,446 For 2040: HSR Operation Emissions:</p>

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				NOx = 16.86, VOC = 4.42, PM10 = 3.04, SO2 = 34.03, CO = 29.97, CO2 equivalent = 96747, CO2eq Metric Tons = 87,767 Vehicle Emissions: NOx = 28.26, VOC = 66.33, PM10 = 37.11, SO2 = 1.51, CO = 836.16, CO2eq = 222,459, CO2eq Metric Tons = 201,811 Net Emissions: NOx = -11.4, VOC = -61.9, PM10 = -34.1, SO2 = 32.5, CO = -806, CO2eq = -125,712, CO2eq Metric Tons = -114,044 The results indicate that there would still be a net reduction of overall operational emissions for all pollutants, except for same as before, sulfur dioxide, with HSR usage. 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.
Christie Parker	3/3/2018	Website	There are too many errors in the current DEIS to even comment on. You have given the public 75 days to comment on a fatally flawed 5600 page document that too you almost 4 years to put together. YOU HAVE VIOLATED THE NEPA PROCESS by so many false and fraudulent data pieces put in the DEIS. Please see attachment of the NEPA process. I request the DEIS be rescinded and started over so that the public can actually comment on real data instead of fraudulent data. Until the public is allowed to comment on correct data you have violated NEPA and the no BUILD is the only option without starting over.	Refer to GN-1, PI-1 and PI-3.
Christie Parker	3/3/2018	Website	Please see the attachment. The FRA willingly changed the purpose and need between step 10 and 11 of the NEPA process. This changes everything and the scoping comments during this NEPA process were directly affected by this change. This VIOLATES NEPA without starting over. You cannot change the purpose and need in the middle of a NEPA process. You received public comment based on your purpose and need and then changed it. This is completely unacceptable and is a violation of the NEPA process. The NO BUILD ALTERNATIVE should be pursued or the entire process should start over.	Refer to NE-1, PI-1 and PN-4.
Christie Parker	3/3/2018	Website	Safety of TCR's HSR riders as well as security of the HSR Fencing while on Berms or at Natural Grade Level is of grave concern. I see nothing in the Fence design that indicates it will be "Predator" Fence? Where is this? How has this been mitigated. 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? Please show where this is outlined. In the event 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. I see no evidence of this in the DEIS. In the event the FRA is not aware of rural wild animal habits, Coyotes are 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. This is a safety concern that has not been adequately assessed in the DEIS. Please explain how you will ensure all of the riders safety. The No Build is the only safe option. Thank you.	Refer to SS-2, SS-12 and SS-13.
Christie Parker	3/3/2018	Website	Please show evidence of how these were avoided per regulations. Hardly any of the route was surveyed with boots on the ground surveys. 3.6.5.2.3 Protected Species A total of 14 state-listed threatened species, including two federal Candidate species, may be impacted by each of the Build Alternatives. These impacts could be minimized and/or avoided by deploying qualified biologists to conduct surveys prior to construction and during construction activities within or near protected species and their habitat to ensure implementation and compliance with environmental protection measures. These qualified biologists could also identify these protected species and relocate individuals so direct mortality is avoided. Mitigation measures are described in Section 3.6.6. It is important to note that Texas does not have a permitting mechanism for incidental take of state-listed species. Therefore, avoidance is the only path for ensuring compliance with state laws and regulations. In addition, there would be four federally- and state-listed endangered species that have the potential to occur in the Study Area: Houston toad, interior least tern, Navasota ladies'-tresses and the largefruited sand-verbena. The interior least tern, if present, would be anticipated to frequent the streams and waterbodies within the Study Area, as detailed in Section 3.7, Waters of the U.S., that contain sand flats, sand and gravel bars or beaches. For the remaining three federally listed species, Table 3.6-21 provides acreage of potential impacts to habitat by Build Alternative Segment for each county. For mapped potential habitat of each of the federally listed species, please refer to the Natural Resources Mapbook, Appendix D. Dallas, Ellis, Navarro and Limestone THE ONLY OPTION IS THE NO BUILD OPTION TO PROTECT THESE TREATENED AND ENDANGERED SPECIES	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 <b>Section 3.6, Natural Ecological Systems and Protected Species</b> of the EIS.

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Christie Parker	3/3/2018	Website	<p>We have seen whooping cranes on some of our many lakes on our property. One of which will be filled in by the high speed rail train.</p> <p>Whooping Crane                      Scientific Name: Grus americana                      Federal Status: Endangered, 6/2/70 • State Status: Endangered                      The project must be halted as this will affect this species and lead to deaths of this endangered species.                      The only prudent option is the NO BUILD OPTION.</p>	<p>No whooping crane sightings were reported in eBird or Texas Natural Diversity Database (TXNDD) which reports known occurrences of the species. For information regarding endangered species, and how they were assessed and habitat modeled please see <b>Section 3.6.3, Natural Ecological Systems and Protected Species, Methodology.</b></p>
Christie Parker	3/3/2018	Website	<p>Piping Plover Piping Plover                      Scientific Name: Charadrius melodus                      Federal Status: Threatened in Northern Great Plains and Atlantic Coast, endangered in Great Lakes. •                      State Status: Threatened</p> <p>Katy Prairie Conserv.--Warren Ranch Lake area (UTC 099), Harris County, Texas, US ( Map ) ( Hotspot )                      Date and Effort Sun Jul 24, 2011                      Protocol:Historical                      Party Size:3                      Observers:Tony Frank                      Species                      1 species total                      1 Piping Plover one bird. Found a day or two before. Seen by the three of us from the raised viewing platform. Bird was on far side of drying lake.</p> <p>Katy Prairie Conserv.--Warren Ranch Lake area (UTC 099), Harris County, Texas, US ( Map ) ( Hotspot )                      Date and Effort Sat Jul 23, 2011                      Protocol:Incidental                      Party Size:N/A                      Observers:Kendra Kocab                      Species                      2 species total                      1 Piping Plover Seen the day before also by Mike &amp; Sarah Kuzio, and Drew Dickert.</p> <p>1 Marbled Godwit</p> <p>Katy Prairie Conserv.--Warren Ranch Lake area (UTC 099), Harris County, Texas, US ( Map ) ( Hotspot )                      Date and Effort Fri Jul 22, 2011 6:35 PM                      Protocol:Traveling                      Party Size:2                      Duration:1 hour(s), 55 minute(s)                      Distance:0.2 mile(s)                      Observers:Drew Dickert , Greg Page List                      4 Piping Plover                      4 very pale plovers with yellow legs. Narrow breastband, on at least one Plover it was unbroken.                      Numerous Piping Plovers seen near where the train will travel. To protect our state and federal endangered and threatened species the NO BUILD OPTION should be chosen.</p>	<p>Refer to NR-2 and RF-4.                      Piping plovers were observed at Warren ranch in 2011 according to eBird. The section of the Project that is within a mile of Warren Ranch is mostly on embankment and would be fenced to avoid collisions with wildlife. Piping plovers would not stop in between the fenced area because there are not wetlands or foraging areas on or near the track that they would need during migration to the coast.</p>
Christie Parker	3/4/2018	Website	<p>Christie Parker                      Bald Eagle                      Scientific Name: Hahaetetus leucocephalus                      Federal Status: Threatened • State Status: Threatened                      Threats and Reasons for Decline                      Habitat loss over the past 200 years is the factor most consistently associated Mith declines in Bald Eagle populations.</p>	<p>Refer to NR-3.</p>

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			<p>In Texas: the greatest challenge for the future will be to prevent further destruction of habitat and retention of sufficient creek and river flows to support a food base for breeding and wintering eagles.</p> <p>Numerous Bald Eagle sightings have occurred along the path along with nesting locations.</p> <p>Bald Eagle                      Haliaeetus leucocephalus ML 71468031                      1 rating                      Rate quality..                      Share                      Embed                      Timothy White                      Search this contributor Profile 10 Oct 2017 3:00 PM                      eBird Checklist S39812551                      Katy Prairie Conserv _ Warren Ranch Lake area (UTC 099)                      Harris: Texas: United States                      Search this location Illustrated Checklist                      Bald Eagle                      Immature 4-5 year bird. A few brown feathers on face tail                      Katy Prairie Conserv --Warren Ranch Lake area (UTC 099): Hams County: Texas, US ( Map ) ( Hotspot )                      Date and Effort Sun Dec 20: 2015 10 17 AM                      Protocol : Stationary                      Party Size:3                      Duration :45 minute(s)                      Observers: Brianna Diaz List Charmaine Ganson - cc List Janet Landry                      Wed Nov 25, 2009 2:30 AM + Nocturnal                      Protocol:Stationary                      Party Size: 1                      Duration:3 hour(s), 10 minute(s)                      Observers:Mark WII Kulstad                      Cypress Creek CBC - North Section, Harris County, Texas: US ( Map )                      Date and Effort Sun Jan 2017 7:10 AM                      Protocol : Travel ing                      Party Size: 1                      Duration: 10 hours), 23 minute(s)                      Distance:53.8 mile(s)                      Observers:Dennis Shepler                      Comments:N/A                      Submitted from eBird for iOS, version 1_4_ 113                      Numerous Bald Eagles and their nests will be affected by this train and will lead to deaths and injury to these threatened species.                      Therefore, the No Build Option is recommended to save this species and not detrimentally impact</p>	
Christie Parker	3/4/2018	Website	<p>Please see the following mitigation efforts for nesting sites for Bald Eagles.</p> <p>Nesting Habitat                      The protection of an actual nest is important, but so is protection of the nest area and all the surrounding habitat factors that attracted the nesting pair to the area. Once the eagles establish a suitable breeding territory, they will return to the same area year after year, often using several nests within the territory during different years. When a given nest or the tree that it is in falls, a pair generally returns to the same territory to begin another nest. If one member of a pair dies, the nest may go unused for several years and then be recolonized by the surviving member returning with a new mate. Nesting territories can even be inherited by offspring.                      Therefore, protection of nesting territories should apply to "abandoned" nests for at least five consecutive years of documented nonuse.                      The following habitat management guidelines are based on two management zones surrounding each nest site, with certain restrictions recommended for each zone.</p>	Refer to NR-3.

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

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			<p>Primary Management Zone For Nest Sites                      This zone includes an area extending 750 to 1,500 feet outward in all directions from the nest site. It is recommended that the following activities not occur within this zone:</p> <ol style="list-style-type: none"> <li>1. Habitat alteration or change in land use, such as would result from residential, commercial, or industrial development; construction projects; or mining operations.</li> <li>2. Tree cutting, logging, or removal of trees, either living or dead.</li> <li>3. Use of chemicals labeled as toxic to fish and wildlife.</li> <li>4. Placement of above-ground electrical transmission or distribution lines. Since collision with powerlines and electrocution on powerline structures remain an important cause of death, placement of underground lines is recommended near Bald Eagle nests and winter concentration sites.</li> <li>5. Helicopter or fixed-wing aircraft operation within 500 feet vertical distance or 1,000 feet horizontal distance of the nest site during the nesting season (October-July).</li> <li>6. Activities which create minimal disturbance, such as hiking, fishing, camping, and bird-watching can be carried out safely during the nonnesting season if there is no physical alteration of the habitat within the zone. Traditional farming, ranching, and hunting activities which are existing practices and have occurred historically on the site can be carried out safely during the non-nesting season as long as habitat alteration is avoided.</li> </ol> <p>Secondary Management Zone                      For Nest Sites This zone encompasses an area extending outward from the primary zone an additional 750 feet to 1 mile. Recommended restrictions in this zone are intended to protect the integrity of the primary zone and to protect important feeding areas, including the eagle's access to these areas. The following activities are likely to be detrimental to Bald Eagles at any time, and in most cases should be avoided within the secondary zone:</p> <ol style="list-style-type: none"> <li>1. Development of new commercial or industrial sites.</li> <li>2. Construction of multi-story buildings or high-density housing developments between the nest and the eagle's feeding area.</li> <li>3. Placement of electrical transmission or distribution lines between the nest site and the eagle's feeding area.</li> <li>4. Construction of new roads, trails, canals, or rights-of-way which would tend to facilitate human access to the eagle nest.</li> <li>5. Use of chemicals labeled as toxic to wildlife. Certain activities that involve only minimal alteration or disturbance to the habitat can be carried out safely in the secondary zone during the non-nesting season. Examples of these activities include: minor logging or land clearing, minor construction, seismographic exploration employing explosives, oil well drilling, and low-level aircraft operation. However, these activities should avoid major alteration or loss of Bald Eagle habitat as much as possible.</li> </ol> <p>Nesting sites have been noted within 1500 ft. of the train alignment and its construction. There must be a full boots on the grounds assessment for up to a mile outside of the train and construction sites along the entire 239 mile route to ensure NEPA is not being violated. No build is the only safe option to prevent death of these nests and species.</p>	
Christie Parker	3/4/2018	Website	<p>Peregrine Falcon                      Scientific Name: Falco peregrinus                      Federal Status and State Status: the American Peregrine Falcon (Falco peregrinus anatum) is endangered and the Arctic Peregrine Falcon (Falco peregrinus tundrius) is threatened. Both of these subspecies occur in Texas.                      Katy Prairie Conserv.--Warren Ranch Lake area (UTC 099), Harris County, Texas, US ( Map ) (Hotspot )                      Date and Effort Sat Aug 13, 2011 3:15 AM : Nocturnal                      Protocol:Stationary                      Party Size:2                      Duration:4 hour(s), 30 minute(s)                      Observers:Drew Dickert                      Peregrine Falcon                      Peregrine falcon (back to partial side view) perched on top of dead snag on tree at south edge of lake (may have been there all night), I noticed it at dawn silhouetted against the foggy dusky sky (definitely right size and shape - stocky, thick-breasted, with long pointed wings that reached the end of the narrow tail), I was waiting for the light to increase and my scope to quit fogging, I was able to barely discern a white cheek patch as it preened, it then abruptly flew down behind the tree line at about 6:50 am (darting flight and pointed wings noted), this is apparently the same bird I failed to ID over 2 weeks ago that I later saw was photographed by Mark Kulstad earlier that day.                      Katy Prairie Conserv.--Warren Ranch Lake area (UTC 099), Harris County, Texas, US ( Map ) ( Hotspot )</p>	<p>Refer to NR-2.                      Both subspecies of Falcon were noted in <b>Table 3.6-8, LFSV Habitat by Segment</b> as having a potential to occur within the project area.</p>

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			<p>Date and Effort Fri Jul 22, 2011 1:15 PM                      Protocol:Stationary                      Party Size:1                      Duration:1 hour(s), 45 minute(s)                      Observers:Dan Coleman                      Peregrine Falcon                      One large, very brown falcon sat on the grass north of the lake. I didnt see it fly in, and it was still sitting on the ground when I left. Good scope views showed feathered legs, "helmeted" sides of the head, longish body profile.                      Private residence, Navarro County, Texas, US ( Map )                      Date and Effort Tue Nov 07, 2017 2:55 PM                      Protocol:Traveling                      Party Size:3                      Duration:1 hour(s), 30 minute(s)                      Duration:1 hour(s), 30 minute(s)                      Distance:1.0 mile(s)                      Observers: Mike Stewart List , Wilbur Stewart , Yvette Haughney List                      Submitted from eBird for iOS, version 1.6.22                      Bardwell Lake--Buffalo Creek Wetlands/Bardwell Dam rd. area, Ellis County, Texas, US ( Map ) ( Hotspot )                      Date and Effort Mon Jan 07, 2013 12:20 PM                      Protocol:Traveling                      Party Size:2                      Duration:2 hour(s), 10 minute(s)                      Distance:0.5 mile(s)                      Observers:Ross Rickett                      PLEASE SAVE THIS SPECIES AND ELECT THE NO BUILD OPTION AS NUMEROUS BIRDS WILL BE AFFECTED BY THIS TRAIN.</p>	
Christie Parker	3/5/2018	Oral	<p>Good evening. My name is Christie Parker. I want to quickly point out some very disturbing errors with the DEIS report compiled by TCRR_ AECOM and the FRA _First, this document and TCRR in their videos are reporting up to 39 billion in state sales tax revenue based on ticket sales that will be generated They go on to state that the train will generate 12 billion in mobile sales tax from the ticket sales. They then report in Table 3 _ 14-22 that there will be 68 million in net impact from taxes: sales tax on ticket sales. Unfortunately: this information is incoffect_ They have inappropriately put sales tax on both HSR and airline tickets. Looking at state tax laws, there is no state or local tax on transportation. You can simply refer to bus, train or airline tickets or the actual tax code to see that they have easily that they have really messed up these figures. Their own insight research report with their secret ridership members also mentions the sales tax from ticket sales. This is a huge error that isn't the only one in this chart They failed to capture the federal tax impact for airline tickets which includes a 7 _ 5 percent federal excise tax Imposed only on airline tickets and this would result in a loss of more than 28 million a year in federal tax Reviewing their chart with their huge errors, we can all see that instead of generating 68 million annually in taxes: it will actually result in a loss of 47 million annually to the taxpayers. This is unacceptable. That is more than 100 million annual flip and will result in billions of a loss of tax revenue as a result of the traim To put this all into perspective: the City of Houston will not receive 10 to 12 million in sales tax on ticket sales: as is being claimed by Mayor Turner: and the City ofDa11as will not receive 10 million in sales tax revenue annually as well. The State will not get their potential 39 billion and the local areas will not receive their potential 12 billion. They lwill suffer a loss instead. Second: the DEIS report has doubled the emission data of vehicles. Even the unrealistic ridership members: Houston will have a net gain in emissions due to this project. With accurate ridership data: it is estimated by other studies and accurate passenger counts in vehicles on 1-45 there lwill be a net in emissions overall This is a particular concem as this has been proposed to be a green project. Surely: the EPA: following the Clean Air Act, ivill not want to fall backwards on progress m improved air quality we have achieved over the past few decades due to inaccurate and false data in this report. Finally: I would like to talk about the serious safety concerns with the project. TCRR and the FRA have not included first responders and law enforcement and any claim of the DEIS Many roads will be rerouted and closed according to the DEIS_ There will be a significant delay in the public receiving medical attention in health in life-and-death situations when minutes mean everything. I can speak firsthand as a critical care nurse Mith more than 1 5 years' experience to the detrimental effects of delays of medical treatment adjustments. I have seen people die and people remain m vegetative states due to delay in medical treatment. This is very serious: folks: and no one should</p>	Refer to AQ-13, BA-3, GN-2, PI-1, PI-8, PN-3, SC-3, SC-16, SC-17, SS-18, SS-23 and TR-8.

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			die because of the train and the hundreds of relocations: reroutes and closures that will occur. The credibility of the DEIS: along with the TCP Secret Ridership Report: is in question: along with the purpose and need: which has changed since the scopmg report in the middle of a NEPA process. The no build is the only option that should be considered. Thank you.	
Christie Parker	3/7/2018	Website	These figures are incorrect and further analysis needs to be done. Our wedding venue for one will be closed so there would be negative impacts. Would the Project result in adverse impacts to the resource? Is the subject a scarce resource or in poor or declining health? To prevent adverse impacts the No build is recommended.	Refer to AS-1 and VA-4.
Christie Parker	3/7/2018	Website	Please see the following in the DEIS and explain in detail the Economic component. Please include the ridership details with analysis as this contradicts 5 other studies. Please prove the Operational time frames of under 90 mins when you have not done an adequate analysis since the road laws were not looked at and all of the county roads will not be rerouted or crossed underneath. So please start over with these figures after a proper analysis is done since all of the construction details will have to be changed. Please show that you have done all possible to get in touch with all stakeholders who were unable to comment on the environmental impacts. Otherwise your key goals and objectives have not been achieved or thoroughly worked through. The following are the key goals and objectives of the Project that underpinned the development of the DCE and the BOD, and that 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. Technological: Deploy a state-of-the-art HSR system for service based upon the Tokaido Shinkansen. TCRR would adapt the rolling stock, systems, and operating and maintenance procedures as required to comply with applicable regulatory, environmental, and operational conditions of the Project corridor. Operational: Achieve a travel time of 90 minutes or less between Dallas and Houston. Environmental: Minimize impacts to the natural and built environment along the corridor and at stations through context-sensitive design, adjacency to existing infrastructure ROW, and stakeholder coordination as appropriate.	Refer to BA-5, BA-6, BA-8, GN-3, NE-1, NE-9, PN-3, PN-4 and SC-22.
Christie Parker	3/7/2018	Website	Please explain the difference in ridership numbers in the DEIS. This 2026 estimate will change all of the emission figures. There definitely needs to be an accurate and independent study to confirm that we will not have a positive overall emission impact which would violate the Clean Air Act. This has to be vetted and the figures below along with doubling emissions prove that the DEIS is not handling this risk assessment responsibly and efficiently. 6.4.1 Ridership Forecasts and Passenger Profiles As estimated by the proprietary market demand study undertaken by TCRR, the build year forecast for HSR ridership in 2026 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.	Refer to AQ-3.
Christie Parker	3/7/2018	Website	Please see the following footnote. Since routes were eliminated according to this criteria and during the NEPA process including corridors with lower EJ impacts, the entire process needs to start over with all routes with none eliminated based on economic viability. 3 An initial version of the Project Purpose included economic viability. As the Project developed and through coordination with cooperating agencies, FRA determined that economic viability is an objective of TCRR, not a component of the Project Purpose.	Refer to PN-4.
Christie Parker	3/7/2018	Website	Since Texas Central and the engineers did not use current state laws and the entire project will have to be reevaluated and redrawn, the project must start over with correct data to review. Otherwise, the purpose and need cannot be supported without accurate data and plans. Please review all state laws before proceeding. The public needs to be able to make comment on accurate data and plans. No build until this process can be started over and evaluated by the public with their input. As part of the project development process, TCRR developed the conceptual engineering to support the Project Purpose and Need. This conceptual engineering (included as Appendix F, TCRR Conceptual Engineering Design Report and Appendix G, TCRR Conceptual Engineering Plans and Details) completed as of September 15, 2017 is the basis for the evaluation included in this document	Refer to GN-1, NE-1, NE-9 and PN-3.
Christie Parker	3/7/2018	Website	Again the Purpose and Need was changed in the middle of a NEPA process, therefore the process needs to start over before proceeding with the new purpose and need. Otherwise the NEPA process was not followed but instead violated. See below: The first part, the Coarse Screening Analysis evaluated if the corridor alternatives met the Project Purpose and Need, as required by NEPA. FRA conducted a pass/fail analysis and determined that an alternative "failed" if it did not meet Purpose and Need or "passed" if it did. FRA carried all potential corridor alternatives and other potential transportation alternatives that "passed" into the second part, the Fine Screening Analysis.	Refer to BA-8, PN-3 and PN-4.
Christie Parker	3/7/2018	Website	In line with the following Purpose and Need per the DEIS : "Direct bus service or expanding IH-45 may temporarily relieve congestion on IH-45, meeting the transportation need of the Project. However, these alternatives rely on vehicular travel as the primary means of transportation between the Dallas and Houston metropolitan regions and would not offer a long-term alternative to travel on IH-45 and they would not offer a one-way trip in 90 minutes or less. Additionally, these other potential transportation alternatives would not provide passenger rail service, as per TCRR's objectives for the Project. Therefore, FRA eliminated these alternatives from further consideration based on failure under the Purpose and Need criterion." PLEASE PROVE THE ONE WAY TRIP IN 90 MINUTES OR LESS WITH THE NEW ROAD ALIGNMENTS AND VIADUCT STRUCTURES. THE DEIS CURRENTLY HAS THE TRAIN TRAVELING AN AVERAGE OF 166.93 MPH TO MAKE THEIR TIMES BUT JAPAN SKINKANSEN	Refer to BA-4, PN-3 and TC-3.

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			IS TRAVELING AT AN AVERAGE OF 163 MPH. SO PLEASE REEVALUATE WITH CORRECT PLANS AND ROAD STRUCTURES. NO BUILD IS THE ONLY OPTION UNTIL DATA IS CORRECTED IN THE DEIS AND THE PUBLIC IS ALLOWED TO COMMENT ON CORRECT DATA.	
Christie Parker	3/7/2018	Website	<p>I want to quickly point out some very disturbing errors with this DEIS report compiled by TCR,AECOM, and the FRA. First, this document and TCR in their videos are reporting up to 39 billion in state sales tax revenue based on ticket sales will be generated. They go on to state that the train will generate 12 billion in local sales tax from ticket sales. They then report in Table 3.14-22 the following: Unfortunately this information is incorrect. They have inappropriately put sales tax on both HSR and Airline tickets. Looking at State Tax Laws there is no state or local tax on transportation. You can simply refer to bus, train, and airline tickets or the actual tax code to see that they have really messed up these figures. Their own Insight Research Report with their secret ridership numbers also mentioned the sales tax from ticket sales. This is a huge error but isn't the only one in this chart. They failed to capture the federal tax impact for airline tickets which is a 7.5% federal excise tax imposed only on airline tickets and this would result in a loss of \$28,357,500 a year in federal tax revenue. Reviewing their chart with these huge errors we can all see that instead of generating \$68 million annually in taxes it will actually result in a loss of \$47 million annually to the taxpayers. That is more than a 100 million annual flip and will result in billions in loss of tax revenue as a result of the train. This is just one error we were able to find in this massive document in the very short time frame the public has been allowed to review the DEIS. To put this all into perspective, City of Houston will NOT receive 10-12 million in sales tax on ticket sales as is being claimed by Mayor Turner and City of Dallas will NOT receive 10 million in sales tax revenue annually as well. The state will not get their potential 39 billion and the local areas will not receive their potential 12 billion. They will suffer a loss instead. Second, The DEIS report has doubled the Emission Data from vehicles. Even with the unrealistic ridership numbers, Houston will have a net gain in emissions due to this project. With accurate ridership data as estimated by other studies, there will be a net gain in emissions overall. This is of particular concern as this has been proposed to be a "green" project. Surely the EPA following the Clean Air Act will not want to fall backwards on progress and improved air quality we have achieved over the past few decades due to inaccurate and false data in this report. Third, the ridership numbers provided are flat out wrong and not substantiated by actual data. Looking at AADT station data north of Fairfield, there will be no way that TCR will be able to obtain the ridership numbers they have proposed. Other studies including Tx Dots multimillion dollar study only shows ridership figures of 0.7-2.7 million and the Reason report has only estimated 1.4 million annual ridership. This is extremely concerning as this will lead to not only a detrimental negative impact on the environment but since they are seeking federal taxpayer backed loans will also affect each of our back pockets. Currently there is only 1.3 million annual airline ridership for this route. There is only 89,060 annual workflow commuters according to Amercian Community Survey 2006-2010 Tract to Tract Data (see links below). So how are you calculating 5 million annual ridership when 100% of the airline traffic and workflow commuters in under 1.4 million? Please provide data to justify purpose and need. There clearly is not enough traffic or need for this route. Since this project involves the NEPA process and will lead to many negative impacts, the ridership and data must be vetted and substantiated. Dallas county to Harris county commuters- 65 <a href="http://bigbytes.mobyus.com/commute.aspx">http://bigbytes.mobyus.com/commute.aspx</a> Harris county to Dallas county commuters- 179 <a href="http://bigbytes.mobyus.com/commute.aspx">http://bigbytes.mobyus.com/commute.aspx</a>. Using the 16% market share TCRR has in their footnote will leave us at 1,672,954 1,900,000 (airfare estimated by TCRR) = 3,572,954 with the really high market share of TCRR in 2035 Using All Aboard Florida's ridership of 7.2% it would be 752,829.566 1,900,000 = 2,652,829 in 2035 Work shown below: Traffic count per AADT - 54,490 36,726.26 after truck traffic removed (.674) per AADT 23,872.069 after local traffic and through traffic removed (.65) Per TxDot 1.2 average passenger count per DEIS= 28,646.48 annual commuters by Tx Dot=10,455,966.2 market share by tcrr of 16%= 1,672,954 Estimated airline ridership per TCRR=1,900,000 Total estimated ridership using Tx Dot data and TCR data= 3,572,954 in 2035 13 According to TCRR's 2043 ridership forecast, HSR would account for 21 percent of the traveling public market share between Dallas and Houston. This HSR market share would derive from a 16 percent decrease in vehicular traffic market share and a 6 percent decrease in air travel market share (numbers rounded). Using All Aboard Florida's ridership of 7.2% it would be 752,829.566 1,900,000 = 2,652,829 in 2035 There is a great amount of data I am not able to cover but I wanted to part with a few quotes from our now Mayor regarding this project. These quotes can be found in the scoping report on 8/1/2015.., property values would decline, and in these very neighborhoods where homes are being built and neighborhoods revitalized, the progress may very well be halted. Already, some prospective homeowners are delaying their decisions to purchase property in the area uncertain of the route that the high speed train may take. Sylvester Turner Economic Impact/Property Values Furthermore, the safety of families in these dense urban areas would be compromised... . Sylvester Turner Safety and Security The credibility of the DEIS is in question along with the Purpose and Need which has changed since the Scoping Report. The No Build is the only option that should be considered. Thank you.</p>	Refer to AQ-3, AQ-13, SC-3, SC-16, SS-12, SS-13 and VA-1.
Christie Parker	3/8/2018	Website	<p>Since outdated floodplain information was used in the data compiled in the DEIS, this violates NEPA without a thorough and up to date assessment. Numerous pictures have been submitted to the FRA showing that an inadequate assessment has been done and violates Executive 11988. Please rescind the DEIS and provide an updated accurate analysis of the Harris County parcels that will have the train tranverse them. Executive Order 11988: Floodplain Management This page is about Executive Order 11988: Floodplain Management.</p>	Refer to GN-1 and FP-1.

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

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			Executive Order 11988 requires federal agencies to avoid to the extent possible the long and short-term adverse impacts associated with the occupancy and modification of flood plains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative.	
Christie Parker	3/8/2018	Website	Since outdated floodplain information was used in the data compiled in the DEIS, this violates NEPA without a thorough and up to date assessment. Numerous pictures have been submitted to the FRA showing that an inadequate assessment has been done and violates Executive 11988. Please rescind the DEIS and provide an updated accurate analysis of the Harris County parcels that will have the train tranverse them. Executive Order 11988: Floodplain Management This page is about Executive Order 11988: Floodplain Management. Executive Order 11988 requires federal agencies to avoid to the extent possible the long and short-term adverse impacts associated with the occupancy and modification of flood plains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative.	Refer to GN-1 and FP-1.
Christie Parker	3/8/2018	Website	The DEIS is chalked full of outdated and stale information. Here is yet another picture attached that doesn't count a house that will be impacted by this project. How can an accurate assessment be made regarding impacts including noise impacts as required by NEPA if incorrect and inaccurate data was used in the DEIS for the public to comment on. The entire process is fatally flawed and the DEIS should be rescinded. The no build is the only option that should be implemented at this time.	Refer to GN-1 and NE-1.
Christie Parker	3/8/2018	Website	Please do an accurate assessment considering flooding impacts over the past 2 years. Not doing a full assessment with recent flooding events is therefore not providing pertinent data in the NEPA process to truly address flooding and drainage. Please see pictures of the property where the bullet train will travel both on viaduct and berm. There was so much flooding that we have pictures of fish all up and down the road where they were washed out of the lakes. Without proper analysis the DEIS should be rescinded and all areas should be adequately studied. Thank you.	Refer to FP-1, SS-16 and SS-17.
Christie Parker	3/8/2018	Website	The current DEIS is flawed in their stagnant data regarding flooding as it is using old outdated information and nothing in regards to the recent flooding issues over the past two years which were detrimental to the public. By ignoring this data, the FRA violated NEPA by omitting relevant data regarding flooding and drainage. On our property alone where the bullet train will travel on both a viaduct and berm, no flooding impacts have been assessed by the FRA. The FRA was negligent in their data collection and in order to provide a proper analysis of these concerns, the FRA should immediately rescind the DEIS and study these impacts. Otherwise the DEIS is so flawed in their collection of data that the public should not have to comment on such a process that has ommitted such a vast amount of data. Please see the attached pictures that show flooding on the property where the bullet train is proposed to travel. Where is this data in the DEIS. Due to increased flooding projected in the area, the no build is the only reasonable option to protect the public. Thank you.	Refer to FP-1 and SS-17.
Christie Parker	3/8/2018	Website	The current DEIS is flawed in their stagnant data regarding flooding as it is using old outdated information and nothing in regards to the recent flooding issues over the past two years which were detrimental to the public. By ignoring this data, the FRA violated NEPA by omitting relevant data regarding flooding and drainage. On our property alone where the bullet train will travel on both a viaduct and berm, no flooding impacts have been assessed by the FRA. The FRA was negligent in their data collection and in order to provide a proper analysis of these concerns, the FRA should immediately rescind the DEIS and study these impacts. Otherwise the DEIS is so flawed in their collection of data that the public should not have to comment on such a process that has ommitted such a vast amount of data. Please see the attached pictures that show flooding on the property where the bullet train is proposed to travel. Where is this data in the DEIS. Due to increased flooding projected in the area, the no build is the only reasonable option to protect the public. Thank you.	Refer to FP-1 and SS-17.
Christie Parker	3/8/2018	Website	No confirmations of comments via email in the past 15 mins. What is happening with FRA comment submissions? The public comment process is again not working properly.	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.
Christie Parker	3/8/2018	Website	Why is Madison county using Navarro counties Fema mitigation plan in the DEIS. This is a violation of the NEPA process. "Madison County Hazard Mitigation Plan Update, Mitigating Risk: Protecting Madison County from All Hazards, 2013 – 2018 The Navarro County Hazard Mitigation Plan uses FEMA's multi-hazards model to identify and rank hazards based on the potential for damages" Dallas to Houston HSR EIS – Chapter 3.0 Section 3.16 – Safety and Security 3.16-3 The DEIS has missed many opportunities to work with the right entities to ensure a safe and efficient study, therefore the entire report should be rescinded and started over.	The requirements of the Madison County Hazard Mitigation Plan are documented in <b>Section 3.16.2, Safety and Security, Regulatory Context</b> . This typographical error has been updated in the Final EIS.

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Christie Parker	3/8/2018	Website	Following the current NEPA process the following must occur during the planning process: Under the CAA, FEMA is responsible for (a) ensuring state and local policies are followed for debris burning, equipment exhaust, and construction dust; and (b) considering possible new traffic patterns. FEMA must ensure State and local policies are followed regarding: Debris burning Equipment exhaust Construction dust Also, FEMA must consider the potential for any proposed action to change traffic patterns to cause increased vehicle emissions in the project area. This has not occurred as FEMA has not provided input in this DEIS. How is the public able to make comments when FEMA was not involved nor any of their input considered? The entire DEIS should be rescinded.	The lead Federal Agency for this project is FRA, not FEMA. Therefore, the suggested oversight in this comment by FEMA is not warranted. As detailed in Chapter 9, local jurisdictions would be coordinated with by TCRR for appropriate FEMA-related permits.
Christie Parker	3/8/2018	Website	This process was not enacted and followed in the DEIS as recent flooding was not taken into account in any of the planning regarding EO 11988. Since the information is fatally flawed in the DEIS, adequate public comment on actual data is not being considered in this process. The entire DEIS should be rescinded. Description and Intent Executive Order 11988 requires federal agencies to avoid to the extent possible the long and short-term adverse impacts associated with the occupancy and modification of flood plains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative. In accomplishing this objective, "each agency shall provide leadership and shall take action to reduce the risk of flood loss, to minimize the impact of floods on human safety, health, and welfare, and to restore and preserve the natural and beneficial values served by flood plains in carrying out its responsibilities" for the following actions: acquiring, managing, and disposing of federal lands and facilities; providing federally undertaken, financed, or assisted construction and improvements; conducting federal activities and programs affecting land use, including but not limited to water and related land resources planning, regulation, and licensing activities. This section is Expanded. Click to Collapse Summary of Requirements The guidelines address an eight-step process that agencies should carry out as part of their decision-making on projects that have potential impacts to or within the floodplain. The eight steps, which are summarized below, reflect the decision-making process required in Section 2(a) of the Order. 1. Determine if a proposed action is in the base floodplain (that area which has a one percent or greater chance of flooding in any given year). 2. Conduct early public review, including public notice. 3. Identify and evaluate practicable alternatives to locating in the base floodplain, including alternative sites outside of the floodplain. 4. Identify impacts of the proposed action. 5. If impacts cannot be avoided, develop measures to minimize the impacts and restore and preserve the floodplain, as appropriate. 6. Reevaluate alternatives. 7. Present the findings and a public explanation. 8. Implement the action. Among a number of things, the Interagency Task Force on Floodplain Management clarified the EO with respect to development in flood plains, emphasizing the requirement for agencies to select alternative sites for projects outside the flood plains, if practicable, and to develop measures to mitigate unavoidable impacts.	Refer to FP-1, FP-4, GN-4, NE-1, PI-1 and SS-17. The eight-step guideline process was followed for this Project. Executive Order 13690 also expands the management regulations to include identifying a higher vertical elevation and corresponding the horizontal base flood elevation to address current and future flood risk as discussed in <b>Section 3.8.2, Floodplain, Regulatory Context.</b>
Christie Parker	3/8/2018	Website	Our 1890's wedding venue that is right next to the train is eligible for NHPA and this was not considered in the DEIS report and is not even labeled as a business. It was built in the 1890's and will be closed down if the project occurs. We will suffer severe harm and loss of employment to many. This again has not been considered in the DEIS. We will never be able to go and purchase another 1890's house for a wedding venue on another piece of property within the City limits. This will cause irreparable harm to us and this was NOT taken into account in regards to negative impacts of this project. The NO BUILD is the only reasonable offer to prevent harm to this historic venue. "One important component of the National Historic Preservation Act (NHPA) directs federal agencies to take into account the effect of any undertaking (a federally funded or assisted project) on historic properties. "Historic property" is any district, building, structure, site, or object that is eligible for listing in the National Register of Historic Places because the property is significant at the national, state, or local level in American history, architecture, archeology, engineering, or culture. Typically, a historic property must be at least 50 years old and retain integrity."	Refer to CR-13.
Christie Parker	3/8/2018	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 knows that TCR will be seeking federal funding 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. Thank you.	Refer to GN-4 and NE-1.
Christie Parker	3/9/2018	Website	To whom it may concern, which is kind of a ironic statement because obviously you people in office with some power don't concern yourselves with the ordinary folks. This project is going to be a disaster and a huge tax payer burden. If you look at California's high speed rail	Refer to NE-1.

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			you will get the jest of it. Theres was voted in by a narrow margin and is so much over budget they can't afford to abandon the project now. This will be true for us too because sooner or later this so called "private" money will run out and not enough people are going to ride it so we the tax payers will have to pick up the tab. It's going to cause trouble for the local residents in these rural counties with access to their lands and access to local roadways. So you did an environmental impact study, why don'tl you do a real area resident impact study. I for one think I and my family are more important than the flora and animals, but you private money people and politicians don't care about the people. The truth of the matter someone's going to benefit off this project and it won't be the locals. By the time this project is completed the equipment to run, maintain and even the trains themselves are going to be outdated and then there goes the budget because everything will have to be upgraded. We are just a bunch of local yocals that love our families, our lands, and animals. We are God fearing and every year live on faith praying we get enough rain to harvest our crops. We get excited cause hay season is upon us now and the highlight of our week is going to the feed store and grocery shopping. We love our neighbors which for most live way down the road, but we are just a drive or phone call away. Our way of life may be simple and unimportant to you, but you will see what a force we can make when we continue to fight you on this. I live in Grimes county, my property is in the alternate path, but either way we all are going to be impacted. Residents of Grimes County fight on!	
Christie Parker	3/9/2018	Website	To whom it may concern, which is kind of a ironic statement because obviously you people in office with some power don't concern yourselves with the ordinary folks. This project is going to be a disaster and a huge tax payer burden. If you look at California's high speed rail you will get the jest of it. Theres was voted in by a narrow margin and is so much over budget they can't afford to abandon the project now. This will be true for us too because sooner or later this so called "private" money will run out and not enough people are going to ride it so we the tax payers will have to pick up the tab. It's going to cause trouble for the local residents in these rural counties with access to their lands and access to local roadways. So you did an environmental impact study, why don'tl you do a real area resident impact study. I for one think I and my family are more important than the flora and animals, but you private money people and politicians don't care about the people. The truth of the matter someone's going to benefit off this project and it won't be the locals. By the time this project is completed the equipment to run, maintain and even the trains themselves are going to be outdated and then there goes the budget because everything will have to be upgraded. We are just a bunch of local yocals that love our families, our lands, and animals. We are God fearing and every year live on faith praying we get enough rain to harvest our crops. We get excited cause hay season is upon us now and the highlight of our week is going to the feed store and grocery shopping. We love our neighbors which for most live way down the road, but we are just a drive or phone call away. Our way of life may be simple and unimportant to you, but you will see what a force we can make when we continue to fight you on this. I live in Grimes county, my property is in the alternate path, but either way we all are going to be impacted. Residents of Grimes County fight on!	Refer to NE-1.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement The public meetings did not allow for adequate public involvement. The Madisonville meeting was moved because AECOM never adequately booked the first place and the final forum didn't have enough room and people were not allowed to enter and were turned away. The same thing happened at Harris County forum where people were not allowed to enter and had to stand outside or were turned away. Many left because there was no parking. This violated the NEPA process. Texas Central reps were allowed to stay in these meetings while the public could not enter. We need more time to view the DEIS as many violations have already occurred in regards to public comment and participation. There was overwhelming opposition to the project. No build option should be chosen.	Refer to PI-3 and PI-11.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Wildlife fragmentation will be significant <a href="http://www.iene.info/wp-content/uploads/COST341_final_report.pdf">http://www.iene.info/wp-content/uploads/COST341_final_report.pdf</a> Either build next to an existing ROAD or choose the no build option to prevent disruption of livestock and wildlife.	Refer to NR-6. This is discussed in <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife would be minimized by locating the Project 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 <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Avoidance, Minimization and Mitigation, 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, Avoidance, Minimization and Mitigation, Mitigation Measures</b> .
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement "Economic: achieve a favorable return on investment when weighing expectedridership and revenue against estimated project capital investments, project delivery schedule, and long-term operations and maintenance expenses. Technological: bullet train vehicle and operating procedures based on the N700-I, the international version of the	Refer to BA-10, NE-1 and PN-4.

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			Tokaido Shinkansen. 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 through context sensitive design and adjacency to existing infrastructure rightofway (ROW) as appropriate." So why did the FRA eliminate the economic feasibility step from the Step 1 that was presented to the public. AAF and Oklahoma/Tx both had economic feasibility. The process should start over if you have changed the purpose of the project. No build option should be the only option until the process starts over from scratch since the variables have changed and build options were removed because of the economic component. Removing the economic component should have those options put back on the table. Otherwise the FRA is circumventing the process. Why was it removed?	
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement "Per the FRA's Report, the "FRA is obligated to avoid and minimize impacts to the human and natural environment." 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." "While the BNSF Option 1 alignment was initially found to be the early leader in the evaluation with respect to these issues, risk mitigation and indemnification requirements identified by the freight railroads later indicated that an alignment that closely follows the existing BNSF freight line over a significant length would prove unreasonable and financially unviable." So since the FRA has eliminated routes specifically due to this economic component and then removed the economic variable the entire process should begin again and put back the BNSF option as it was very feasible but eliminated due to a step that was removed by the FRA. This is completely unacceptable and very unethical if this doesn't revert back to the beginning stage. It is simple, since the economic step was removed the FRA needs to start over. There is no other option except the no build option.	Refer to BA-6, BA-8, BA-10, NE-1 and PN-4.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Dallas to Houston High-Speed Rail Project Corridor Alternatives Analysis Technical Report August 10, 2015 "As defined by TCR, 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 Dallas and Houston. It would provide a convenient and competitive alternative to automobile travel on Interstate 45 (I-45) or air travel between the two major metropolitan areas and introduce rail capacity in the vicinity of the corridor. To achieve TCR's economic viability and safety requirements, the Project must meet the following technical requirements: · Technological: bullet train vehicle and operating procedures based on the N700 Tokaido Shinkansen · Operational: approximate 90 minute travel time between Dallas and Houston, with achievable speeds exceeding 200 miles per hour (mph) in a fully sealed corridor · Environmental: minimal impacts to the natural and built environments by maximizing adjacency to existing infrastructure right-of-way" p 4 (this is where they dropped the economic bullet point) BUT: "FRA eliminated a potential corridor alternative or other potential transportation alternative if it failed to meet Project purpose and need. FRA carried forward into the fine screening analysis only those potential corridor alternatives or other potential transportation alternatives that meet Project purpose and need, as defined below. · Purpose and Need: 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-I Tokaido Shinkansen in a fully sealed and grade-separated corridor" p 9 The cost of an approximately 240-mile barrier wall exceeds TCR's purpose in that the Project would not be economically viable. P 13 Because it was deemed economically infeasible by the Proponent, FRA eliminated the I-45 Greenfield Corridor from further consideration. FRA also determined that the I-45 Greenfield Corridor fails under the Physical Characteristics, Operational Feasibility, and Environmental Constraints screening criteria. P 14 In order to proceed with the project it needs to be economically viable per FRA's and TCR's own analysis. So until the economic viability details are released the No build option should be chosen as potential corridors were eliminated for a process that was omitted in the DEIS.	Refer to BA-9, NE-1 and PN-4.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Another claim of TC of the DEIS is 1576 jobs . Well in the DEIS is also states displacements of businesses along the route. That number is 1051 people. Some business' will not be able to reopen due to being grandfathered with the county/city or TCEQ. They also didn't include our wedding business that will be shut down and you can't just reopen an 1890's victorian mansion wedding venue just anywhere. Where are these loss of jobs factored in. Why did the DEIS not address this at all. The DEIS is using very outdated maps and data and it it should be an embarrassment that the FRA and AECOM is associated with this extremely flawed data. All of your figures are incorrect until you factor in loss of jobs and this entire section should be thrown out and redone. Rescind the DEIS or choose the No Build Option.	Refer to GN-1, SC-21 and VA-4.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement TC claims the 199 is false but at the same time claim, the 81,500,000 million gallons saved per year. Please review the faulty data regarding VMT in the DEIS. Total vehicles mile traveled (VMT) FRA/AECOM,TCR claim is 200% overstated. Which in turn makes the gallons saved per year a 200% OERSTATEMENT. You need to correct and let's recalculate routes and benefits. Total VMT removed in the DFW NAA is 200% overstated. You need to correct and let's recalculate routes and benefits. Total VMT removed for Harris NAA is 300% overstated. You need to correct and let's recalculate routes and benefits. Which in turns the net	Refer to AQ-3, GN-2 and SC-19. TCRR was consulted to verify if passenger ridership numbers were associated with one-way or round trip. They indicated the numbers mean the number of trips in one direction. Therefore, the vehicle miles traveled (VMT) avoided for the Final EIS were revised with this

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			<p>emissions closer to zero and one is actually a NET GAIN. This project is not a green project and your data is fatally flawed. If they overstated the ridership by 25% that brings more emissions to a net GAIN. Looking at data on AADT there will be a net gain for emissions. This project needs to be stopped immediately and if it is allowed to proceed everything needs to be started over with correct data. Since the DEIS is basing calculations on this severe overstatement of VMT anything derived from that data needs to be scrapped so we can actually comment on the truth. Since there will not be another comment period after FEIS the FRA needs to correct these SEVERE miscalculations so that we can at least comment on something that is closer to reality. From economic benefit, to ridership, to emissions, the DEIS is easily proven false on these points and should be completely reevaluated with factual data. Who will be held accountable in court for all the data that was allowed in the DEIS and routes chosen when it can be easily proven as false and wrong? FRA and AECOM should have vetted this wrong information from TCRR and they didn't and failed the public. Who will be held accountable when this all comes to light? No build should be only option based on the data we have available to us.</p>	<p>assumption to recalculate the resultant fuel and energy use reductions. The assumption of one-way trips was 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. This revised assumption was included in the Final EIS. VMT = 1,276,260,00, Gallons of Fuel Saved = 40,775,080, Net energy saved = 3,074,821 MMBTU. There was also an error in the HGB road 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. With the revised VMT, NOx and VOC net HGB emissions in 2024 and 2040 respectively are -11.7 and -3.8 tons per year (TPY) for NOx, and -19.9 to -17.8 TPY for VOC, which are all net reductions. Only DFW NAA NOx in 2040, is barely a net positive, at 0.1 tons per year, which is 0.1% 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 or within the NAA area, 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.</p>
Christie Parker	3/9/2018	Website	<p>Dallas to Houston High-Speed Rail Environmental Impact Statement Where is the information for Ag structure takings for each route? ALT A IS NOT THE LOWEST in that category, or many other parameters ALT A is not the best. The FRA cannot ethically and legally state the best route with all the wrong data in the DEIS and with removing corridors as they were not economically viable and then removed the economic viability component.</p>	<p>Refer to BA-7.</p>
Christie Parker	3/9/2018	Website	<p>Dallas to Houston High-Speed Rail Environmental Impact Statement Based on \$199 ticket sales and 7.2 million you will have the following: This is in your tables state- 89,550,000 local- 28,656,000 Based on \$199 ticket sales and 5 million you will have the following: This is in your tables state- 62,187,500 local-19,900,000 So how do you come up with 15-39 billion in state taxes from ticket sales as you state in the DEIS even with your own flawed data How do you come up with 5-12 billion in local taxes from ticket sales? I cannot comprehend how so many people looked at this data and thought that it was correct and then based economic findings on it and allowed it to be promoted and circulated to the media. Who can we hold responsible for the very wrong and misleading data found in the DEIS? The credibility of the entire DEIS is in question and the entire process should start from the beginning with accurate data. Since there has been an overwhelming amount of bad data found in the DEIS an extension should be warranted to vet this process as the experts that put the data together have failed the public. Thank you</p>	<p>Refer to SC-3.</p>
Christie Parker	3/9/2018	Website	<p>Dallas to Houston High-Speed Rail Environmental Impact Statement 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 is a huge environmental concern with all the new emissions related to construction and the impact on drainage and the wetlands. This has not been accounted for in the DEIS. The FRA has not accurately assessed the NEPA process as they have used outdated maps AND they have inaccurately assessed the VMT emissions. Please look at your VMT data which is 200% of. Please also look at</p>	<p>Refer to AQ-3, GN-1, GN-2, NE-9, TR-7, WW-1 and WW-2. <b>Section 3.2, Air Quality</b> and <b>Section 3.21, Greenhouse Gas Emissions</b> 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</p>

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			your ridership figures as this again is more than 200% of using Tx Dot and FDOT maps and figures. All of these issues need to be addressed as the NEPA process has been inaccurately assessed and the entire DEIS should be rescinded. No build is the only option for this project.	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 <b>Section 3.2, Air Quality</b> .
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Due to this project, many roads will be Closed, Modified, Rerouted or Rebuilt. Some roads are proposed to be built Over the HSR. Please tell us under what state statute this is allowed for a railroad to run under a road. Please tell us what state statute TCR is allowed to reroute city and county roads. Due to this unnecessary project we 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 that are non-existent today. I do not see this outlined in the DEIS. Please show how you were able to account for this in the DEIS. State law SB 977 ensures that no state dollars for any maintenance of anything related to high speed rail. So who will be maintaining the roads that are only needed because of the high speed rail? The no build option is the only option that should be chosen.	Refer to TR-6, TR-7 and TR-8. SB 977 prohibits the use of state funds to plan, build, or operate the high rail operated by a private entity. TxDOT owned roads (including overpasses and underpasses), however, would continue to be maintained by the state. For the mileage of proposed public roads, please see <b>Section 3.11, Transportation</b> , specifically <b>Table 3.11-62: Summary of Transportation Impacts by Build Alternative</b> . Reroutes to existing roads would result in the addition of approximately 16.6 miles to 46.9 miles of public roads. For information about roadway modifications per county, Segment, and Build Alternative, refer to <b>Section 3.11.5, Transportation, Environmental Consequences</b> .
Christie Parker	3/9/2018	Website	Please refer to table 3.14-22 in the DEIS. It has at the \$7.2 million dollar level subtracting out 1.9 million air travelers, and at the 5 million dollar level subtracting out 1.3 million air travelers. This chart incorrectly takes the taxes out for 100% o more of airline traffic. Why is this chart assuming that 100% o airline traffic will be diverted to HSR? This is just another incorrect data point that is being used in the DEIS. If AECOM, TCR, and the FRA cannot ensure that validated data is in the DEIS what else is wrong. There is numerous amounts of bad data in this DEIS but this just proves again that experts have used incorrect data for this report and the public. Due to the continued use and findings of inaccurate and bad data that is overinflated to try to prove a need for this project, the no build option is the only viable option.	<b>Table 3.14-22: Range of Property Premium Impacts by Station Area, \$2019 (M)</b> in the Draft EIS reported the expected mode shift for TCRR passengers. By definition, the mode shift represents 100% of the passengers that would be diverted from air travel or personal vehicle to the Project and does not include estimates of total airline or vehicle travel between Dallas and Houston. This analysis has been removed from the Final EIS. The tax revenue estimate provided in the Final EIS in <b>Section 3.14.5.2.3, Socioeconomics and Community Facilities, Economic Impacts</b> , conservatively reflects only changes associated with capital investment, employment, and property taxes. Additional tax revenue generated through the State of Texas' Franchise Tax would fluctuate with annual changes to the state tax rate as well as TCRR revenue projections and is not included in the estimated tax impact. More information about tax revenue calculation methodology is available in <b>Section 3.14.3.2, Socioeconomics and Community Facilities, Economic Conditions</b> .
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Looking at table 3.14-22 the experts that put this table together put more wrong data in it. They have excluded the federal excise tax on airline tickets. I can not understand how so many people that have worked thousands of hours on this project could have missed this simple piece of data. Again, there is ample amounts of wrong data that dismiss the positives of this project. Please also tell me how it is mentioned numerous times that this project would elicit 15-39 billion from sales tax on ticket sales. Please tell me how you arrived at this blatant misrepresentation of data? Is this over a period of 150 years? There is no way looking at your own tax tables that you have provided could one come to this conclusion. Again, there is a great deal of deceptive and manipulated data in order to push the project. Fortunately your figures do not hold up to scrutiny. Due to more wrong data provided to the public, I urge for the NO BUILD option. Attachment(s): image.png	Refer to SC-3 and SC-16.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement 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. The environmental justice was not properly assessed as one route was eliminated due to economic reasons yet this route had a lower impact on minorities and poor people. Please address how this occurred and violated NEPA. No build is the only option. Thank you	Refer to BA-7 and EJ-1.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement 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. This is not adequately assessed in the wildlife corridors. This project will completely fragment wildlife and land. This will cause irreparable harm to the environment. Please push forward the no build option as the only plausibly alternative.	Refer to LU-11 and TR-8. 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 miles to 46.9 miles, depending on the Build Alternative. For the mileage of proposed

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				public roads, please see <b>Section 3.11, Transportation</b> , specifically <b>Table 3.11-61: Summary of Transportation Impacts by Build Alternative</b> .
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Over One Hundred Acre size Construction Sites will be needed for this massive project, located on just about every major East-West travel Corridor from I45, 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 will be negatively impacted by these construction zones for the entire 240 miles. This will adversely affect all communities and this was not adequately addressed in the DEIS. The NO BUILD OPTION should be chosen	Refer to LU-10, SC-4, SG-4, TC-6 and TR-6.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement While Montgomery County will not receive a PENNY from any HSR Tax money (nor will Houston or Dallas receive any from ticket sales), they will only see devastation in their roads from all the heavy truck usage. Has the traffic types and volumes moving through our small communities like Montgomery and Plantersville, particularly with the 249 construction and the annual Renaissance Festival been assessed? Where are these impacts in the DEIS? The no build option is the alternative that should be chosen.	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 <b>Table 3.11-49: Brazos Valley Intermediate Station Trip Direction and Mode</b> and <b>Table 3.11-50: Brazos Valley Intermediate Impacts 2040 LOS (Delay in Seconds per Vehicle)</b> . 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 <b>Table 3.11-26: Roadways in Grimes County Study Area</b> . The Project would be built over the road which would not require SH 105 to be rerouted, closed, or reconstructed.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement The FRA should 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. The third party's report should be allowed to be viewed by the public supporting an open government process. 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. The FRA should adequately assess and mitigate all of these impacts before we advance any further with this project. The no build option should be pursued.	Refer to LU-9, NE-1, NE-9 and PI-1.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Other concerns on this project include impacts on Housing, Medical facilities, , Emergency Response Times, and the Negative Impact on Small Rural School ISDs? This has not been properly assessed in the DEIS. There is a great deal of literature on child impacts regarding noise that was not at all addressed in the DEIS despite the numerous schools in the proximity of the school. The DEIS is citing Houston ordinances in which the railroad ROW would be exempted from noise levels. How could the FRA fail to address the children's impacts and noise when the DEIS clearly states that TCR does not have to adhere to loud noises according to City Ordinances. The train itself was only tested at speeds of 125-175 mph which is not even the speed of the train. We know that noise is incrementally louder with increasing speeds yet much of the testing was performed at only 125 mph. The DEIS fails to state the speed of the train for various noise impacts. The discrepancy in sound and lack of accurate data to obtain decibels clearly violates NEPA. Sound measurements were also lacking in their measurements in the various data points as some only measured one hour and others 24 hours. Incomplete data was given for each of these measurements. This is simply inadequate and fails the test for accuracy of a solid noise impact report. Emergency services will be impacted and not adequately assessed as well and any increase in response times as shown in the DEIS is unacceptable. One life lost for this fiasco is one too many. Please re assess how the project could be reconfigured to not allow any impacts in first response times or the no build option should be the only option chosen.	Refer to NV-1, NV-6 and SS-23.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement The FRA Must Seriously Reconsider With Hard and Verifiable 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 arrival times, and the Additional Cost Burdens being placed on the Counties and Taxpayers. It is evident that much of the public came to each of the public meetings voicing their concerns and opposition to the project. Very very few people came out in support for the project. I am sure that the public comments are huge in opposition with many facts that prove the DEIS is horribly flawed while there is very few comments in support of the project. With all the huge overwhelming public opposition, the no build option should be chosen. Thank you	Refer to SC-19, SS-23 and VA-1.

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Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement There are only 1.3 million annual airline ridership. There is only 89,060 annual workflow commuters according to Amercian Community Survey 2006-2010 Tract to Tract Data (see links below). So how are you calculating 5 million annual ridership when 100% o the airline traffic and workflow commuters in under 1.4 million? Please provide data to justify purpose and need. There clearly is not enough traffic or need for this route. Since this process involves the NEPA process with many negative impacts, the ridership and data must be vetted and substantiated. It is evident that it has not been and therefore the No Build Option should be chosen. Dallas county to Harris county commuters- 65 <a href="http://bigbytes.mobyus.com/commute.aspx">http://bigbytes.mobyus.com/commute.aspx</a> Rank County Name Commuter Workers Median WCommute Commuter Residents Median RCommute Your Selected Commuters % Tis County % Slected County 2 Harris County, TX 2,124,746 10.5 1,834,924 9.0 65 0.0% 4.2% n Harris county to Dallas county commuters- 179 <a href="http://bigbytes.mobyus.com/commute.aspx">http://bigbytes.mobyus.com/commute.aspx</a> Rank County Name Commuter Workers Median WCommute Commuter Residents Median RCommute Your Selected Commuters % Tis County % Slected County 2 Dallas County, TX 1,418,594 10.0 1,081,215 7.9 179 0.0% 3.3% n Data for this visualization is from US Census American Community Survey (ACS) data combined with Google MAPS API	Refer to BA-4, PN-3 and TC-3.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Per the DEIS section Dallas to Houston HSR EIS – Chapter 3.0 Section 3.14 – Socioeconomic and Community Facilities 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. As shown in Table 3.14-22, HSR ticket sales could generate between \$15 billion and \$39 billion in sales tax for the state plus \$5 billion to \$12 billion in local tax revenue. Local sales tax is assumed to be collected at the point of sale, roughly split between Dallas and Houston jurisdictions.17 Tax revenue for ticket sales would be identical for all Build Alternatives. Please show how the sales tax for the state and local communities could happen based on ridership and state laws. If you actually calculate this correctly you will find a loss of more than 40 million a year in lost taxes. Such glaring errors is completely careless, negligent, incompetent and could be classified as fraud as this is a government document and affects the public and skews the data to cause harm to the public. Who is held accountable for this fraudulent data? AECOM? FRA? TCR? The entire DEIS should be rescinded immediately an the no build option should be pushed forward.	Refer to SC-3.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Per the Statewide Ridership Analysis Report Statewide Analysis Model – Version 2.5 (SAM-V2.5) December 2013 "It should be noted however, that the Dallas-Fort Worth to Houston corridor has air service within the corridor at a level of competitiveness far above the other corridors as compared to the assumed passenger rail service. For example, there are approximately 50 flights each way with average fares comparable to the federal mileage rate f or the DallasFort Worth corridor, " The Dallas to Houston route was the 5th route as far as ridership and as you see this is with an airline ticket price of \$130 each way. You have listed airline ticket prices of an average of \$199 throughout the DEIS. This is not true. As most people won't switch from an airplane to a more costly transportation modality the ridership studies will even be less. In order to obtain an accurate clean air report you have to have reliable ridership data. All the data from independent studies reveals very low ridership figures of around 1 million annually. This will greatly impact the emissions and make this a net gain in emissions and will affect the Clean Air Act. The fraudulent data in the DEIS violates NEPA because it is clearly wrong and incorrectly skews the results of this governmental review. Please correct the data and start over so a real analysis can be performed of the route. We need a 90 plus day extension as there are so many errors that violate the NEPA process and the public needs more time to review the incorrect data to ensure that accurate information is being considered in this entire project as it is greatly affecting the environment. No build option should be considered at this time.	Refer to AQ-7, BA-4, BA-6, BA-12, GN-1, GN-2, GN-3, PI-3 and SC-3.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Teleworking needs to be factored into the DEIS report when accurately judging traffic and speeds. The National Institute of Health even did a report and implemented the process. <a href="http://www.federaletc.org/pdf/NIH.pdf">http://www.federaletc.org/pdf/NIH.pdf</a> To ignore this in your report is negligent or is purposely trying to skew the data. Overview While there is no Census Bureau or government produced data provides additional granularity on the frequency of telework, Global Workplace Analytics' research finds that: 50% o the US workforce holds a job that is compatible with at least partial telework and approximately 20-25% o the workforce teleworks at some frequency 80% t 90% o the US workforce says they would like to telework at least part time. Two to three days a week seems to be the sweet spot that allows for a balance of concentrative work (at home) and collaborative work (at the office). Fortune 1000 companies around the globe are entirely revamping their space around the fact that employees are already mobile. Studies repeatedly show they are not at their desk 50-60% o the time. A typical telecommuter is college-educated, 45 years old or older, and earns an annual salary of \$58,000 while working for a company with more than 100 employees. 75% o employees who work from home earn over \$65,000 per year, putting them in the upper 80th percentile of all employees, home or officebased. Summary of trends: Regular work-at-home, among the non-self-employed population, has grown by 115% snce 2005, nearly 10x faster than the rest of the workforce. 3.7 million employees (2.8% o the workforce) now work from home at least half the time. The employee population as a whole grew by 1.9% fom 2013 to 2014, while employees who telecommuter population grew 5.6%.\nForty percent more U.S. employers offered flexible workplace options than they did five years ago. Still, only 7% mke it available to most of their employees. Larger companies are most likely to offer telecommuting options to	Refer to BA-6, GN-2, GN-3 and PN-3.

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			most of their employees. New England and Mid-Atlantic region employers are the most likely to offer telecommuting options. Full-time employees are four times more likely to have work-at-home options than part-time workers. Non-union workers are twice as likely to have access to telecommuting, but union employee access is growing rapidly. <a href="http://globalworkplaceanalytics.com/telecommuting-statistics">http://globalworkplaceanalytics.com/telecommuting-statistics</a> Please consider impacts of this on future congestion and railway purpose. Due to the growth rate of this mode of work and the drop in transit usage, I vote for the No Build option as the only wise choice. This bullet train project has too many negative impacts and they will never be overcome.	
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Per the footnote in Dallas to Houston HSR EIS – Chapter 3.0 Section 3.14 – Socioeconomic and Community Facilities Table 3.14-21: Permanent Employment Impacts Note: Employment, earnings and tax estimates do not include potential losses for businesses displaced by the project that are unable to relocate within the study area. Why would AECOM be allowed to put this chart together without accurately assessing and accounting for the loss of jobs? How is this accurate data. The FRA/AECOM inaccurately coded our business as agricultural and it is in fact a wedding venue with weekly weddings. It uses an 1890's victorian mansion and will be irreparably harmed and will go out of business. This was not adequately assessed and since the FRA and AECOM used outdated and stale maps and data THEY VIOLATED THE NEPA PROCESS. How are you remedying this use of outdated maps that doesn't take the negative impacts into account? If the correct process is not pursued many people will sue the FRA and other entities for supplying false and wrong data. I request that this process immediately be halted and started over with updated data and impacts thus being able to accurately crate a report which will reflect the actual negative impacts .	Refer to GN-1, SC-21 and VA-4.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Because the FRA did not include FERC in the process of putting together the DEIS they have put the public's lives at risk. Please see the following: ATMOS ENERGY IS THE COMPANY THAT MANAGES THE 30" PIPELINE INSTALLED IN 1967 LAYING NORTH TO SOUTH ACROSS A BINFORD TRACT Land in Harris County. IT IS ONLY ABOUT 50 STEPS AWAY FROM THE PROPOSED PLAN FOR HSR TRACKS. There is a great deal of research regarding vibrations leading to leaks in pipelines and the FRA/AECOM/TCR have not consulted FERC nor mitigated for this pipeline. Again, due to negligently putting together the DEIS, all the publics lives are at risk. This process must stop immediately. Please see the below news from 2-28-18. NORTHWEST DALLAS Worried about gas leaks after deadly blast, residents demand answers from Atmos Energy A meeting quickly turned contentious Tuesday night when northwest Dallas residents worried about their safety voiced their fears and frustrations to city and Atmos Energy officials. It's still unclear whether the explosion is connected to a gas leak that prompted the evacuation of a nearby apartment complex Sunday, or two house fires on a neighboring street earlier in the week. Dallas Fire-Rescue spokesman Jason Evans said the department couldn't say whether the incidents were connected — that's part of the investigation, he said — but they believe those events were gas-related. Atmos Energy's director of public affairs, Jennifer Altieri, told the neighbors that while she would provide them with as much information as possible, questions about what led to the explosion would have to be answered by the National Transportation Safety Board WAS THE NATIONAL TRANSPORTATION SAFETY BOARD INVOLVED IN THE DEIS PROCESS? THERE IS AN OVERWHELMING AMOUNT OF FATALLY FLAWED DATA ALONG WITH NO COORDINATION OF NUMEROUS ENTITIES THAT SHOULD HAVE BEEN INVOLVED IN THE PROCESS. THE NO BUILD OPTION IS THE ONLY SAFE AND ENVIRONMENTALLY FRIENDLY OPTION THAT SHOULD BE CHOSEN.	Refer to EU-1, EU-2 and SS-18. The National Transportation Safety Board is an independent Federal agency charged by Congress with investigating aviation accidents and significant accidents in other modes of transportation to determine the probable cause and issue safety recommendations aimed at preventing future accidents. No major transportation accidents have occurred on the Project in preparation of its Environmental Impact Statement; therefore, coordination with NTSB has not been required.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement TCR nor the FRA are implementing a Comprehensive Risk Management System that would Assess the safety of the Proximity of these pipelines to the HSR AND likely should be required of the Pipelines. This is yet another reason that FERC should have been involved in the DEIS. Numerous pipeline experts have noted that FERC should have coordinated this process and the vibrations of the train will impact many pipelines in the DEIS that were not accounted for. There is no doubt in my mind, the way this project has been thrown together and the lack of expertise will result in people dying. PIPELINES DO FAIL!! A Full Assessment needs to be done for every crossing, and that INCLUDES the HSR being built over the Utility Corridor with Two Enterprise Pipelines in Leon County, and one of those is a 30" pipeline. Please see the recent explosion resulting in a fatality. WHO HAS TCR AND THE FRA INVOLVED FOR PIPELINE SAFETY FOR THIS PLANNING PROCESS <a href="https://www.dallasnews.com/news/dallas/2018/02/26/state-regulators-join-feds-investigating-houseexplosion-northwest-dallas">https://www.dallasnews.com/news/dallas/2018/02/26/state-regulators-join-feds-investigating-houseexplosion-northwest-dallas</a> THE NO BUILD OPTION IS THE ONLY SAFE OPTION	Refer to EU-1, EU-2, SS-18 and SS-19.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Why was FERC not involoved in the planning of the high speed rail in relation to the attached interstate pipeline. This project is not looking out for public safety. This is extremely dangerous. The DEIS has been negligently thrown together and should be rescinded immediately. No build option should be chosen. Attachment(s): Gas Pipelines 312018.jpg	Refer to EU-1, SS-18 and SS-19.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Environmental experts have stated that there is no way that Navasota Lady Tresses will not be impacted by the proposed route. Current laws prevent this. The FRA have violated NEPA by not properly assessing this impact. Endangered Species Act Prohibitions Section 9 of the Endangered Species Act prohibits the take of any plant or animal species listed as endangered or threatened. Take, as defined by the Endangered Species Act, means "to harass, harm, pursue, hunt, shoot, wound, kill, trap,	Refer to NR-4.

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			capture or collect, or to attempt to engage in any such conduct."5 Harm is defined in regulations implementing the Act as "any act that kills or injures the species, including significant habitat modification."6 This protection also includes a prohibition of indirect take, such as destruction of habitat. Additionally, Section 9 prohibits removing, cutting and maliciously damaging or destroying federally listed plants on sites under federal jurisdiction. The Endangered Species Act and accompanying regulations provide the necessary authority and incentive for individual states to establish their own regulatory vehicle for the management and protection of threatened and endangered species. NO BUILD TO PREVENT THE LOSS OF ENDANGERED SPECIES	
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement MORE VIOLATIONS OF NEPA: Where was the proper assessment by USFWS for the Navasota Lady Tresses? Endangered Species Act Authorization Process for Federal Actions Section 7 of the Endangered Species Act requires that federal agencies consult with the USFWS to ensure that projects they authorize, fund, or carry out would not jeopardize the continued existence of an endangered or threatened species or destroy or adversely modify designated critical habitat.7 In effect, Section 7 provides a means for the USFWS to authorize the take of threatened and endangered species and their habitat by federal agencies. Section 7(a)(2) requires that federal agencies review any action they are authorizing, funding or conducting and determine if the action may affect federally listed and proposed species, or proposed or designated critical habitat. If the protected species are present and are likely to be adversely affected the federal agency must complete a Biological Assessment (BA) that identifies the threatened or endangered species that are likely to be affected by the action and consult with the USFWS. Once formal consultation is concluded, the USFWS then formulates a Biological Opinion (BO) that identifies reasonable and prudent alternatives to the proposed action (if the action may jeopardize the continued existence of a species) or an incidental take statement (if the action would not jeopardize the continued existence of a species). Implementation of the project must comply with the BO. To ensure the avoidance of impacts to endangered species the No Build Option is the only choice	Refer to NR-2 and NR-4.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement MORE NEPA VIOLATIONS: It has been proven that many birds have been killed by high speed rail. The high speed rail is on the path of the migratory bird species path. None of this has been mitigated for and many migratory birds will be wounded or killed which goes against the Migratory Bird Treaty Act. I have submitted articles and studies proving that deaths are occurring. Many people have also documented migratory bird species along this route. Migratory Bird Treaty Act The Migratory Bird Treaty Act (MBTA) (16 U.S.C. §§ 703-712), is the domestic law that affirms, or implements, the U.S.' commitment to four international conventions (with Canada, Japan, Mexico and Russia) for the protection of a shared migratory bird resource. Each of the conventions protects selected species of birds that occur in more than one of the countries at some point during their annual life cycle. The MBTA protects migratory birds and their nests, eggs, young and parts from possession, sale, purchase, barter, transport, import, export and take. For purposes of the MBTA, take is defined as "to pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to pursue, hunt, shoot, wound, kill, trap, capture, or collect" (50 CFR § 10.12). The MBTA applies to migratory birds identified in regulation. The MBTA protects all birds occurring in the U.S. except for several nonnative species (e.g., house sparrow, European starlings and rock pigeons) and non-migratory upland game birds. The USFWS implements and enforces the MBTA; is the lead federal agency for managing and conserving migratory birds in the United States; regulates the take of migratory birds for educational, scientific and recreational purposes; and requires that harvests be limited to levels that prevent overutilization. Special Purpose Permits issued under 50 CFR § 21.27 are required in the event that an action would take, possess or involve the sale or transport of birds protected by the MBTA. THE NO BUILD SHOULD BE CHOSEN	Refer to NR-2.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement HUGE SAFETY CONCERNS: Why was FERC not consulted in the planning of these attached pipelines that will be impacted and can result in public fatalities? Why has the FRA not ensured the public's safety? I cannot comprehend how many errors, gaps and outright fraudulent data that is in the DEIS. I cannot trust any organization that had such glaringly wrong data to ensure the safety of the public regarding pipelines and the FRA/AECOM/TCR have decided not to consult FERC in the planning process. THE ONLY SAFE OPTION IS THE NO BUILD ALTERNATIVE Attachment(s): All Pipelines 312018.jpg	Refer to EU-1, EU-2 and SS-18.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement ANOTHER SAFETY CONCERN: Why was PHMSA not consulted in the DEIS and the attached pipeline. PHMSA's job is the following: The Office of Pipeline Safety ensures safety in the design, construction, operation, maintenance, and spill response planning of America's 2.6 million miles of natural gas and hazardous liquid transportation pipelines. This Design of the project has already been done regarding the route which is on top of this pipeline. This is unacceptable and negligent that the FRA/AECOM/TCR did not consult them regarding the safety of all the numerous pipelines that will be impacted Attachment(s): Product Pipelines 312018.jpg	Refer to EU-1, EU-2 and SS-18.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement You did not count this as a road closure in the DEIS. Even if temporary it is still a road closure. Please report accurate information for the public to review in a governmental document. Due to vast amounts of road closures and road reroutes this will affect the safety of the public and the no build should be the only option chosen. Attachment(s): thumbnail (1).png	Refer to SS-1, TR-6 and TR-8. All public roads would either be built over the Project (road over rail), maintained under the Project (road under rail), or would be

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Submitted By	Date Submitted	Submission Type	Comment	Response
				rerouted to cross the Project. Temporary construction of a road is not considered a closure.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Teleworking/Telecommuting (this has not been considered in the future projections of congestion yet has the fastest growth rate of all travel patterns and has already superseded public transportation) Why has this not been looked into and considered in this DEIS report. If this growing work mode has been ignored how much other relevant data has also been ignored? Highlights from The 2017 State of Telecommuting in the U.S. Employee Workforce report include: 3.9 million U.S. employees, or 2.9 percent of the total U.S. workforce, work from home at least half of the time, up from 1.8 million in 2005 (a 115 percent increase since 2005). The average telecommuter is 46 years of age or older, has at least a bachelor's degree, and earns a higher median salary than an in-office worker. Roughly the same population of women and men telecommute. Telecommuting is more common among employees over 35 years of age and most common among Baby Boomers. In more than half of the top U.S. metro areas telecommuting exceeds public transportation as the commute option of choice. It has grown far faster than any other commute mode. The 2017 State of Telecommuting in the U.S. Employee Workforce Report includes information on the following: Trends in the telecommuting workforce over the last ten years Demographics of the average telecommuter (age, gender, education, salary) Telecommuting by industries, occupations and sectors Telecommuting by metro areas (prevalence and growth) Actual and potential economic impact of telecommuting Environmental impact of telecommuting <a href="https://www.flexjobs.com/2017-State-of-Telecommuting-US/">https://www.flexjobs.com/2017-State-of-Telecommuting-US/</a> How can the DEIS be a credible document if data in conflict with the purpose in need is prevented from entering the report? Due to relevant data being omitted from the DEIS along with numerous other bad data points I opt for the No build option	Refer to BA-6, GN-2, GN-3 and PN-3.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Below is a prepared comment that TCR presented their viewers with while throwing them in a drawing for a toy train. This is bribery to get submissions to a governmental document. They also solicited these comments while also sending to Gov. Abbott and Lt. Gov Patrick at the same time. Here is the letter that they bribed people to sign: This is illegal to get people to sign a comment while also bribing them. All of these letters should be thrown out and TCR's practices should be looked into. The letter: "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!" Please see attached pdf regarding bribery. <a href="https://www.ftc.gov/system/files/documents/public_statements/685041/19301017_ferguson_commercial_bribery.pdf">https://www.ftc.gov/system/files/documents/public_statements/685041/19301017_ferguson_commercial_bribery.pdf</a>	Refer to PI-4.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Most reports show avg people per car is 1.5-1.8 people per car. So using your 1.2 people per car number you reduce the number of cars actually removed from 45. When you factor in the 200% over statement of VMT removed and factor in the true passenger count per car on 45 you get a Larger NET GAIN of NOx. The FRA/AECOM/TCP have committed fraud on these governmental documents and have violated NEPA. Your report has made false claims in its report that directly impact the Clean Air Act. You have doubled the VMT removed by doubling the mileage and used an incorrect count of people in a vehicle. There will also be a net gain in emissions in the Houston area. YOU HAVE COMMITTED FRAUD WITH YOUR FIGURES. THE NO BUILD IS THE ONLY OPTION THAT SHOULD BE CONSIDERED FOR THIS PROJECT. You can't just correct all these erroneous figures without starting over.	Most state planning at the time of Draft EIS preparation, used 1.25 passengers/car, and the rate used by TCRR was project-specific and similar to this figure. It was only after Texas Transportation Institute (TTI) issued an August 2017 memo regarding updating estimates roadway user delay costs, that a revision of the previous rate to 1.5 based on newer national survey data was recommended. It should be noted that using 1.2 instead of 1.5 increases the number of cars removed from the road because it takes more cars to transport the projected annual passengers. The ridership numbers were verified with TCRR to clarify what they 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 and is

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Submitted By	Date Submitted	Submission Type	Comment	Response
				<p>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. 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 = -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 In addition to this change, sensitivity of the net project emissions to the vehicle occupancy rate was tested by using 1.5 passengers/car instead of 1.2 to recalculate vehicle emissions that would be reduced, using the revised one-way trip assumption and the same other inputs and assumptions used in the Draft EIS calculations. For 2024: HSR Operation Emissions: NOx = 43.6, VOC = 5.3, PM10 = 6, SO2 = 113.6, CO = 38.9, CO2eq = 132,316, CO2eq Metric Tons = 120,035 Vehicle Emissions: NOx = 101.94, VOC = 91.83, PM10 = 29.97, SO2 = 1.7, CO = 1,751.37, CO2eq = 254,062, CO2eq Metric Tons = 230,481 Net Emissions: NOx = -58.4, VOC = -86.5, PM10 = -23.9, SO2 = 111.9, CO = -1712, CO2eq = -121,746, CO2eq Metric Tons = -110,446 For 2040: HSR Operation Emissions: NOx = 16.86, VOC = 4.42, PM10 = 3.04, SO2 = 34.03, CO = 29.97, CO2 equivalent = 96747, CO2eq Metric Tons = 87,767 Vehicle Emissions: NOx = 28.26, VOC = 66.33, PM10 = 37.11, SO2 = 1.51, CO = 836.16, CO2eq = 222,459, CO2eq Metric Tons = 201,811 Net Emissions: NOx = -11.4, VOC = -61.9, PM10 = -34.1, SO2 = 32.5, CO = -806, CO2eq = -125,712, CO2eq Metric Tons = -114,044 The results indicate that there would still be a net reduction of overall operational emissions for all pollutants, except for same as before, sulfur dioxide, with HSR usage. 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.</p>
Christie Parker	3/9/2018	Website	<p>Dallas to Houston High-Speed Rail Environmental Impact Statement There are too many errors in the current DEIS to even comment on. You have given the public 75 days to comment on a fatally flawed 5600 page document that too you almost 4 years to put together. YOU HAVE VIOLATED THE NEPA PROCESS by so many false and fradulent data pieces put in the DEIS. Please see attachment of the NEPA process. I request the DEIS be rescinded and started over so that the public can actually comment on real data instead of fraudulent data. Until the public is allowed to comment on correct data you have violated NEPA and the no BUILD is the only option without starting over. Attachment(s): thumbnail (3).jpg</p>	<p>Refer to GN-1 and NE-1.</p>

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Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Please see the attachment. The FRA willingly changed the purpose and need between step 10 and 11 of the NEPA process. This changes everything and the scoping comments during this NEPA process were directly affected by this change. This VIOLATES NEPA without starting over. You cannot change the purpose and need in the middle of a NEPA process. You received public comment based on your purpose and need and then changed it. This is completely unacceptable and is a violation of the NEPA process. The NO BUILD ALTERNATIVE should be pursued or the entire process should start over. Attachment(s): thumbnail (3).jpg	Refer to PN-3 and PN-4.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Safety of TCR's HSR riders as well as security of the HSR Fencing while on Berms or at Natural Grade Level is of grave concern. I see nothing in the Fence design that indicates it will be "Predator" Fence? Where is this? How has this been mitigated. 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? Please show where this is outlined. In the event 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. I see no evidence of this in the DEIS. In the event the FRA is not aware of rural wild animal habits, Coyotes are 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. This is a safety concern that has not been adequately assessed in the DEIS. Please explain how you will ensure all of the riders safety. The No Build is the only safe option. Thank you.	Refer to SS-2, SS-12, and SS-13.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Please show evidence of how these were avoided per regulations. Hardly any of the route was surveyed with boots on the ground surveys. 3.6.5.2.3 Protected Species A total of 14 state-listed threatened species, including two federal Candidate species, may be impacted by each of the Build Alternatives. These impacts could be minimized and/or avoided by deploying qualified biologists to conduct surveys prior to construction and during construction activities within or near protected species and their habitat to ensure implementation and compliance with environmental protection measures. These qualified biologists could also identify these protected species and relocate individuals so direct mortality is avoided. Mitigation measures are described in Section 3.6.6. It is important to note that Texas does not have a permitting mechanism for incidental take of state-listed species. Therefore, avoidance is the only path for ensuring compliance with state laws and regulations. In addition, there would be four federally- and state-listed endangered species that have the potential to occur in the Study Area: Houston toad, interior least tern, Navasota ladies'-tresses and the largefruited sand-verbena. The interior least tern, if present, would be anticipated to frequent the streams and waterbodies within the Study Area, as detailed in Section 3.7, Waters of the U.S., that contain sand flats, sand and gravel bars or beaches. For the remaining three federally listed species, Table 3.6-21 provides acreage of potential impacts to habitat by Build Alternative Segment for each county. For mapped potential habitat of each of the federally listed species, please refer to the Natural Resources Mapbook, Appendix D. Dallas, Ellis, Navarro and Limestone THE ONLY OPTION IS THE NO BUILD OPTION TO PROTECT THESE TREATED AND ENDANGERED SPECIES	Refer to NR-4. NEPA does not require 100 percent of the Project to have field surveys conducted.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement We have seen whooping cranes on some of our many lakes on our property. One of which will be filled in by the high speed rail train. Whooping Crane Scientific Name: Grus americana Federal Status: Endangered, 6/2/70 • State Status: Endangered The project must be halted as this will affect this species and lead to deaths of this endangered species. The only prudent option is the NO BUILD OPTION.	No whooping crane sightings were reported in eBird or Texas Natural Diversity Database (TXNDD) which reports known occurrences of the species. For information regarding endangered species, and how they were assessed and habitat modeled please see Section 3.6.3, Natural Ecological Systems and Protected Species, Methodology.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Piping Plover Piping Plover Scientific Name: Charadrius melodus Federal Status: Threatened in Northern Great Plains and Atlantic Coast, endangered in Great Lakes. • State Status: Threatened Katy Prairie Conserv.--Warren Ranch Lake area (UTC 099), Harris County, Texas, US ( Map ) (Hotspot ) Date and Effort Sun Jul 24, 2011 Protocol:Historical Party Size:3 Observers:Tony Frank Species 1 species total 1 Piping Plover one bird. Found a day or two before. Seen by the three of us from the raised viewing platform. Bird was on far side of drying lake. Katy Prairie Conserv.--Warren Ranch Lake area (UTC 099), Harris County, Texas, US ( Map ) (Hotspot ) Date and Effort Sat Jul 23, 2011 Protocol:Incidental Party Size:N/A Observers:Kendra Kocab Species 2 species total 1 Piping Plover Seen the day before also by Mike & Sarah Kuzio, and Drew Dickert. 1 Marbled Godwit Katy Prairie Conserv.--Warren Ranch Lake area (UTC 099), Harris County, Texas, US ( Map ) ( Hotspot ) Date and Effort Fri Jul 22, 2011 6:35 PM Protocol:Traveling Party Size:2 Duration:1 hour(s), 55 minute(s) Distance:0.2 mile(s) Observers:Drew Dickert , Greg Page List 4 Piping Plover 4 very pale plovers with yellow legs. Narrow breastband, on at least one Plover it was unbroken. Numerous Piping Plovers seen near where the train will travel. To protect our state and federal endangered and threatened species the NO BUILD OPTION should be chosen.	Refer to NR-2 and RF-4. Piping plovers were observed at Warren ranch in 2011 according to eBird. The section of the Project that is within a mile of Warren Ranch is mostly on embankment and would be fenced to avoid collisions with wildlife. Piping plovers would not stop in between the fenced area because there are not wetlands or foraging areas on or near the track that they would need during migration to the coast.

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Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Bald Eagle Scientific Name: Haliaeetus leucocephalus Federal Status: Threatened • State Status: Threatened Threats and Reasons for Decline Habitat loss over the past 200 years is the factor most consistently associated with declines in Bald Eagle populations. In Texas, the greatest challenge for the future will be to prevent further destruction of habitat and retention of sufficient creek and river flows to support a food base for breeding and wintering eagles. Numerous Bald Eagle sightings have occurred along the path along with nesting locations. Bald Eagle Haliaeetus leucocephalus ML71468031 1 rating Rate quality... Share Embed Report © Timothy White Search this contributor Profile 10 Oct 2017 3:00 PM eBird Checklist S39812551 Katy Prairie Conserv.--Warren Ranch Lake area (UTC 099) Harris, Texas, United States Search this location Illustrated Checklist Bald Eagle Immature 4-5 year bird. A few brown feathers on face tail Katy Prairie Conserv.--Warren Ranch Lake area (UTC 099), Harris County, Texas, US ( Map ) (Hotspot ) Date and Effort Sun Dec 20, 2015 10:17 AM Protocol:Stationary Party Size:3 Duration:45 minute(s) Observers: Brianna Diaz List , Charmaine Ganson - cc List , Janet Landry Wed Nov 25, 2009 2:30 AM Nocturnal Protocol:Stationary Party Size:1 Duration:3 hour(s), 10 minute(s) Observers:Mark W11 Kulstad Cypress Creek CBC - North Section, Harris County, Texas, US ( Map ) Date and Effort Sun Jan 01, 2017 7:10 AM Protocol:Traveling Party Size:1 Duration:10 hour(s), 23 minute(s) Distance:53.8 mile(s) Observers:Dennis Shepler Comments:N/A Submitted from eBird for iOS, version 1.4.113 Numerous Bald Eagles and their nests will be affected by this train and will lead to deaths and injury to these threatened species. Therefore, the No Build Option is recommended to save this species and not detrimentally impact them. Attachment(s): 71468031.jpg 22164921.JPG 22164931.JPG 37534501.jpg 44118251.JPG	Refer to NR-3.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Please see the following mitigation efforts for nesting sites for Bald Eagles. Nesting Habitat The protection of an actual nest is important, but so is protection of the nest area and all the surrounding habitat factors that attracted the nesting pair to the area. Once the eagles establish a suitable breeding territory, they will return to the same area year after year, often using several nests within the territory during different years. When a given nest or the tree that it is in falls, a pair generally returns to the same territory to begin another nest. If one member of a pair dies, the nest may go unused for several years and then be recolonized by the surviving member returning with a new mate. Nesting territories can even be inherited by offspring. Therefore, protection of nesting territories should apply to "abandoned" nests for at least five consecutive years of documented nonuse. The following habitat management guidelines are based on two management zones surrounding each nest site, with certain restrictions recommended for each zone. Primary Management Zone For Nest Sites This zone includes an area extending 750 to 1,500 feet outward in all directions from the nest site. It is recommended that the following activities not occur within this zone: 1. Habitat alteration or change in land use, such as would result from residential, commercial, or industrial development; construction projects; or mining operations. 2. Tree cutting, logging, or removal of trees, either living or dead. 3. Use of chemicals labeled as toxic to fish and wildlife. 4. Placement of above-ground electrical transmission or distribution lines. Since collision with powerlines and electrocution on powerline structures remain an important cause of death, placement of underground lines is recommended near Bald Eagle nests and winter concentration sites. 5. Helicopter or fixed-wing aircraft operation within 500 feet vertical distance or 1,000 feet horizontal distance of the nest site during the nesting season (October-July). 6. Activities which create minimal disturbance, such as hiking, fishing, camping, and bird-watching can be carried out safely during the nonnesting season if there is no physical alteration of the habitat within the zone. Traditional farming, ranching, and hunting activities which are existing practices and have occurred historically on the site can be carried out safely during the non-nesting season as long as habitat alteration is avoided. Secondary Management Zone For Nest Sites This zone encompasses an area extending outward from the primary zone an additional 750 feet to 1 mile. Recommended restrictions in this zone are intended to protect the integrity of the primary zone and to protect important feeding areas, including the eagle's access to these areas. The following activities are likely to be detrimental to Bald Eagles at any time, and in most cases should be avoided within the secondary zone: 1. Development of new commercial or industrial sites. 2. Construction of multi-story buildings or high-density housing developments between the nest and the eagle's feeding area. 3. Placement of electrical transmission or distribution lines between the nest site and the eagle's feeding area. 4. Construction of new roads, trails, canals, or rights-of-way which would tend to facilitate human access to the eagle nest. 5. Use of chemicals labeled as toxic to wildlife. Certain activities that involve only minimal alteration or disturbance to the habitat can be carried out safely in the secondary zone during the non-nesting season. Examples of these activities include: minor logging or land clearing, minor construction, seismographic exploration employing explosives, oil well drilling, and low-level aircraft operation. However, these activities should avoid major alteration or loss of Bald Eagle habitat as much as possible. Nesting sites have been noted within 1500 ft. of the train alignment and its construction. There must be a full boots on the grounds assessment for up to a mile outside of the train and construction sites along the entire 239 mile route to ensure NEPA is not being violated. No build is the only safe option to prevent death of these nests and species.	Refer to NR-3.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Telecommuting must be analyzed in order to achieve an accurate report. "More than just affecting the way people work, the increasing ease of telecommuting will dramatically affect the way we adapt our urban transportation systems. Indeed, an increase in working from home might suggest that we have less to fear about the future of traffic	Refer to BA-6, GN-2, GN-3 and PN-3.

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			<p>congestion than we might have believed." <a href="https://www.citylab.com/transportation/2014/02/why-telecommuting-really-matters-6-charts/8227/">https://www.citylab.com/transportation/2014/02/why-telecommuting-really-matters-6-charts/8227/</a> "Expanding mass-transit systems is a pillar of green and "new urbanist" thinking, but with few exceptions, the idea of ever-larger numbers of people commuting into an urban core ignores a major shift in the labor economy: More people are working from home. True, in a handful of large metropolitan regions what we might call "legacy cities" trains and buses remain essential. This is particularly true of New York, which accounts for a remarkable 43% o the nation's mass-transit commuters, and of other venerable cities, such as San Francisco, Washington, Boston, Philadelphia and Chicago. Together, these metros account for 56% o all mass-transit commuting. But for most of the rest of the country, transit use despite often-massive infrastructure investment has either stagnated or declined. Among the 21 metropolitan areas that have opened substantially new urban-rail systems since 1970, mass transit's share of work trips has declined, on average, from 5.3% t 5%. uring the same period, the drive-alone share of work trips, notes demographer Wendell Cox, has gone up from 71.9% t 76.1%.-- <a href="http://www.latimes.com/opinion/op-ed/la-oe-kotkin-telecommute-20170623-story.html">http://www.latimes.com/opinion/op-ed/la-oe-kotkin-telecommute-20170623-story.html</a>"Traffic congestion in Austin and other major Texas cities is notorious and continues to worsen. According to a recent study by a transportation analytics firm INRIX, Dallas, Houston and Austin are the 7th, 11th and 13th most congested urban areas in the United States. Many believe that adding light-rail lines and more bus lanes will encourage more commuters to take public transport and leave their cars at home. However, despite its population growth and large investments by Capital Metro to improve services, Austin's bus actual daily ridership has fallen 20 percent since 2012 (130,000 boardings a day in 2012 vs. 102,000 a day in 2016)" <a href="https://www.tribtalk.org/2017/09/21/is-the-uberization-of-public-transportation-the-future-for-texas-cities/">https://www.tribtalk.org/2017/09/21/is-the-uberization-of-public-transportation-the-future-for-texas-cities/</a> The DEIS needs to analyze this work mode as this will affect future congestion and ridership patterns. I opt for the no build.</p>	
Christie Parker	3/9/2018	Website	<p>Dallas to Houston High-Speed Rail Environmental Impact Statement Peregrine Falcon Scientific Name: Falco peregrinus Federal Status and State Status: the American Peregrine Falcon (Falco peregrinus anatum) is endangered and the Arctic Peregrine Falcon (Falco peregrinus tundrius) is threatened. Both of these subspecies occur in Texas. Katy Prairie Conserv.--Warren Ranch Lake area (UTC 099), Harris County, Texas, US ( Map ) (Hotspot ) Date and Effort Sat Aug 13, 2011 3:15 AM Nocturnal Protocol:Stationary Party Size:2 Duration:4 hour(s), 30 minute(s) Observers:Drew Dickert Peregrine Falcon Peregrine falcon (back to partial side viiew) perched on top of dead snag on tree at south edge of lake (may have been there all night), I noticed it at dawn silhouetted against the foggy dusky sky (definitely right size and shape - stocky, thick-breasted, with long pointed wings that reached the end of the narrow tail), I was waiting for the light to increase and my scope to quit fogging, I was able to barely discern a white cheek patch as it preened, it then abruptly flew down behind the tree line at about 6:50 am (darting flight and pointed wings noted), this is apparently the same bird I failed to ID over 2 weeks ago that I later saw was photographed by Mark Kulstad earlier that day. Katy Prairie Conserv.--Warren Ranch Lake area (UTC 099), Harris County, Texas, US ( Map ) (Hotspot ) Date and Effort Fri Jul 22, 2011 1:15 PMProtocol:Stationary Party Size:1 Duration:1 hour(s), 45 minute(s) Observers:Dan ColemanPeregrine Falcon One large, very brown falcon sat on the grass north of the lake. I didnt see it fly in, and it was still sitting on the ground when I left. Good scope views showed feathered legs, "helmeted" sides of the head, longish body profile. Private residence, Navarro County, Texas, US ( Map ) Date and Effort Tue Nov 07, 2017 2:55 PM Protocol:Traveling Party Size:3 Duration:1 hour(s), 30 minute(s) Distance:1.0 mile(s) Observers: Mike Stewart List , Wilbur Stewart , Yvette Haughney List Submitted from eBird for iOS, version 1.6.22 Bardwell Lake--Buffalo Creek Wetlands/Bardwell Dam rd. area, Ellis County, Texas, US ( Map ) ( Hotspot ) Date and Effort Mon Jan 07, 2013 12:20 PM Protocol:Traveling Party Size:2Duration:2 hour(s), 10 minute(s) Distance:0.5 mile(s) Observers:Ross Rickett PLEASE SAVE THIS SPECIES AND ELECT THE NO BUILD OPTION AS NUMEROUS BIRDS WILL BE AFFECTED BY THIS TRAIN.</p>	<p>Refer to NR-2. Both subspecies of Falcon were noted in <b>Table 3.6-8: LFSV Habitat by Segment</b> as having a potential to occur within the project area.</p>
Christie Parker	3/9/2018	Website	<p>Dallas to Houston High-Speed Rail Environmental Impact Statement How could the Aesthetics of this project state no adverse impacts. These figures are incorrect and further analysis needs to be done. Our wedding venue for one will be closed so there would be negative impacts. Would the Project result in adverse impacts to the resource? Is the subject a scarce resource or in poor or declining health? To prevent adverse impacts the No build is recommended. Attachment(s): thumbnail (4).png</p>	<p>Refer to AS-1.</p>
Christie Parker	3/9/2018	Website	<p>Please see the following in the DEIS and explain in detail the Economic component. Please include the ridership details with analysis as this contradicts 5 other studies. Please prove the Operational time frames of under 90 mins when you have not done an adequate analysis since the road laws were not looked at and all of the county roads will not be rerouted or crossed underneath. So please start over with these figures after a proper analysis is done since all of the construction details will have to be changed.</p>	<p>Refer to GN-2, LU-4, PN-4, SC-3, SC-11, SC-21 and TC-4.</p>
Christie Parker	3/9/2018	Website	<p>Dallas to Houston High-Speed Rail Environmental Impact Statement Please see the following in the DEIS and explain in detail the Economic component. Please include the ridership details with analysis as this contradicts 5 other studies. Please prove the Operational time frames of under 90 mins when you have not done an adequate analysis since the road laws were not looked at and all of the county roads will not be rerouted or crossed underneath. So please start over with these figures after a proper analysis is done since all of the construction details will have to be changed. Please show that you have done all possible to get in touch with all stakeholders who were unable to comment on the environmental impacts. Otherwise your key goals and objectives have not been achieved or thoroughly worked through. The following are the key goals and objectives of the Project that underpinned the development of the DCE and the BOD, and that support the Project Purpose and</p>	<p>Refer to PI-1.</p>

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Submitted By	Date Submitted	Submission Type	Comment	Response
			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. • Technological: Deploy a state-of-the art HSR system for service based upon the Tokaido Shinkansen. TCRR would adapt the rolling stock, systems, and operating and maintenance procedures as required to comply with applicable regulatory, environmental, and operational conditions of the Project corridor. • Operational: Achieve a travel time of 90 minutes or less between Dallas and Houston. • Environmental: Minimize impacts to the natural and built environment along the corridor and at stations through context-sensitive design, adjacency to existing infrastructure ROW, and stakeholder coordination as appropriate.	
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Please explain the difference in ridership numbers in the DEIS. This 2026 estimate will change all of the emission figures. There definitely needs to be an accurate and independent study to confirm that we will not have a positive overall emission impact which would violate the Clean Air Act. This has to be vetted and the figures below along with doubling emissions prove that the DEIS is not handling this risk assessment responsibly and efficiently. 6.4.1 Ridership Forecasts and Passenger Profiles As estimated by the proprietary market demand study undertaken by TCRR, the build year forecast for HSR ridership in 2026 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.	There were two service levels provided by TCRR representing two different points in time after the high speed rail would be built: the initial service level (ISL) slated for 2024 shortly after the HSR is built, and the future service level (FSL) in 2040 after service and ridership ramp up after years in operation. In later versions of TCRR's conceptual engineering report, the ISL was adjusted to two years later. With regards to comment on doubling of numbers, the ridership numbers were verified with TCRR to clarify what they 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 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, there is no change to the NEPA conclusion of no significant adverse impacts on long term air quality from operational emissions. 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 = -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
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Please see the following footnote. Since routes were eliminated according to this criteria and during the NEPA process including corridors with lower EJ impacts, the entire process needs to start over with all routes with none eliminated based on economic viability. 3 An initial version of the Project Purpose included economic viability. As the Project developed and through coordination with cooperating agencies, FRA determined that economic viability is an objective of TCRR, not a component of the Project Purpose.	Refer to BA-8, NE-1 and PN-4.

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Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Since Texas Central and the engineers did not use current state laws and the entire project will have to be reevaluated and redrawn, the project must start over with correct data to review. Otherwise, the purpose and need cannot be supported without accurate data and plans. Please review all state laws before proceeding. The public needs to be able to make comment on accurate data and plans. No build until this process can be started over and evaluated by the public with their input. As part of the project development process, TCRR developed the conceptual engineering to support the Project Purpose and Need. This conceptual engineering (included as Appendix F, TCRR Conceptual Engineering Design Report and Appendix G, TCRR Conceptual Engineering Plans and Details) completed as of September 15, 2017 is the basis for the evaluation included in this document	Refer to GN-1.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Again the Purpose and Need was changed in the middle of a NEPA process, therefore the process needs to start over before proceeding with the new purpose and need. Otherwise the NEPA process was not followed but instead violated. See below: The first part, the Coarse Screening Analysis evaluated if the corridor alternatives met the Project Purpose and Need, as required by NEPA. FRA conducted a pass/fail analysis and determined that an alternative "failed" if it did not meet Purpose and Need or "passed" if it did. FRA carried all potential corridor alternatives and other potential transportation alternatives that "passed" into the second part, the Fine Screening Analysis.	Refer to PN-4.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement In line with the following Purpose and Need per the DEIS : "Direct bus service or expanding IH-45 may temporarily relieve congestion on IH-45, meeting the transportation need of the Project. However, these alternatives rely on vehicular travel as the primary means of transportation between the Dallas and Houston metropolitan regions and would not offer a long-term alternative to travel on IH-45 and they would not offer a one-way trip in 90 minutes or less. Additionally, these other potential transportation alternatives would not provide passenger rail service, as per TCRR's objectives for the Project. Therefore, FRA eliminated these alternatives from further consideration based on failure under the Purpose and Need criterion." PLEASE PROVE THE ONE WAY TRIP IN 90 MINUTES OR LESS WITH THE NEW ROAD ALIGNMENTS AND VIADUCT STRUCTURES. THE DEIS CURRENTLY HAS THE TRAIN TRAVELING AN AVERAGE OF 166.93 MPH TO MAKE THEIR TIMES BUT JAPAN SKINKANSEN IS TRAVELING AT AN AVERAGE OF 163 MPH. SO PLEASE REEVALUATE WITH CORRECT PLANS AND ROAD STRUCTURES. NO BUILD IS THE ONLY OPTION UNTIL DATA IS CORRECTED IN THE DEIS AND THE PUBLIC IS ALLOWED TO COMMENT ON CORRECT DATA.	Refer to BA-4, PN-3 and TC-3.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement I want to quickly point out some very disturbing errors with this DEIS report compiled by TCR,AECOM, and the FRA. First, this document and TCR in their videos are reporting up to 39 billion in state sales tax revenue based on ticket sales will be generated. They go on to state that the train will generate 12 billion in local sales tax from ticket sales. They then report in Table 3.14-22 the following: Unfortunately this information is incorrect. They have inappropriately put sales tax on both HSR and Airline tickets. Looking at State Tax Laws there is no state or local tax on transportation. You can simply refer to bus, train, and airline tickets or the actual tax code to see that they have really messed up these figures. Their own Insight Research Report with their secret ridership numbers also mentioned the sales tax from ticket sales. This is a huge error but isn't the only one in this chart. They failed to capture the federal tax impact for airline tickets which is a 7.5% federal excise tax imposed only on airline tickets and this would result in a loss of \$28,357,500 a year in federal tax revenue. Reviewing their chart with these huge errors we can all see that instead of generating \$68 million annually in taxes it will actually result in a loss of \$47 million annually to the taxpayers. That is more than a 100 million annual flip and will result in billions in loss of tax revenue as a result of the train. This is just one error we were able to find in this massive document in the very short time frame the public has been allowed to review the DEIS. To put this all into perspective, City of Houston will NOT receive 10-12 million in sales tax on ticket sales as is being claimed by Mayor Turner and City of Dallas will NOT receive 10 million in sales tax revenue annually as well. The state will not get their potential 39 billion and the local areas will not receive their potential 12 billion. They will suffer a loss instead.	Refer to GN-2 and SC-3.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement It is clear that the engineers have realigned county roads that they will be unable to do as all county roads in between will not allow the realignments. Remember Texas Central was ruled to not have eminent domain nor be a railroad in a court case in Harris County so performing all these drawings is frankly putting the horse before the cart. Most of the counties have signed resolutions against the high speed rail so these road drawings are incorrect leaving construction costs and route not specific as well. Also the engineers did not take into account new construction at Highway 6. They have the Train route at the same place and height of Highway 6. This Tx Dot project has been in the works much longer than these preliminary drawings for Texas Central's project. I have a lack of confidence in the engineers on this project. It is questionable that the train can even go under beltway 8.	Refer to ED-1, ED-3, NE-1 and TR-8. The Project would be on viaduct at the State Highway 6 crossing (road under rail). Preliminary design details show that there will be approximately 43 feet of separation from the rail to the existing road surface at this crossing. This will be a long span; therefore, the structure of the viaduct will need to be about 22 feet deep. This would mean there is about 21 feet of roadway clearance under the viaduct structure. See <b>Table 3.11-31: Roadways in Harris County Study Area</b> or a list of all the roads that will be crossed by viaduct in the area. The Project would be below-grade (retention-cut) at the

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				State Highway 8 crossing. Approximately 985 feet of the Project would be constructed under the crossing.
Christie Parker	3/9/2018	Website	Second, The DEIS report has doubled the Emission Data from vehicles. Even with the unrealistic ridership numbers, Houston will have a net gain in emissions due to this project. With accurate ridership data as estimated by other studies, there will be a net gain in emissions overall. This is of particular concern as this has been proposed to be a "green" project. Surely the EPA following the Clean Air Act will not want to fall backwards on progress and improved air quality we have achieved over the past few decades due to inaccurate and false data in this report.	Refer to AQ-13.
Christie Parker	3/9/2018	Website	Third, the ridership numbers provided are flat out wrong and not substantiated by actual data. Looking at AADT station data north of Fairfield, there will be no way that TCR will be able to obtain the ridership numbers they have proposed. Other studies including Tx Dots multimillion dollar study only shows ridership figures of 0.7-2.7 million and the Reason report has only estimated 1.4 million annual ridership. This is extremely concerning as this will lead to not only a detrimental negative impact on the environment but since they are seeking federal taxpayer backed loans will also affect each of our back pockets. Currently there is only 1.3 million annual airline ridership for this route. There is only 89,060 annual workflow commuters according to Amercian Community Survey 2006-2010 Tract to Tract Data (see links below). So how are you calculating 5 million annual ridership when 100% of the airline traffic and workflow commuters in under 1.4 million? Please provide data to justify purpose and need. There clearly is not enough traffic or need for this route. Since this project involves the NEPA process and will lead to many negative impacts, the ridership and data must be vetted and substantiated. Dallas county to Harris county commuters- 65 <a href="http://bigbytes.mobyus.com/commute.aspx">http://bigbytes.mobyus.com/commute.aspx</a> Harris county to Dallas county commuters- 179 <a href="http://bigbytes.mobyus.com/commute.aspx">http://bigbytes.mobyus.com/commute.aspx</a> Using the 16% market share TCRR has in their footnote will leave us at 1,672,954 1,900,000 (airfare estimated by TCRR) = 3,572,954 with the really high market share of TCRR in 2035 Using All Aboard Florida's ridership of 7.2% it would be 752,829.566 1,900,000 = 2,652,829 in 2035 Work shown below: Traffic count per AADT - 54,490 36,726.26 after truck traffic removed (.674) per AADT 23,872.069 after local traffic and through traffic removed (.65) Per TxDot 1.2 average passenger count per DEIS= 28,646.48 annual commuters by Tx Dot 10,455,966.2 market share by tcrr of 16%= 1,672,954 Estimated airline ridership per TCRR=1,900,000 Total estimated ridership using Tx Dot data and TCR data= 3,572,954 in 2035 13 According to TCRR's 2043 ridership forecast, HSR would account for 21 percent of the traveling public market share between Dallas and Houston. This HSR market share would derive from a 16 percent decrease in vehicular traffic market share and a 6 percent decrease in air travel market share (numbers rounded). Using All Aboard Florida's ridership of 7.2% it would be 752,829.566 1,900,000 = 2,652,829 in 2035 There is a great amount of data I am not able to cover but I wanted to part with a few quotes from our now Mayor regarding this project. These quotes can be found in the scoping report on 8/1/2015	Refer to AQ-3.
Christie Parker	3/9/2018	Website	... property values would decline, and in these very neighborhoods where homes are being built and neighborhoods revitalized, the progress may very well be halted. Already, some prospective homeowners are delaying their decisions to purchase property in the area uncertain of the route that the high speed train may take. Sylvester Turner Economic Impact/Property Values	Refer to VA-1.
Christie Parker	3/9/2018	Website	Furthermore, the safety of families in these dense urban areas would be compromised... Sylvester Turner Safety and Security The credibility of the DEIS is in question along with the Purpose and Need which has changed since the Scoping Report. The No Build is the only option that should be considered. Thank you.	Refer to SS-12 and SS-13.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement The DEIS is chalked full of outdated and stale information. Here is yet another picture attached that doesn't count a house that will be impacted by this project. How can an accurate assessment be made regarding impacts including noise impacts as required by NEPA if incorrect and inaccurate data was used in the DEIS for the public to comment on. The entire process is fatally flawed and the DEIS should be rescinded. The no build is the only option that should be implemented at this time. Attachment(s): outdated map.png	Refer to GN-1 and NE-1.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement The current DEIS is flawed in their stagnant data regarding flooding as it is using old outdated information and nothing in regards to the recent flooding issues over the past two years which were detrimental to the public. By ignoring this data, the FRA violated NEPA by omitting relevant data regarding flooding and drainage. On our property alone where the bullet train will travel on both a viaduct and berm, no flooding impacts have been assessed by the FRA. The FRA was negligent in their data collection and in order to provide a proper analysis of these concerns, the FRA should immediately rescind the DEIS and study these impacts. Otherwise the DEIS is so flawed in their collection of data that the public should not have to comment on such a process that has omitted such a vast amount of data. Please see the attached pictures that show flooding on the property where the bullet train is proposed to travel. Where is this data in the DEIS. Due to increased flooding projected in the area, the no build is the only reasonable option to protect the public. Thank you. IMG_7218.PNG IMG_7219.PNG IMG_7220.PNG IMG_7221.JPG IMG_7222.PNG	Refer to FP-1.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement No confirmations of comments via email in the past 15 mins. What is happening with FRA comment submissions? The public comment process is again not working properly.	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

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				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.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Why is Madison county using Navarro counties Fema mitigation plan in the DEIS. This is a violation of the NEPA process. "Madison County Hazard Mitigation Plan Update, Mitigating Risk: Protecting Madison County from All Hazards, 2013 – 2018 The Navarro County Hazard Mitigation Plan uses FEMA's multi-hazards model to identify and rank hazards based on the potential for damages" Dallas to Houston HSR EIS – Chapter 3.0 Section 3.16 – Safety and Security 3.16-3 The DEIS has missed many opportunities to work with the right entities to ensure a safe and efficient study, therefore the entire report should be rescinded and started over.	The Draft EIS contained a typo under <b>Section 3.16.2, Safety and Security, Regulatory Context</b> , indicating the incorrect title for the Madison County Hazard Mitigation Plan. Details of the Madison County Hazard Mitigation Plan are documented in the Final EIS under <b>Section 3.16.2, Safety and Security, Regulatory Context</b> .
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Following the current NEPA process the following must occur during the planning process: Under the CAA, FEMA is responsible for (a) ensuring state and local policies are followed for debris burning, equipment exhaust, and construction dust; and (b) considering possible new traffic patterns. FEMA must ensure State and local policies are followed regarding: Debris burning Equipment exhaust Construction dust Also, FEMA must consider the potential or any proposed action to change traffic patterns to cause increased vehicle emissions in the project area. This has not occurred as FEMA has not provided input in this DEIS. How is the public able to make comments when FEMA was not involved nor any of their input considered? The entire DEIS should be rescinded.	FEMA does not have dedicated oversight responsibilities for implementing the CAA. The CAA is administered by the EPA and requires compliance from all federal agencies. FEMA is only tasked with the responsibilities stated in the comment when FEMA is the lead federal agency for a project. In this case, FRA is the lead federal agency and therefore, FRA is tasked with those responsibilities for this project. FRA (not FEMA) prepared the EIS in compliance with all NEPA regulations. FRA initiated the EIS to evaluate and document the possible environmental impacts of the Project as required by NEPA. FRA has ensured that state and local policies are followed. Potential air quality impacts associated with equipment exhaust, fugitive dust during construction, and potential increased vehicle emissions are discussed in <b>Section 3.2, Air Quality</b> .
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Since outdated floodplain information was used in the data compiled in the DEIS, this violates NEPA without a thorough and up to date assessment. Numerous pictures have been submitted to the FRA showing that an inadequate assessment has been done and violates Executive Order 11988. Please rescind the DEIS and provide an updated accurate analysis of the Harris County parcels that will have the train tranverse them. Executive Order 11988: Floodplain Management This page is about Executive Order 11988: Floodplain Management. Executive Order 11988 requires federal agencies to avoid to the extent possible the long and short-term adverse impacts associated with the occupancy and modification of flood plains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative.	Refer to FP-1.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Please review the attached maps. Every map that we pull up from Federal DOT and Tx Dot do not show the need for this Dallas to Houston Route. Please put the following data on the record. The congestion is in the cities. The route on I-45 in between does NOT change in peak congestion from 2012 to 2032. Again this goes against the purpose and need of the project. Please explain why all the negative impacts to the environment, communities, landowners, taxpayers is justified when the peak congestion has not budged on I-45 by 2032. Is the federal DOT documentation not accurate? Again looking at data the No build should be the only option. Attachment(s):2012-congestion.pdf 2032-congestion.pdf	Refer to GN-3, PN-3 and SS-9.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement This process was not enacted and followed in the DEIS as recent flooding was not taken into account in any of the planning regarding EO 11988. Since the information is fatally flawed in the DEIS, adequate public comment on actual data is not being considered in this process. The entire DEIS should be rescinded. Description and Intent Executive Order 11988 requires federal agencies to avoid to the extent possible the long and short-term adverse impacts associated with the occupancy and modification of flood plains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative. In accomplishing this objective, "each agency shall provide leadership and shall take action to reduce the risk of flood loss, to minimize the impact of floods on human safety, health, and welfare, and to restore and preserve the natural and beneficial values served by flood plains in carrying out its responsibilities" for the following actions: acquiring, managing, and disposing of federal lands and facilities; providing federally-undertaken, financed, or assisted construction and improvements; conducting federal activities and programs affecting land use, including but not limited to water and related land resources planning, regulation, and licensing activities. This section is Expanded. Click to CollapseSummary of Requirements The guidelines address an eight-step process that agencies should carry out as part of their decisionmaking on projects that have potential impacts to or within the floodplain. The eight steps, which are summarized below, reflect the	Refer to FP-1. The eight-step guideline process was followed for this Project. Executive Order 13690 also expands the management regulations to include identifying a higher vertical elevation and corresponding the horizontal base flood elevation to address current and future flood risk as discussed in <b>Section 3.8.2, Floodplains, Regulatory Context</b> .

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			decision-making process required in Section 2(a) of the Order. 1. Determine if a proposed action is in the base floodplain (that area which has a one percent or greater chance of flooding in any given year). 2. Conduct early public review, including public notice. 3. Identify and evaluate practicable alternatives to locating in the base floodplain, including alternative sites outside of the floodplain. 4. Identify impacts of the proposed action. 5. If impacts cannot be avoided, develop measures to minimize the impacts and restore and preserve the floodplain, as appropriate. 6. Reevaluate alternatives. 7. Present the findings and a public explanation. 8. Implement the action. Among a number of things, the Interagency Task Force on Floodplain Management clarified the EO with respect to development in flood plains, emphasizing the requirement for agencies to select alternative sites for projects outside the flood plains, if practicable, and to develop measures to mitigate unavoidable impacts.	
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement Our 1890's wedding venue that is right next to the train is eligible for NHPA and this was not considered in the DEIS report and is not even labeled as a business. It was built in the 1890's and will be closed down if the project occurs. We will suffer severe harm and loss of employment to many. This again has not been considered in the DEIS. We will never be able to go and purchase another 1890's house for a wedding venue on another piece of property within the City limits. This will cause irreparable harm to us and this was NOT taken into account in regards to negative impacts of this project. The NO BUILD is the only reasonable offer to prevent harm to this historic venue. "One important component of the National Historic Preservation Act (NHPA) directs federal agencies to take into account the effect of any undertaking (a federally funded or assisted project) on historic properties. "Historic property" is any district, building, structure, site, or object that is eligible for listing in the National Register of Historic Places because the property is significant at the national, state, or local level in American history, architecture, archeology, engineering, or culture. Typically, a historic property must be at least 50 years old and retain integrity."	Refer to CR-13.
Christie Parker	3/9/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement 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 knows that TCR will be seeking federal funding 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. Thank you.	Refer to GN-4 and NE-1.
Christie Parker	3/9/2018	Website	Hello Kevin, I understand that the FRA has granted another meeting in Harris county so this is two for this one county and many rural counties weren't even allowed to participate in a second county where they had land. Madison county didn't even have enough capacity. Another concerning issue is the high speed watch group stated this last night in a meeting: The HSW lady also stated that she had someone inside of FRA that says it's a done deal per say and that no extension would be granted. Done deal as far as the ROD This is very concerning especially since there is a preponderance of evidence of poor quality and bad data used and breaks in the nepa process. Please let me know if other meetings will be scheduled and will there be an extension as has been requested by many. Thank you for your time in advance in this very important matter.	Refer to GN-1, PI-1, PI-3, PI-8, PI-10 and PI-II.
Christie Parker	3/9/2018	Website	Hello Kevin, I was wondering if you had a chance to look over any information that I sent below? Also I wanted you to look over the information that is being circulated that is just plain wrong and it is the DEIS. Based on \$199 ticket sales and 7.2 million you will have the following: This is in your tables state- 89,550,000 local- 28,656,000 Based on \$199 ticket sales and 5 million you will have the following: This is in your tables state- 62,187,500 local-19,900,000 So how do you come up with 15-39 billion in state taxes from ticket sales as you state in the DEIS even with your own flawed data How do you come up with 5-12 billion in local taxes from ticket sales? I cannot comprehend how so many people looked at this data and thought that it was correct and then based economic findings on it and allowed it to be promoted and circulated to the media. Who can we hold responsible for the very wrong and misleading data found in the DEIS? The credibility of the entire DEIS is in question and the entire process should start from the beginning with accurate data. Since there has been an overwhelming amount of bad data found in the DEIS an extension should be warranted to vet this process as the "experts" that put the data together have failed the public. How can you base economic data on such wrong information? The FRA said they reviewed the data. How could this be? How could	Refer to SC-3 and SC-16.

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			they have left off the federal excise tax on airline tickets? How could they have left off other fees? Has anyone looked at Texas laws or airline tickets? I just can't believe all the wrong data in this report.	
Christie Parker	3/9/2018	Website	Are you aware that the VMT numbers are 200% wrong and there will be in fact a net gain in emissions according to experts looking at your tables?	Refer to AQ-3. The VMT was revised with one-way trip assumptions and calculated emissions do not result in net increases as comment asserts. 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 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 = -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
Christie Parker	3/9/2018	Website	The ridership numbers are not based on AADT station points. Who is vetting this data that is being put in the DEIS? Why was the economic purpose removed when that was used to eliminate the BNSFF corridor? The entire process should start over with this corridor UNLESS you choose to put the economic component back into the process. Looking forward to your response. Please answer what you can.	Refer to BA-10, GN-2, NE-1, PN-3 and PN-4.
Christie Parker	3/9/2018	Website	158. Good afternoon Kevin, I have a few questions and some grave concerns which I will delineate below. First it appears that the FRA put various data in the DEIS that is clearly wrong and flawed and my business is already being affected. Per the DEIS it is stated: So it looks like the FRA went and took pictures of these sites. If you look at KVP#27 it clearly does not use accurate information. The picture is facing the back of our property which the person taking the picture is right next to the huge wedding venue sign. They made sure not to include this in the picture or the actual description of the property. They left off the 1890's Victorian mansion, the landscaped acreage, the lake, the fountain, the paved lot, the gardens etc. FRA labeled this as a neutral impact. It said that only some residents and agricultural workers would see the train. We have weddings almost weekly here overlooking the lake which would be looking at the train. Most of our weddings are outdoor. We would have to close our business. This was not included in any of your impacts or descriptions. This wedding venue was just featured in a national glamour magazine due to its views and setting. We were just on KHOU 11 showing the venue as well. The FRA is allowing TCR and Holly Reed to say they will start construction in early 2019. This is already affecting brides booking as we are currently booking for the 2019 season and no one wants to book with a train going by every 15-30 mins. You can see for yourself that this will not be a neutral impact promo houseestate2017 promo houseestate2017 This is "promo houseestate2017" by rob cross on Vimeo, the home for high quality videos and the	Refer to VA-4.

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			people... Notice in the back the cell phone tower and you notice where brides get married. The train will be on the other side of that lake. To call this a neutral impact is not reasonable and again has not used actual data. Many people have commented that the venue would be shut down and no one can understand how FRA deemed this as neutral.	
Christie Parker	3/9/2018	Website	Now you have Holly Reed and TCR keep stating that they are going to start on construction as early as the beginning of 2019. This is allowed to be blasted all across Houston. Do you see how this impacts our wedding business? Why are they allowed to do this when clearly they are not going by your guidelines at all. Railroad Administration holds heated public input meeting Railroad Administration holds heated public input meeting final round of meeting for grimes county public input sessions for HSR You can listen to her say it in the above link. I am just wondering since there is so much bad data in the DEIS what is the remedy of all those affected especially since TCP has not even proven they have eminent domain. It is clear to me that the FRA is allowing these untruths. Have you guys went and stated to the media that the Northwest station wasn't true information? Or that their construction guidelines aren't possible? Who has verified the ridership numbers as we have a number of experts that have shown these numbers to be false? Who has verified this data? Are you aware that the noise impact assessments are not even based on actual speeds of the train?	Refer to ED-1, GN-9, NE-1 and NE-2.
Christie Parker	3/9/2018	Website	17. Dallas to Houston High-Speed Rail Environmental Impact Statement The Texas Oklahoma Passenger Rail Project put in their purpose and need that it needs to be economically viable and even goes on to say that HSR must be able to operate with 100% o costs covered. All Aboard Florida also has an economic component and has provided a ridership and revenue study in their DEIS. This Houston to Dallas HSR had an economic component and was part of the steps presented to the public. FRA removed this component while also removing routes that were not economically feasible. How can you remove routes based on an economical feasibility and then remove the economic component of the purpose and need? The FRA needs to start over on this process as the public has been misled and the route tainted with variables that were later removed. The FRA had originally removed certain routes based on economics and then removed this component while also leaving routes that had a greater impact on lower income populations and minorities. How is this ethical? Especially when then removing the component of economic viability altogether. Again, please explain why the economic viability was removed from the project when it was first told to the public it would be a component. The public deserves to have a economic viable project as the FRA and TCR initially presented to them. I urge the FRA to halt this process immediately and start over with accurate variables that will be measured and presented to the public. Without any economic feasibility, the NO BUILD Option is the only alternative.	Refer to BA-5 and PN-4.
Christie Parker	3/9/2018	Website	Who is the MTAC on this project? AECOM? Can you please tell me if the attachment is the the most recent formal process for an EIS? This project has caused a great deal of emotional distress on many people. I would hope that the FRA would try to be objective in this process. Thank you in advance for your time on this very important matter.	Refer to NE-5.
Christie Parker	3/9/2018	Website	159. My name is Christie Parker. I want to quickly point out some very disturbing errors with this DEIS report compiled by TCR,AECOM, and the FRA. First, this document and TCR in their videos are reporting up to 39 billion in state sales tax revenue based on ticket sales will be generated. They go on to state that the train will generate 12 billion in local sales tax from ticket sales. They then report in Table 3.14-22 the following: Unfortunately this information is incorrect. They have inappropriately put sales tax on both HSR and Airline tickets. Looking at State Tax Laws there is no state or local tax on transportation. You can simply refer to bus, train, and airline tickets or the actual tax code to see that they have really messed up these figures. Their own Insight Research Report with their secret ridership numbers also mentioned the sales tax from ticket sales. This is a huge error but isn't the only one in this chart. They failed to capture the federal tax impact for airline tickets which includes a 7.5% federal excise tax imposed only on airline tickets and this would result in a loss of \$28,357,500 a year in federal tax revenue. Reviewing their chart with these huge errors we can all see that instead of generating \$68 million annually in taxes it will actually result in a loss of \$47 million annually to the taxpayers. That is more than a 100 million annual flip and will result in billions in loss of tax revenue as a result of the train. To put this all into perspective, City of Houston will NOT receive 10-12 million in sales tax on ticket sales as is being claimed by Mayor Turner and City of Dallas will NOT receive 10 million in sales tax revenue annually as well. The state will not get their potential 39 billion and the local areas will not receive their potential 12 billion. They will suffer a loss instead.	Refer to SC-3 and SC-16.
Christie Parker	3/9/2018	Website	Second, The DEIS report has doubled the Emission Data from vehicles. Even with the unrealistic ridership numbers, Houston will have a net gain in emissions due to this project. With accurate ridership data as estimated by other studies and accurate passenger counts in vehicles on I45, there will be a net gain in emissions overall. This is of particular concern as this has been proposed to be a "green" project. Surely the EPA following the Clean Air Act will not want to fall backwards on progress and improved air quality we have achieved over the past few decades due to inaccurate and false data in this report.	Refer to AQ-13.
Christie Parker	3/9/2018	Website	Finally, I would like to talk about the serious safety concerns with this project. TCR and the FRA have not included first responders and law enforcement in any planning of the DEIS. Many roads will be rerouted and closed according to the DEIS. There will be a significant delay in the public receiving medical attention and help in life and death situations when minutes mean everything. I can speak first hand as a critical care nurse with more than 15 years' experience to the detrimental effects of delays in medical treatment of just minutes. I have seen people die	Refer to PI-1, SS-18, SS-23 and TR-8.

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			and people remain in vegetative states due to a delay in medical treatment. This is very serious folks and no one should die because of this train and the hundreds of relocations, reroutes, and closures that will occur. There is a vast amount of data I am not able to cover but I wanted to part with a few quotes from our now Mayor regarding this project. These quotes can be found in the scoping report on 8/1/2015.., property values would decline, and in these very neighborhoods where homes are being built and neighborhoods revitalized, the progress may very well be halted. Already, some prospective homeowners are delaying their decisions to purchase property in the area uncertain of the route that the high speed train may take. Sylvester Turner Economic Impact/Property Values Furthermore, the safety of families in these dense urban areas would be compromised... . Sylvester Turner Safety and Security The credibility of the DEIS along with TCR's secret ridership report is in question along with the Purpose and Need which has changed since the Scoping Report in the middle of a NEPA process. The No Build is the only option that should be considered. Thank you.	
Christie Parker	3/9/2018	Website	160. I am a concerned citizen of Harris County. Are you aware that Harris County is the county most affected by this route in relation to HazMat Impacts. Sixty nine percent of the hazardous impacts will be in Harris County. There are 121 plus sites that will be impacted. This poses an increased danger to all residents as these hazardous sites are disturbed. This could easily affect our drinking water and our health.	Refer to HZ-1.
Christie Parker	3/9/2018	Website	I wanted everyone to know that according to the DEIS, TCR has proposed approximately 126 miles of new public roads that the taxpayers will have to pay to maintain. This information can be found in sections 45-52 and are labeled in blue. They have new roads up and down the entire alignment fragmenting both wildlife and people's property. This will cause a significant negative environmental impact across Texas. Many endangered, threatened and special class wildlife will be negatively affected on the 8000 permanently impacted acres. TCR originally stated only 3000 acres would be impacted. Their land impact figures have almost tripled from 2 years ago. How is this acceptable?	Refer to LU-9, LU-14, NR-5, TR-7 and TR-8.
Christie Parker	3/9/2018	Website	As we all know, the price tag has moved from a 10 billion cost up to 18 billion in the DEIS and does not include ROW costs which will be significant. Here we have all these escalating costs and this company still has less than 1% of the funding in place. Looking at Amtrak's proposal, the congestion is not between the Houston to Dallas route but is between Houston to San Antonio or Dallas to San Antonio. Tx Dot studies also show similar results. Please see the attached charts.	Refer to GN-3 and NE-1.
Christie Parker	3/9/2018	Website	The Purpose and Need of this project is frankly not supported by the data. Please also reference the last 10 years of the AADT report just north of Farfield shows that the traffic count has hardly budged. This Dallas to Houston route is not the route showing the heavy and growing congestion. Either the No build or a different city alignment is therefore recommended. I have to question why we are even spending taxpayer's money and time on this project when this company still has not proven they have eminent domain. They continue to point to a default judgment as their claim to eminent domain which was released in its entirety. This is frankly embarrassing. In the last court case where there was actually a defendant and plaintiff in court, the judge ruled that they did not prove they had eminent domain and therefore were not able to survey the property. This company does not have eminent domain rights.	Refer to GN-2, NE-1 and PN-3.
Christie Parker	3/9/2018	Website	We know that the Dallas Station location is owned by an investor of Texas Central and one of his associates owns the midstop which Tx Dot thought should have been eliminated. We also know that some current City Officials would benefit from this train stop but at what cost to the general public. We already know that the current chief of staff of our mayor's office is a former employee of TCR. It is important to ensure that this process is driven by objective criteria and not special interests. Who is looking out for Harris County residents?	Refer to GN-7.
Christie Parker	3/9/2018	Website	161. My name is Christie Parker and I am a concerned Harris County resident speaking against the train. I have looked over a great deal of the DEIS and have found an astonishing amount of inconsistencies, gaps, and just bad data. Now if you ask TCR about this data, they readily throw the FRA under the bus and say it is their information that is wrong. So who is ultimately responsible for the data presented to the public? One example is ticket prices. TCR completely back peddled once they heard the uproar from the public with the average ticket prices of \$199 each way. They just posted on their site "The fares used for the purposes of the DEIS were not developed by Texas Central." I find this hard to believe as Table 3.14-22 under Socioeconomic and Community Facilities clearly sources TCRR for ticket prices. Then Texas Central recently published that \$10 million – Estimated local sales tax produced from the train's ticket sales in Dallas County. We can do the math here. At a 2% tax rate and a price tag of \$199 and half the proposed ridership of 5 million we suddenly arrive at this figure they are publishing on their site. So no need to throw the FRA under the bus for this expensive one way ticket price of \$199 as TCR is using these average ticket prices to project what they will pay out over and over again. <a href="https://www.texascentral.com/2018/01/29/north-texas-bullet-train-station/">https://www.texascentral.com/2018/01/29/north-texas-bullet-train-station/</a> Table 3.14-22: Annual Ticket Revenue Impacts for all Build Alternatives Texas Central continues to use inflated figures when estimating people that travel this route. "Travelers make roughly 14 million trips between Houston and North Texas per year, with most of those by car, Reed said". I completely disagree and can show tons of data refuting this but let's go with their figures. 14 million. Now let's take a look at their chart Table 3.14-22 on the previous page and they list a market share of 21% for HSR. If we use the 14 million figure stated by Holly Reed we come up with a ridership number of 2,940,000. This is well under their stated ridership of 5 million. They won't be able to pay their bills. How can their figures be so wrong? Now if we look at AAF's (All Aboard Florida) report they are using a more reasonable market share of 7.2 percent. Unlike AAF who is a private company, TCR refuses to show their data to us. AAF is transparent and has a ridership and revenue report in their DEIS.	Refer to GN-1, NE-1 and NE-8.

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			TCR refuses to show its economic viability but are attempting to obtain eminent domain privileges and are seeking billions in taxpayer loans. They even state in their new report that investors and lenders will be bearing the risk. Folks that is us. Don't you think we deserve to have evidence of economic viability before going forward? Now let's look at some of their other figures they have in the DEIS and they also just posted a video with these figures in it as well. HSR ticket sales could generate between \$15 billion and \$39 billion in sales tax for the state. How could this be? In 100 years I can only come up with 6 billion with their projected ridership numbers. There is simply so much wrong data in this report. The no build option should be the only option on the table until the public has all the data to make an informed decision. Christie Parker	
Christie Parker	3/9/2018	Website	One example is ticket prices. TCR completely back peddled once they heard the uproar from the public with the average ticket prices of \$199 each way. They just posted on their site "The fares used for the purposes of the DEIS were not developed by Texas Central." I find this hard to believe as Table 3.14-22 under Socioeconomic and Community Facilities clearly sources TCRR for ticket prices. Then Texas Central recently published that \$10 million – Estimated local sales tax produced from the train's ticket sales in Dallas County. We can do the math here. At a 2% tax rate and a price tag of \$199 and half the proposed ridership of 5 million we suddenly arrive at this figure they are publishing on their site. So no need to throw the FRA under the bus for this expensive one way ticket price of \$199 as TCR is using these average ticket prices to project what they will pay out over and over again. <a href="https://www.texascentral.com/2018/01/29/north-texas-bullet-train-station/">https://www.texascentral.com/2018/01/29/north-texas-bullet-train-station/</a> Table 3.14-22: Annual Ticket Revenue Impacts for all Build Alternatives Texas Central continues to use inflated figures when estimating people that travel this route. "Travelers make roughly 14 million trips between Houston and North Texas per year, with most of those by car, Reed said". I completely disagree and can show tons of data refuting this but let's go with their figures. 14 million. Now let's take a look at their chart Table 3.14-22 on the previous page and they list a market share of 21% for HSR. If we use the 14 million figure stated by Holly Reed we come up with a ridership number of 2,940,000. This is well under their stated ridership of 5 million. They won't be able to pay their bills. How can their figures be so wrong? Now if we look at AAF's (All Aboard Florida) report they are using a more reasonable market share of 7.2 percent. Unlike AAF who is a private company, TCR refuses to show their data to us. AAF is transparent and has a ridership and revenue report in their DEIS. TCR refuses to show its economic viability but are attempting to obtain eminent domain privileges and are seeking billions in taxpayer loans. They even state in their new report that investors and lenders will be bearing the risk. Folks that is us. Don't you think we deserve to have evidence of economic viability before going forward? Now let's look at some of their other figures they have in the DEIS and they also just posted a video with these figures in it as well. HSR ticket sales could generate between \$15 billion and \$39 billion in sales tax for the state. How could this be? In 100 years I can only come up with 6 billion with their projected ridership numbers. There is simply so much wrong data in this report. The no build option should be the only option on the table until the public has all the data to make an informed decision.	Refer to GN-1, GN-2, GN-4, NE-1 and SC-3.
Christie Parker	3/9/2018	Website	19. Dallas to Houston High-Speed Rail Environmental Impact Statement What did the FRA do with the illegal survey information? There were a number of letters that the FRA received regarding illegal surveys from TCR and its reps so how did the FRA ensure that every survey detail was obtained legally? There are actually pictures of an engineering firm contracted by TCR illegally taking soil samples on a property owners land that refused survey. What was done with this information? The name of the company and information was also sent to the FRA. I request that the FRA confirm that every single piece of survey data collected be verified that it was taken legally. Please contact every landowner and confirm so we can ensure that no data was retrieved illegally. Until this is done, survey results are presumed to be illegal until proven otherwise given the data including pictures presented by landowners. I suggest this project be halted until the illegal survey information is verified not to be in the DEIS and every impacted landowner would have to confirm these results. I am sure that the FRA would not want to be involved in an illegal process especially since there is much evidence of this that was presented so I would urge caution for the FRA not vetting each and every survey result. This process should be halted immediately. Thank you.	Refer to GN-1 and NE-8.
Christie Parker	3/9/2018	Website	2. Dallas to Houston High-Speed Rail Environmental Impact Statement Regarding the Grimes County meeting this is something that a public participant noticed. The Gym which was very large was used for TCR's and FRA's Posters, but the Public Comment Speaker Period used the relatively smaller Cafeteria. This was the end of the several steps by the FRA to squash the Opposition Voices. I know that some people left not knowing about the smaller separate room for the comments portion and know another person was turned away because the room was packed. How does this not violate NEPA when yet again this is just another public meeting that AECOM and FRA hosted that did not adequately allow for public participation. This occurred in Madison County, Harris County, and Grimes County. The public needs more time and I request the comment period be extended to allow for full public participation and comments since this was violated in at least three meetings. Thank you	Refer to PI-11.
Christie Parker	3/9/2018	Website	20. Dallas to Houston High-Speed Rail Environmental Impact Statement Regarding EJ (environmental justice) whole corridors were removed for economic viability so they had economic viability and this trumps all other NEPA variables including EJ. And now the economic viability has been removed as a criteria yet EJ was not accurately reviewed. Please see attachments of how the selected corridor affects blacks and hispanics who will be disproportionately negatively impacted by this project. So the economic viability was removed and consideration was	Refer to EJ-1. The NEPA process includes the assessment of many varying topics including Environmental Justice (EJ). The Preferred Alternative was selected based on an analysis of the totality of impacts across all

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			not taken for the increase in minorities being impacted. Please see the attachments to show how these groups will be disproportionately targeted in the preferred route vs their percentage of population in Texas. This needs to be immediately assessed. I feel that the No Build Option is the only alternative if accurately reviewing the environmental justice impacts. Attachment(s): Black Population 2010 - FHWA HEPGIS Maps.pdf Hispanic Population 2010 - FHWA HEPGIS .pdf	topics studied in the Final EIS. The EJ assessment was conducted with consultation of best practices established by TxDOT, FRA and FTA.
Christie Parker	3/9/2018	Website	21. Dallas to Houston High-Speed Rail Environmental Impact Statement Texas is usually around a 4% unemployment rate. If you look at the attached pdf these counties along the route will be disproportionately affected as unemployment is much higher than the state overall. These affected areas show a consistently higher amount of unemployment which correlates to higher levels of poverty. The temporary construction jobs will not help this persistent problem. We need permanent growth and businesses in these counties. The train will not do this so the poor population will be disproportionately negatively impacted by this project. <a href="https://www.urban.org/research/publication/unemployment-and-poverty">https://www.urban.org/research/publication/unemployment-and-poverty</a> <a href="https://www.urban.org/urban-wire/long-term-unemployment-and-poverty-produce-vicious-cycle">https://www.urban.org/urban-wire/long-term-unemployment-and-poverty-produce-vicious-cycle</a> Here is the Bureau of labor statistics link <a href="https://www.bls.gov/eag/eag.tx.htm">https://www.bls.gov/eag/eag.tx.htm</a> Texas had an unemployment rate of 3.9% in Dec. 2017. This route focuses on individuals with a higher rate of unemployment and poverty. <a href="http://www.ncsl.org/research/labor-and-employment/state-unemployment-update.aspx">http://www.ncsl.org/research/labor-and-employment/state-unemployment-update.aspx</a> I am including unemployment maps, poverty maps, and graphs displaying percentages. The poor population will be greatly affected by this project and this has not been fully analyzed in the DEIS. The economic feasibility was placed higher than minorities and the poor population in this project. This is clearly unethical and does not really incorporate the NEPA process. The only ethical alternative is the NO BUILD OPTION. Attachment(s): Unemployment Rate 2016 - FHWA HEPGIS Ma.pdf nbroker.pdf chart.jpeg	Refer to EJ-1.
Christie Parker	3/9/2018	Website	22. Dallas to Houston High-Speed Rail Environmental Impact Statement Here is the breakdown of sections according to how many new public roads are proposed. I counted the ones outlined in blue only: Houston Segment (section 45) Harris, Waller, Grimes Cty 43.3 miles West of Teague Segment (section 46) Madison, Leon, Limestone, Freestone 64.2 miles IH-45 segment - alternative route (section 47) Madison, Leon, Freestone, and portion of Navarro 4.09 miles Navarro West (section 48) 3.75 miles Navarro East - alternative route (section 49) 2.61 miles Ellis West segment (section 50) 13.07 miles Ellis East - alternative route (section 51) 6.7 miles Dallas Segment- (section 52) 2.5 miles Total proposed mileage for new public roads is 126.82 miles or just over half the entire route in new roads for the taxpayers. Here is info about taxpayers paying for the maintenance of these new roads in the DEIS. 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. o 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. o 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. Is the FRA, AECOM, and TCR aware that in the last legislative session SB 977 was passed preventing any taxpayer money to go towards anything related to the construction, operation and maintenance of a high speed rail project. The DEIS clearly states that roads will have to be added that the taxpayers will be paying to maintain. If there was not a HSR dissecting Texas then no new public roads would be built. Maintenance of these public roads by taxpayers is clearly against the signed into law SB 977 regulations. All of the new overpasses that will have to be maintained by taxpayers clearly go against this law as well. All of this information has been sent to Governor Abbott and will be sent to the attorney general. Why was the mileage of proposed public roads omitted from the DEIS? Is the FRA, AECOM, and TCR trying to hide this information from the public and lawmakers? Why was this information not calculated into costs for taxpayers thus negating some of the proposed "tax benefits"? The FRA needs to immediately put these miles into the DEIS and needs to address this while looking at SB 977 and adjusting the tax benefit suggested by this report. This project will negatively impact every taxpayer in Texas and is clearly going against new laws that were just implemented, therefore the NO BUILD OPTION is the only alternative.	Refer to TR-6, TR-7 and TR-8. SB 977 prohibits the use of state funds to plan, build, or operate the high rail operated by a private entity. TxDOT owned roads (including overpasses and underpasses), however, would continue to be maintained by the state. For the mileage of proposed public roads, please see <b>Section 3.11, Transportation</b> , specifically <b>Table 3.11-61: Summary of Transportation Impacts by Build Alternative</b> . Reroutes to existing roads would result in the addition of approximately 16.6 miles to 46.9 miles of public roads. For information about roadway modifications per county, Segment, and Build Alternative, refer to <b>Section 3.11.5, Transportation, Environmental Consequences</b> .
Christie Parker	3/9/2018	Website	23. Dallas to Houston High-Speed Rail Environmental Impact Statement I am writing today to request your immediate attention in order to prevent a potential environmental crisis to our community. As you are aware, a private for profit company was formed with joint collaboration with Japan to place a high speed rail train creating a divide across Texas spanning 239 miles. My family and I would be devastated by this project. The impacted land was granted as a League of Land from the State of Texas through Stephen F. Austin on March 10, 1831. Three generations of the House family have lived on this property working this land and keeping it in the family to this date. Calvin House and Pamela House currently live on the impacted property and their son and daughter plan on moving to this plot of land as well and building a house bringing with them their children. This would be five generations on this parcel. Over the years, this land has been utilized for cattle, rice and soybean farming, Jigg Bermuda grass for hay, oak and pine tree farming for wholesale, hunting and a thriving wedding venue business. Next to the wedding venue House Estate, Calvin House has set up a museum which includes pictures of the original home and House ancestors and memorabilia that has been utilized over the years in shaping this property into what it is today. The Texas map inside the	Refer to GN-1, SC-21 and VA-4.

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			<p>museum displays a large red area where the House family ran their cattle. However, what began as a working ranch, raising Brahamas and mixed cattle, eventually changed in 1957 to a rice and soy bean farm tended to by the House family; and then changed again in 1976 to farming live oak and pine trees. Calvin House and his wife Pam still actively maintain the ranch, a tree farm and House Estate which is an 1890's historic home built by Calvin's grandfather. House Estate was renovated in 1998 and rests comfortably on 18 acres designated for special events, such as weddings, that they now host. The train will travel approximately 400 feet from the edge of the pond where outdoor weddings are performed. Texas Central Railway/Texas Central Partners (TCR/TCP) and the FRA have pictures of the back of this property labeled KVP#27 in DEIS section II stating that the train will be a neutral impact. They failed to mention the fountain, pond, 1890's historic mansion, paved lot, numerous gardens, landscaped acreage and large sign that states that this is a wedding venue. It would have been impossible to not notice this when taking these pictures. They mention that the train will only be seen by some residents and agricultural workers yet this is clearly marked a wedding venue with numerous wedding guests on a regular basis and this business will be devastated by this project and will have to close its doors. If they missed these clearly evident characteristics of this one property, how much have they missed along the 239 mile route? Please see the following link to view the wedding venue: <a href="http://thehouseestate.com/">http://thehouseestate.com/</a> . This property was inaccurately depicted in the DEIS and not assessed properly. I would like the negative impacts to actually be put into the document with the loss of income of this business to the community including all those that are employed by this venue which would lose their job. There will definitely be a negative ripple effect caused by the closure of this venue and this KNOWN AND VERIFIABLE data should be subtracted from any presumed economic benefit of this HSR project. I urge that this process be halted until an accurate and detailed analysis of the impacted landowners be assessed. The FRA, TCR, and AECOM are using maps that are dated and since the ones in the DEIS are many years old they are not taking into account many homes and businesses along the route and their negative impacts. How could a proper analysis be done using maps that are a few years old? I recommend the NO BUILD OPTION as the FRA, AECOM, and TCR did NOT accurately assess negative impacts along the preferred route.</p>	
Christie Parker	3/9/2018	Website	<p>24. Dallas to Houston High-Speed Rail Environmental Impact Statement We currently have 6 ponds on our property and 1 will be directly impacted by the train. TCR has designed a berm over this pond which has many varieties of fish and wildlife and this 8 acre 32 foot deep pond will be filled in killing everything in the pond. Since TCR did not survey the property they didn't take into account the depth of the pond and more dirt will have to be acquired from additional land. Without doing boots on the grounds surveys for the majority of the route many environmental impacts were not assessed by TCR. Since AECOM and TCR did not know that this is 32 foot deep and 8 acre pond they did not accurately outline where they would obtain this dirt to fill in the pond. From an environmental standpoint how is the FRA and TCR justifying this project as there will be huge environmental negative impacts? Due to these negative impacts and lack of detailed analysis by the FRA, TCR, and AECOM I recommend the No Build option be moved forward.</p>	Refer to FP-1 and NE-8.
Christie Parker	3/9/2018	Website	<p>25. Dallas to Houston High-Speed Rail Environmental Impact Statement Our property has a large variety of wildlife that will be negatively impacted. We have seen bald eagles numerous times flying over our property. Each year we have migratory birds that utilize this land and ponds during their migration journey. We have red pileated woodpeckers as well on the property. There is a great concern due to the vast majority of migratory bird species and threatened birds on our property that a number of these birds will be killed due to the high speed rail transversing our parcel. Please refer to this independent research study regarding the mortality of birds <a href="https://www.frontiersin.org/articles/10.3389/fevo.2017.00117/full">https://www.frontiersin.org/articles/10.3389/fevo.2017.00117/full</a> From the study "Finally, we counted a total of 42 bird collisions, 28 of them recorded from the cabin. Collisions were recorded in 47.0% o the journeys. As a whole, the data are equivalent to a mortality of 0.0029 birds per km traveled by a high- speed train (i.e., one collision every 349.8 km). " We have too many threatened species on our property including those protected as migratory species. This huge negative impact must be analyzed in order to make an informed decision and conclusion of negative impacts on birds and protected species. The HSR will not allow birds to move out of its path and result in many deaths. This has not been studied as we only have existing slower rail. I urge the FRA to look at this study and review this impact to threatened species such as the bald eagle who has numerous nesting spots all along the proposed route. This will also affect migratory birds which are also along this route. Due to the detrimental affects of this high speed rail on these species which have not even been evaluated, I opt for the No Build Option. Please protect our protected and threatened species. Thank you</p>	<p>Refer to GN-3, NR-2 and NR-3. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b>. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b>. The Pileated Woodpecker is a common resident found in East, TX and is not listed by the Endangered Species Act or by TPWD.</p>
Christie Parker	3/9/2018	Website	<p>26. Dallas to Houston High-Speed Rail Environmental Impact Statement Our property has not been surveyed by TCR as they came out numerous times to our house stating that they had eminent domain privileges but when asked to provide the paperwork showing this designation they never did and instead sued my family. In our court case, TCR lost the summary judgment with the judge declaring they did not have eminent domain privileges, were not a railroad, and could not survey the property. Since no survey was performed by TCR who does not have eminent domain privileges to this date, many critical elements of our property were not taken into account when TCR determined their route. For instance, we have pictures of the property that had a great deal of water during Hurricane Harvey and no such values have been considered when collecting data for the DEIS. Where is the Harvey flooding information? This project especially with the number of</p>	<p>Refer to ED-1, FP-1 and SS-17. Additional information regarding hydrology, hydraulics, and drainage for the Project are located in the <b>TCRR Final Conceptual Engineering Design and Constructability Reports, Appendix F</b>.</p>

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			berms will exacerbate this flooding problem and needs to be fully assessed, addressed, and mitigated if necessary. We have a large section of berm on our property according to the drawings supplied by TCR in the DEIS. Harvey impacts need to be addressed in the DEIS and it is negligent not to include this in the report. Flooding has not been properly assessed by AECOM, TCR, and the FRA in the DEIS report. Therefore since inaccurate and omitted data is present in the DEIS the No Build Option should be considered.	
Christie Parker	3/9/2018	Website	27. Dallas to Houston High-Speed Rail Environmental Impact Statement There have been a number of arrowheads that have been found on the property over the years where the train is proposed to travel and before any major construction project is even considered this should be thoroughly investigated once there is proof that this private company has eminent domain privileges. A cultural survey must be performed on our property due to these findings. No surveys will be allowed to be performed until TCR has proven that they have eminent domain which they have been unable to do in a court of law. I request that this process be halted immediately until this can occur. Thank you.	Refer to CR-5.
Christie Parker	3/9/2018	Website	28. Dallas to Houston High-Speed Rail Environmental Impact Statement My husband and I own a small parcel adjacent to the property where the train will travel which has a warehouse on it and we were never notified of the public notice by the Corp for this project. Did TCR notify the Corp of this adjacent landowner property as required by the permitting process as we never received any notice from your organization for this comment period?	Refer to NE-6.
Christie Parker	3/9/2018	Website	29. Dallas to Houston High-Speed Rail Environmental Impact Statement The maps used in the DEIS were very old and were not updated and many structures were not accounted for in the DEIS documents. They also listed our wedding venue as agricultural in the DEIS when it is clearly a business and has been an LLC for approximately two decades. These structures and designations were incorrectly classified or completely omitted in the DEIS and fall short of what is required in the Corp of Engineers permitting process. Can you please confirm with us that the proper documentation was reported regarding our property in this process as the DEIS has a great deal of incorrect information provided by TCR. Due to the overwhelming amount of incorrect data in the DEIS I recommend the No build as the only alternative in this process.	Refer to GN-1, NE-1, NE-6 and VA-4.
Christie Parker	3/9/2018	Website	3. Dallas to Houston High-Speed Rail Environmental Impact Statement There has been a clear Lack of Involvement and Communication by TCR and the FRA with Local Officials, in particular Law Enforcement. Eight counties of law enforcement is coming out now and stating the lack of coordination which gravely impacts safety of all Texans without their input along with first responders. Both the Leon county and the Grimes County Sheriffs voicing concerns about lack of contact by the HSR group in the public comment forum and this is an important issue of Public Safety and Law Enforcement combined. I am voicing my opinion of No Build at this time. The lack of coordination between law enforcement and first responders and foregoing Texans safety is just another reason to not build the train.	Refer to PI-1 and SS-23.
Christie Parker	3/9/2018	Website	30. Dallas to Houston High-Speed Rail Environmental Impact Statement TCR is asking for permits but has violated the permitting process of the USACE. It is a requirement of the permitting process for TCR to provide a list of local agencies including all approvals or denials regarding the project. Many rural counties have passed resolutions regarding this project and the permitting procedure and stated that TCR will not receive any permits without the proof of eminent domain and without this would not be able to move forward with construction of this project. TCR has yet to prove they have eminent domain and has not worked with local agencies. Has TCR provided the Corp with a list of these counties and their resolutions against the High Speed Rail project as required in the Corp's permitting process? I respectfully request an extension to the comment period in order to look further into the environmental impacts and NEPA process to ensure that the public is thoroughly able to review the massive first of its kind project.Thank you	Refer to ED-1, NE-6, PI-1 and TR-6.
Christie Parker	3/9/2018	Website	I respectfully request an extension to the comment period in order to look further into the environmental impacts and NEPA process to ensure that the public is thoroughly able to review the massive first of its kind project.Thank you	Refer to PI-1.
Christie Parker	3/9/2018	Website	31. Dallas to Houston High-Speed Rail Environmental Impact Statement There is a great deal of property that will have to be taken for this project to occur. TCR originally stated that 3000 acres or less will be needed and this has ballooned to more than 8000 acres according to the DEIS. This does not include all of the temporary acres that will be impacted for many years as well. There will be thousands of acres of special farmland that will be taken away forever should this project go forward. Please refer to the Step One Screening process developed by the FRA and TCR page 1-5 in the following link as I was unable to download the attachment on this site <a href="http://www.texascentral.com/wp-content/uploads/2015/09/Step" screening-of-corridor-alternativesreport.pdf"="">http://www.texascentral.com/wp-content/uploads/2015/09/Step"Screening-of-Corridor-AlternativesReport.pdf</a> . Please adhere to what was stated in this report that was presented to the public when analyzing the process. It is completely wrong and unethical to try to push the project when almost three times the land will be taken vs what was originally stated by TCR. Please start over and keep the environmental and landowner impact closer to what was stated in your earlier reports to the public. Until this happens, I urge the no build option as the public has clearly been misled.	Refer to BA-3, LU-9 and LU-14.
Christie Parker	3/9/2018	Website	32. Dallas to Houston High-Speed Rail Environmental Impact Statement Since surveys were not conducted on much of the route as the landowners refused since TCR couldn't prove they have eminent domain, they have not accurately outlined the devastation to Navasota Lady Tresses and other plant and animal species along the path. The process should not move forward until endangered species impacts are	Refer to NR-4. NEPA does not require 100 percent of the Project to have field surveys conducted.

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			thoroughly analyzed. This has not been done to date and vast amounts of endangered species will be forever lost. Therefore the no build option should be the only option that is considered.	
Christie Parker	3/9/2018	Website	33. Dallas to Houston High-Speed Rail Environmental Impact Statement The DEIS included a wildlife plan for crossings but did not take into account the new 126 miles of public roads that will be put in along the path. Many landowners will fence these areas as this is a new public access road. Due to this fragmentation of land throughout the route, wildlife corridors will be splintered as well with obstructed access. There will be a further fragmentation of land due to viaducts, berms, and new MOW access along the route. The current wildlife corridors in the DEIS were not accurately assessed due to the roads described above and with the travel of trains up to every 15 minutes along this path with plans to be as frequent as every 5 minutes in the future according to the DEIS. The wildlife crossings will be perpetually disrupted along the complete 239 mile path. None of this was addressed in the DEIS. To prevent the permanent detrimental impacts to the environment, the No Build Option should be the only option considered at this time.	Refer to NR-6.
Christie Parker	3/9/2018	Website	34. Dallas to Houston High-Speed Rail Environmental Impact Statement The carbon footprint will never be overcome on this project due to depressed ridership. Many studies show that in order to be considered a green project there needs to be greater than 10 million annual ridership. Tx Dot has only estimated 0.7-2.7 million and other independent studies had similar ridership reports. The VMT tables in the DEIS are also inflated to show a falsely elevated amount of emissions that will be removed. This data is flawed and incorrect in the DEIS and is further evidence that this project is not truly needed and why they have had to fabricate the numbers entered. The 1.2 passengers per vehicle was not taken into account in this information provided by TCR in the DEIS as well. Another table has the miles traveled inflated to show an increase in amount of VMT saved. Please conduct a full investigation of the data as this project will significantly affect the carbon emissions and damage the environment irreparably. THE NO BUILD SHOULD BE THE ONLY OPTI	Overcoming a carbon footprint is not required in a NEPA analysis or by current executive orders governing NEPA. The TxDOT Statewide Ridership Analysis Report that used the Statewide Analysis Model (SAM) stated that it was a high-level evaluation of forecasted ridership and cost effectiveness for various corridors to determine which ones may warrant further analysis. The report points out that the ridership forecast was conducted probabilistically to address uncertainties in estimated costs and forecasted ridership due to the inherent nature of a statewide high-level study that contained many unknowns that would need to be further evaluated and clarified in more in-depth corridor level studies. The report further states that the analysis was not intended to provide a detailed ridership analysis of an individual corridor, because many assumptions were applied to all corridors statewide, and would need to be modified to more accurately reflect the characteristics of any particular corridor. The range of ridership of 0.7 million to 2.7 million from the report cited in many comments were not the most appropriate Dallas-Houston corridor figures to use from this report. This is because the report states that further analysis was conducted on this corridor due to the results of the preliminary analysis being lower than other corridors, despite having higher numbers of intercity travelers. With further analysis using characteristics derived from publicized assumptions of the TCRR HSR at the 2013 date of the report, the ridership forecasted doubled to 7.8 million annual riders by 2035 with probabilistic results ranging 1.5 million to 5.7 million. The TCRR ridership number of 7.2 million that resulted from specific market analyses and using more specific and current service assumptions, are similar to the TxDOT projection of 7.8 million annual riders. None of the numbers used in the Draft EIS estimate were fabricated as they had bases in assumptions or other studies conducted. 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 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 vehicle miles traveled (VMT) and vehicle emissions removed by HSR use, but there was still a net reduction of

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				operational emissions for all pollutants, except for sulfur dioxide, which was also projected to increase under the original round-trip assumption. 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. Even when adjustments to the passenger trip assumption are made to assume one-way travel, and a higher vehicle occupancy of 1.5 passengers/car from newer state-level data, there is still a net reduction of CO <sub>2</sub> eq. The environment will not be damaged irreparably.
Christie Parker	3/9/2018	Website	35. Dallas to Houston High-Speed Rail Environmental Impact Statement The need for this project is unfounded in actual verifiable data. Please refer to the attached validated maps. Clearly the congestion is between Houston to San Antonio and Dallas to San Antonio and NOT from Dallas to Houston. Due to the need being unsupported by various maps and data sets (Tx Dot study as well), the no build option should be chosen.	Refer to BA-2, GN-3, NE-1 and PN-3.
Christie Parker	3/9/2018	Website	36. Dallas to Houston High-Speed Rail Environmental Impact Statement Unfortunately, Texas Central Railway/Texas Central Partners (TCR, TCP) have kept the economics of the project hidden and refuse to release to the public feasibility studies of the project. Other private projects that involve the public such as All Aboard Florida (AAF) have released ridership and cost studies demonstrating the financial feasibility of the project before moving forward. AAF released their study in their DEIS which included a market share of 7.2% ad a public usage cost basis of 0.30-0.61 per mile. All TCR has released is a deficient biased report with unverifiable data with a market share of 36% ad a public usage cost basis of 0.83 per mile making the average ticket price of \$199 each way. This is unaffordable to the majority of the public therefore this project would not rise to a "public need" transportation modality. Objective studies have come to the same conclusion of Tx Dot of 0.7-2.7 million annual ridership and not the inflated ridership of 5 million as proposed by TCR who has refused to show their data. Since numerous studies have shown this not to be economically viable and the FRA removed this viability component presumably due to this, I emphatically request the NO BUILD OPTION for this project.	Refer to AQ-7, BA-6, GN-2, GN-3, NE-1, PN-3, PN-4 and SC-3.
Christie Parker	3/9/2018	Website	37. Dallas to Houston High-Speed Rail Environmental Impact Statement TCR has also stated numerous times and it is also written in the DEIS that there could be 15-39 billion going towards state taxes due to ticket sales. Please verify how this stated figure could occur. We need a complete detailed independent study of the financial feasibility of the project before going forward as this private company is seeking eminent domain privileges and RRIF and TIFIA federal loans in order to build this development project when the "public need and purpose" has not even been justified. I recommend the NO BUILD OPTION as the taxpayers will be on the hook for this project and there are many blatant errors and miscalculations in the DEIS.	Refer to GN-4, NE-1, PN-3 and SC-3.
Christie Parker	3/9/2018	Website	38. Dallas to Houston High-Speed Rail Environmental Impact Statement On the Txdot AADT maps just North of Fairfield on Highway I-45 you can see that traffic counts haven't moved that much in the past 10 years moving from 27,000 to 29,759 which includes semi trucks and travelers that are not traveling the Houston/Dallas route but just driving in the local area. This would account for 10,862,035 annual vehicles but does not exclude local traffic and semi trucks and such who would have to be subtracted from this travel count. <a href="http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html">http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html</a> Please ensure that an accurate feasibility study is performed that uses verifiable data that the public can review as the public would be sacrificing a great deal for this private for profit venture before it goes any further. All of those individuals that will be devastated along the path that cannot even ride the train as it passes through their county deserve to see the feasibility of the project and verified "public need and purpose". Thank you in advance for your time and attention to this very important matter. Please move forward the no build alternative	Refer to NE-1 and PN-3.
Christie Parker	3/9/2018	Website	4. Dallas to Houston High-Speed Rail Environmental Impact Statement I request 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's Mayor Turner interference with the FRA process by placing his finger on the scales by choosing the site of the Houston Mall based on Politics, and prior to the FRA actually making the decision for the Houston Station. This has been announced over and over again on the news By Mayor Turner and TCR and has tainted the process. 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 DEIS process should be stopped immediately as it is clear it is not being driven by an objective process.	Refer to GN-9 and NE-1.
Christie Parker	3/9/2018	Website	39. Dallas to Houston High-Speed Rail Environmental Impact Statement The public's safety is of extreme concern as TCR, AECOM, and the FRA did not include FERC or PHMSA in their planning process despite hundreds of pipelines being impacted. Pipeline experts are very concerned as some pipelines are only 50 ft of the track and there has not been anything reported in the DEIS in relation to mitigation of vibration damage	Refer to EU-1, EU-2 and SS-18.

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			<p>to the pipelines close to the tracks. There is much evidence that stress waves created by 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. Other experts are stating that explosions could occur. How could we be more than 2 1/2 years in this process and FERC not even been consulted when this is such a serious matter and hundreds of pipelines are being impacted. If this private company and engineering firm could be so irresponsible with something of this nature, the only option that should be concluded is the no build option in order to keep the public safe.</p>	
Christie Parker	3/9/2018	Website	<p>40. Dallas to Houston High-Speed Rail Environmental Impact Statement Please look at the attached station information on I45 which again does not support the need of this project. Streetman location. There has been a 2.8% growth over the past 10 years. Many years it has went down. If we used 2015 it would have been a negative growth over the past 10 years. Again, the data does not support the ridership nor the need for the route. <a href="http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html">http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html</a> Station Flag 82H75 Site ID H75 AADT 2016 29,802 AADT 2015 28,446 AADT 2014 26,256 AADT 2013 25,084 AADT 2012 28,000 AADT 2011 29,000 AADT 2010 30,000 AADT 2009 26,000 AADT 2008 30,000 AADT 2007 29,000 Please refer to the next page of data points for this section showing expected traffic count in 2035 and you will see these figures. Route ID IH0045-KG 2015 AADT 28,446 2035 Estimated AADT 54,620 24 Hour Truck Percentage 32.4 Looking at these calculations you see that 32.4% of the traffic is projected to be trucks and this data can be validated when looking at axels and trailers etc. My point is this is all validated information. Looking at this data we can drill down on ridership as people traveling on I45 to go from Houston and Dallas and vice versa will have to travel through this point. Running these figures you have 2035 figures of 54.620 less the 32.4% of truck traffic and less the 35% of local traffic leaves us with 17,806 estimated vehicles traveling to Houston to Dallas or Dallas to Houston. The standard for subtracting out local traffic according to the UIC and noted in Appendixes of Tx Dot study is 35%. The estimation used for passengers is 1.2 per vehicle. Factoring this in would lead us to possible 21,367 passengers daily traveling via car (subtracting out trucks traveling 32.4% and local traffic 35%). Now using TCRR's figures of 16% market share (Chapter 1 DEIS page 1-8 footnote - 13 According to TCRR's 2043 ridership forecast, HSR would account for 21 percent of the traveling public market share between Dallas and Houston. This HSR market share would derive from a 16 percent decrease in vehicular traffic market share and a 6 percent decrease in air travel market share (numbers rounded). you will have 1,189,432 passengers projected in 2035 and far fewer at current dates due to very few cars on I45 currently at this date. 1,189,482 is a paltry amount of riders in 2035 and negates all the emission data which is an entirely different figure that is blatantly wrong in the DEIS and will NEVER overcome the carbon footprint and will be a huge economic albatross on the taxpayers' back. Since I was able to breakdown the figures and ridership data using accurate and verifiable data, please show your work proving the viability of the project. Keeping this hidden from the public stating it is proprietary when numerous other reliable studies prove their data to be fatally flawed and absolutely preposterous is unethical and wrong. Please show how the vehicle ridership data calculations I performed above is wrong showing a possibility of only 1,189,482 passengers IN 2035 using the inflated market share of 16% by TCRR. I would like to note that reputable research companies do NOT show a market share of 16% as I used above which were TCRR's figures. Some are estimating only 5%. AF used 7.2%. It should be noted that their tickets are not selling out. Now if we used AAF's more reasonable market share for vehicles the ridership projected would only be 561,524 passengers annually from cars. This is completely unacceptable that this private company is trying to obtain taxpayer loans for a project that will surely fail and the FRA has taken out the economic viability study from the process and has allowed their data to permeate the DEIS documents when it can't hold up to scrutiny and is easily proven false. I have included a snapshot of the data I have entered above for tx dot's statewide planning map. Please prove that these station figures are wrong from Tx Dot. The only option that should be carried forward is the NO BUILD ALTERNATIVE. Attachment(s): IMG_7188.JPG IMG_7192.JPG</p>	<p>Refer to NE-1 and PN-4. Ridership was not derived from AADT projections. The equivalent numbers of vehicles removed from the roads were only compared to the future projected volume to see if it was possible compared to the projected volume. The comment's figure of 17,763 vpd is more than the 14,630 vpd derived from the ridership, corroborating it is possible. The 1,189,482-passenger count offered in the comment was derived by applying TCRR's percent change in market share without regard to the number of car trips that may have been used in their specific market analysis. The TCRR market share is not relevant to AADT projected by TxDOT's Statewide Assessment Model (SAM) used in the comment. The SAM AADT is a state-level travel demand modeling used to prioritize road projects statewide and to assist in general corridor studies. AADT figures from past or current years are not relevant for comparison to VMT numbers being projected for 2024 and 2040. By 2035, the AADT in the IH-45 corridor from Dallas to Houston by TxDOT's own estimation is expected to reach 106,475 vehicles per day (vpd). With the percentage of transport trucks constituting 20% in this forecasted AADT, the annual VMT for passenger vehicles would be 7.43 billion miles (106,475 vpd X 0.8 X 239 miles X 365 days/year). The VMT removed assumed in the Draft EIS of 2.55 billion miles would represent 34% of this associated VMT, and not more than 100% of IH-45 2040 VMT. The HSR passenger trip assumption was verified with TCRR to represent one-way trips instead of round trips. The VMT removed has been revised accordingly and the revised 2040 annual VMT removed of 1.28 billion miles represents only 17% of the IH-45 2040 VMT. 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. The TCRR forecasted annual ridership of 4.4 million and 7.2 million for 2024 and 2040, respectively, represent averages of occupancy of 44% and 62% given the planned service levels of 68 and 80 trains per day with trainsets of a 400-passenger capacity. Insofar as calculating associated vehicle emissions reductions, the ridership was physically plausible with the planned level of service and car capacity. With respect to concerns of unrealistically high train occupancy leading to overestimating the vehicle removal emissions benefits, other high-speed rail planning literature did not indicate these projections to be either extremely optimistic or pessimistic. Studies of the environmental impact of different travel modes by University of California at Berkeley considered high/low occupancy rates to be 90%/10% for high speed rail, and 110%/25% for rail in general for averages of 50% and 67%, respectively. High speed rail price studies</p>

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				in Spain, which had been experiencing low HSR occupancy rates compared with other European Union countries, used 60% as an average planning basis, or cited 66% as actual average occupancies targeted for increase through pricing. The TCRR occupancy rates appear to be neither overly optimistic nor pessimistic.
Christie Parker	3/9/2018	Website	41. Dallas to Houston High-Speed Rail Environmental Impact Statement Please prove the following figures that are in the DEIS a number of times: 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. As shown in Table 3.14-22, HSR ticket sales could generate between \$15 billion and \$39 billion in sales tax for the state plus \$5 billion to \$12 billion in local tax revenue. Local sales tax is assumed to be collected at the point of sale, roughly split between Dallas and Houston jurisdictions. This is from Page 3.14-29 in the DEIS and also on page Executive Summary ES-22. Please see the following chart in the DEIS as well Page 3.14-29 : Table 3.14-22: Annual Ticket Revenue Impacts for all Build Alternatives Mode HSR Car* Air* Bus All Modes Build Market Share 21% 7% 3 2% 10% nNo-Build Market Share 0% 8% 9 2% 10% nAverage Trip Price (2016\$) \$199 *** \$199 \$25 High Impact Assessment based on 7.2 million annual HSR travel demand Ridership Impact 7,200,000 (5,300,000) (1,900,000) - Federal Tax Impact (2016\$)** \$0 \$(8,971,840) \$0 \$0 \$(8,971,840) State Tax Impact (2016\$) \$89,550,000 \$(9,752,000) \$(23,631,250) \$0 \$56,166,750 Local Tax Impact (2016\$) \$28,656,000 \$0 \$(7,562,000) \$0 \$21,094,000 Net Impact \$68,288,910 How are you coming up with 15 to 39 billion in income to the state for ticket sales even using your own incorrect high unrealistic figures which have already been disputed on previous comments? It can easily be calculated that with the over inflated figures of \$89,550,000 in 100 years this only adds up to 8.9 billion in possible sales tax from ticket sales to the state. That is 100 YEARS! Please see how TCR continues to mislead the public with information that the FRA has allowed into the the DEIS in the attachment. There is so much unverified and wrong data in the DEIS that this study is based on. I request an immediate halt and thorough review of all the data on this project. The no build option is the only feasible option for this particular project and route. Attachment(s): image (2).png	Refer to SC-3.
Christie Parker	3/9/2018	Website	42. Dallas to Houston High-Speed Rail Environmental Impact Statement Please show how this was omitted in the figures in the DEIS: Federal Excise Tax: A federal excise tax of 7.5% i charged on airfare. Segment Fee: A segment fee of up to \$4.00 USD does apply per flight segment. A flight segment is defined as one takeoff and one landing.Jan 11, 2018 Please see data from the table on page 3.14-29 Dallas to Houston HSR EIS Chapter 3.0 Section 3.14 Socioeconomic and Community Facilities : Table 3.14-22: Annual Ticket Revenue Impacts for all Build Alternatives Mode HSR Car* Air* Bus All Modes Build Market Share 21% 7% 3 2% 10% nNo-Build Market Share 0% 8% 9 2% 10% nAverage Trip Price (2016\$) \$199 *** \$199 \$25 High Impact Assessment based on 7.2 million annual HSR travel demand Ridership Impact 7,200,000 (5,300,000) (1,900,000) - Federal Tax Impact (2016\$)** \$0 \$(8,971,840) \$0 \$0 \$(8,971,840) State Tax Impact (2016\$) \$89,550,000 \$(9,752,000) \$(23,631,250) \$0 \$56,166,750 Local Tax Impact (2016\$) \$28,656,000 \$0 \$(7,562,000) \$0 \$21,094,000 Net Impact \$68,288,910 I am including the attachment showing that TCR, AECOM, and the FRA have not factored in the loss of federal tax on airline tickets. This will be a loss of an estimated 28,357,500 annually using your chart and figures. I would recommend the DEIS process to be stopped immediately as there is so much incorrect data that is falsely propping up the purpose and need and economic benefits of this project. In the end this entire table will be shown to be false with bad data and there will only be a net loss to taxpayers. But for this comment, please explain the incorrect information provided for the federal excise tax on airline tickets. I would suggest that "experts" who put these tables together and information in the DEIS actually look at fees on an airline ticket when putting together such an important study. Due to the massive amount of wrong data in the DEIS the only option carried forward should be the No build option. Attachment(s): image.png	Refer to PN-3, SC-3, SC-16 and SC-19.
Christie Parker	3/9/2018	Website	43. Dallas to Houston High-Speed Rail Environmental Impact Statement Please refer to the Public Need statement in the the DEIS Dallas to Houston HSR EIS – Chapter 1.0 Pg. 1- 6 : 1.2.2 Need The need for HSR service is a result of increasing travel demand and the deficiencies of the existing and proposed transportation infrastructure to accommodate this growing demand between Dallas and Houston. Current direct route transportation options between Dallas and Houston are limited to vehicular and air travel.4 Due to increasing congestion on IH-45, automobile travel times between the two regions are projected to increase as travel speeds decrease. Flight time between the two regions is relatively short; however, the overall trip duration when considering pre-arrival time more than doubles. Additionally, flights are more sensitive to inclement weather and other delay-causing events from inside and outside of Texas compared to HSR. Please look at the following statement from the above: Flight time between the two regions is relatively short; however, the overall trip duration when considering pre-arrival time more than doubles. If you look at the total trip time of the bullet train you will see that it is more than double as well. If you have a 90 minute bullet train and you have a total trip time of 3.5 hours as purported by TCR themselves you have a more than double trip time as you have stated is why this is a problem with airline traffic. Using simple map, double the trip time for a 90 minute ride would be 3 hours. TCR is purporting their total trip time is 3.5 hours which is more than double the 3 hours. The purpose and need of this project is again not proven	Refer to GN-3, PN-3 and SS-9.

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			when looking at the data. Please see the attachment and you can see where TCR is stating their total trip time is 3.5 hours. This is before the new increased TSA security for HSR that was passed with SB 975. The No Build Option is the only alternative that should be considered. Thank you Attachment(s): bullet train travel time_n.jpg	
Christie Parker	3/9/2018	Website	44. Dallas to Houston High-Speed Rail Environmental Impact Statement KVP#27 is looking at the back of our property. Other segments of the landscape unit have newer suburban developments surrounded by open spaces for agriculture (KVP #27 and Figure 3.10-21). This landscape unit has a moderate visual quality, as shown in Table 3.10-19, and a moderate viewer sensitivity. KVP #27 is a typical view of the landscape unit for all Build Alternatives. The view is from Becker Road facing south (Figure 3.10-80). The simulated view is shown in Figure 3.10-81. As shown in the simulation, the HSR system would be compatible with the area, which includes two large communications towers. The HSR system would be in the distance, and views would be partially limited by trees. Viewers in this area would be mostly residents, with some workers in agricultural and other industries. There would be some travelers on US 290 north of the neighborhood; however, this set of travelers would have a low sensitivity to the HSR system. Viewers nearest to the HSR system would have moderate viewer sensitivity, as shown in Table 3.10-34. Despite a slight reduction in visual quality to the landscape unit, the degree of impact in this landscape unit would be neutral because the HSR system would be compatible with the area and viewer sensitivities are moderate. Mitigation measures for visual impacts are described in Section 3.10.7 All of this information and descriptions are completely skewed and false and much information has negligently or purposely omitted. They clearly ignored that we have a huge wedding sign right next to where they took the picture, they ignored the historic Victorian mansion, the lake, the pond, the landscaped acreage, the gardens, the fountain, the paved lot and drive, etc. They ignored this was a wedding venue and stated this would be a neutral impact which it would actually shut down the business and have a huge negative impact on this business resulting in loss of jobs and tax dollars. The main people that would see the train would be brides and their guests and not agricultural workers. The 18 acres is an LLC and not agricultural. The person taking the pictures clearly omitted the important data points for this property. Please see the attached pictures showing where they turned the camera angle to prevent capturing the lake and wedding venue sign. I am also including a video showing this property and cell phone tower. The train will be on the other side of the lake 600 feet from where the brides get married at the gazebo. Is this a neutral impact??? Please see this video. <a href="https://vimeo.com/230392998?ref=fb-share">https://vimeo.com/230392998?ref=fb-share</a> HYPERLINK " <a href="https://vimeo.com/230392998?ref=fbshare&amp;1">https://vimeo.com/230392998?ref=fbshare&amp;1</a> "& HYPERLINK " <a href="https://vimeo.com/230392998?ref=fb-share&amp;1">https://vimeo.com/230392998?ref=fb-share&amp;1</a> "1 As this will destroy our wedding business and income source, I would request the No build option. Attachment(s): IMG_7266.JPG IMG_7271.JPG	Refer to VA-4.
Christie Parker	3/9/2018	Website	45. Dallas to Houston High-Speed Rail Environmental Impact Statement "For the air quality emissions estimation at the full-service level (2040) scenario, the annual ridership of 7.2 million passengers, existing 89 percent share of people using passenger cars to travel between Dallas and Houston and average passenger occupancy of 1.2 passengers per car were then used to calculate the number of annual car trips of 5,340,000 cars per year. It should be noted that this number of vehicles that would no longer travel IH-45 between Houston and Dallas would equate to 14,630 vehicles per day, or about 14 percent of the 2035 annual average daily traffic of 106,475 vehicles per day projected in transportation planning documents for this corridor.19" This data is flawed as it using an average per station for the entire route which factors in traffic in Houston and Dallas who are very unlikely to travel to the other city. In order to achieve a more realistic data point one must use a data point near the center of I45. If you look at a datapoint just north of fairfield you come up with these figures based on the AADT Route ID IH0045-KG 2015 AADT 28,380 2035 Estimated AADT 54,490 24 Hour Truck Percentage 32.4 Please see the link <a href="http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html">http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html</a> 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% o truck use and 35% o local traffic supported by Tx Dot appendix, this leaves a total of 67.4% tan would definitely not use the train. This figure leaves 32.6% tat may travel this route to Houston and Dallas. This is estimated to be 17,763 cars per day.. 14% wich 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. The net effect will be greatly negative and will irreparably damage the environment. Please use actual verifiable data when putting data in the DEIS and using in the report. It is irresponsible to include a weighted average of traffic stations in Houston and Dallas as it is very uncommon for this traffic to ever go to the other city. The only relevant data should be achieved from mid points and should be from lower midpoints as weighing 250,000 cars in the Houston area doesn't equate to the 30,000 car count in the middle. Why skew the data? Please review data points north of Fairfield in order to obtain a more reliable emission impact. When you examine the data you will be able to conclude that this will be a negative impact to the environment. Therefore, I opt for the NO Build option.	Refer to AQ-9.
Christie Parker	3/9/2018	Website	46. Dallas to Houston High-Speed Rail Environmental Impact Statement TCR failed to label a cemetary right next to its route which could easily be affected and within permit range which would justify a cultural survey according to section 106 of the USACE. The Whitfield Lake Cemetery Memorial marker is on Strawther Road at coordinates 30.896089,-96.026603. This is only the stone memorial, not the actual burial ground. The graves are so old, most if not all are marked any longer. The marker is 203.67ft to the South West of being directly under the transmission	Refer to CR-6.

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			lines. <a href="http://files.usgwarchives.net/tx/madison/cemeteries/whitfield.txt">http://files.usgwarchives.net/tx/madison/cemeteries/whitfield.txt</a> Ms. Stephenson comments about Whitfield Lake Cemetery: She said her understanding is that when they ran the transmission lines through, the company working the project removed the tombstones, but did NOT move the bodies. She also said in her estimation, if they start working in that area they very well could dig up bodies. The owner of this parcel stated the bodies are still there and the parcel was NOT surveyed. Due to this negative impact along with the numerous other detrimental impacts I urge the No build option to be pursued. Attachment(s): 75252-MMS-1514822276000-attachment1-201.jpeg	
Christie Parker	3/9/2018	Website	47. Dallas to Houston High-Speed Rail Environmental Impact Statement Smith Family Cemetary has the train or temporary construction area right on top of it. The DEIS footprint maps do NOT have this cemetary marked. Details for Smith Family The cultural maps have this cemetery and it will be impacted (Atlas Number 7113024705) 3820 East Illinois Ave Directions: At the intersection of East Illinois Avenue and Mayforge, turn south onto Mayforge which runs parallel to Interstate 45. Then immediately turn right onto private property which is fenced. The cemetery is located between the fence and a brick building which was originally the Linfield Elementary School built before 1954. Three gravestones are clearly visible near the fence not far from the right-of-way of East Illinois Avenue. Historic Texas Cemetery? Yes Designation Date 8/16/2016 Number of graves estimated 16 Burial Dates 1866-? Cemetery ID Number DL-C247 THE NO BUILD OPTION SHOULD BE IMPLEMENTED	Refer to CR-6. The Smith/Kinnard Family Cemetery was designated as a Historic Texas Cemetery in 2016 by the Texas Historical Commission. The cemetery is adjacent to the Limits of Disturbance (LOD) of Segment 1 and is not eligible for listing in the National Register of Historic Places (NRHP), as determined in consultation between the Federal Railroad Administration and the Texas Historical Commission. Construction and operation of the Project has the potential to have an adverse impact on this cemetery.
Christie Parker	3/9/2018	Website	48. Dallas to Houston High-Speed Rail Environmental Impact Statement The FRA footprint maps have a permanent system over a portion of this cemetery. This needs to be verified as cultural maps have the cemetery in the woods . Information shows it to be in the pasture and <a href="https://atlas.thc.state.tx.us/Map">https://atlas.thc.state.tx.us/Map</a> Cemetery ID Number NV-C110 Cemetery Name Ward Cemetery Directions SH 31 west from Corsicana to FM 2452. Turn left and go 5.2 miles to FM 709. Turn right and go 2.3 miles. Cemetery is on the left in pasture. City Retreat County Navarro Historic Texas Cemetery? Yes Designation Date 2/1/2005 Number of graves 320 Burial Dates 1852 to present The No Build Alternative should be used as there will be numerous negative impacts of this project.	Refer to CR-6. In the Draft EIS, Ward Cemetery was reported as Resource NA.040 and is also designated as a Historic Texas Cemetery. Due to changes in the conceptual design, the Ward Cemetery is located outside the Historic Resources Area of Potential Effects and will not be impacted by the Project.
Christie Parker	3/9/2018	Website	5. Dallas to Houston High-Speed Rail Environmental Impact Statement Please refer to <a href="http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html">http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html</a> and check out Station Flag 82H83 Site ID H83 AADT 2016 29,759 Route ID IH0045-KG 2015 AADT 28,380 2035 Estimated AADT 54,490 24 Hour Truck Percentage 32.4 This is actually under a 90% pojected increase from 2016 figures to 2035. It is not >200% a stated by TCR and allowed to be misrepresented in the DEIS. I have included the link to show the true data proving that mid point stations do not show the increase that TCR, FRA, and AECOM is purporting. Look at the Streetman station and the station just north of Fairfield on I45. Please correct all the errors related to this. The purpose and need is not justified and the no build option is the only option that should be considered due to the overwhelming amount of falsified data points arising from the DEIS. Attachment(s): thumbnail.png	Refer to BA-2, GN-3, GN-4, NE-1 and PN-3.
Christie Parker	3/9/2018	Website	49. Dallas to Houston High-Speed Rail Environmental Impact Statement The FRA maps have failed to acknowledge bald eagles in Harris County. We have seen bald eagles on our property a number of times and we believe there are nests nearby 15419 House Road Hockley Tx. 77447 21 Dallas to Houston High Speed Rail DEIS Appendix D_NaturalResources_Set_4of4 Harris county section	Refer to NR-3.
Christie Parker	3/9/2018	Website	50. Dallas to Houston High-Speed Rail Environmental Impact Statement "There are several pairs of bald eagles that roost at gibbons creek and have fledglings that could be prepared to make nests outside of Gibbons. The Maxwell property has seen a pair on their family property every weekend since deer season this year." This is a mile from the train route and the FRA maps do not include the bald eagle information or sightings in their documents. This info is noted from an environmental scientist. 21 Dallas to Houston High Speed Rail DEIS Appendix D_NaturalResources_Set_4of4 Grimes county section No build option should be used.	Refer to NR-3. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Christie Parker	3/9/2018	Website	51. Dallas to Houston High-Speed Rail Environmental Impact Statement The public roads as evidenced in the drawings fragments almost the entire route even the viaduct sections. This is not what was proposed to the public and in order to mitigate this clear damage, the train should run alongside existing roads. <a href="http://www.iene.info/wpcontent/uploads/COST341_final_report.pdf">http://www.iene.info/wpcontent/uploads/COST341_final_report.pdf</a> Dallas county- about 50% nw public roads. Ellis county about 50% nw public roads. Navarro county- about 10-20% nw public roads. West of Teague segment (Madison, Limestone, Freestone, Leon) about 90% nw public roads. Houston segment (Harris, waller, grimes)- about 40-50% nw public roads or realigned public roads with the majority of Grimes county with new public roads and a significant portion of beginning of Houston section with no designation. These new public roads will not allow free passage of livestock and wildlife and will further fragment our wildlife and go against what they are claiming in their wildlife crossing maps. 53 Dallas to Houston High Speed Rail DEIS Appendix G_TCR FDCE v7 DWGS VOLUME 5 pg 13-end Plus	Refer to GN-3, LU-9, LU-11, NR-6, TR-7 and TR-8.

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Submitted By	Date Submitted	Submission Type	Comment	Response
			review corresponding maps 45-52 In order to prevent a detrimental impact to the wildlife for the entire 239 mile path the No Build Option is the only option that should be moved forward.	
Christie Parker	3/9/2018	Website	52. Dallas to Houston High-Speed Rail Environmental Impact Statement The FRA maps have incorrect labeling of our business House Estate. They have labeled this as agriculture use when we clearly have 18 acres listed as an LLC so it should be listed as a commercial establishment. The facility was also built in the 1890's and doesn't show up in their map as even being a building much less a commercial facility. <a href="http://thehouseestate.com/">http://thehouseestate.com/</a> We also have 5 barns/sheds and a residence on our property that they failed to place on this map as well. 24 Dallas to Houston High Speed Rail DEIS Appendix D_LandUse_Set_3of3 Sheet 241 Because of their incorrect coding they failed to calculate the negative impact to this business which will have to be closed down and fire many employees. The no build option should be elected as the economic impact has not been properly assessed.	Refer to VA-4.
Christie Parker	3/9/2018	Website	53. Dallas to Houston High-Speed Rail Environmental Impact Statement "For the Final Operating Scenario (FOS) in the analysis year (2040), it is assumed that trains will run every 10 to 15 minutes in each direction between 05:30 and 23:30, with the last trains departing from Dallas and Houston at 22:00." Seeing that the goal is for trains to pass approximately every 5 mins from one of the directions this will forever cause a divide between Texas. You will see startle scenarios in the tables and if you have a train coming by as frequently as every 5 mins you will never be able to move cattle even if you have a fence over a public road to move them to the other side. This will make the entire route impassable to wildlife and livestock. Please see the data in this report for the true effect of the startle effect which is extended out for quite a distance and will be a severe impact to many wildlife according to these charts. <a href="http://www.hsr.ca.gov/docs/programs/merced-fresnoeir/drft_EIR_MerFres_TR_Noise.pdf">http://www.hsr.ca.gov/docs/programs/merced-fresnoeir/drft_EIR_MerFres_TR_Noise.pdf</a> THE NO BUILD OPTION SHOULD BE CHOSEN.	Refer to NR-1.
Christie Parker	3/9/2018	Website	54. Dallas to Houston High-Speed Rail Environmental Impact Statement "Between the county's northern boundaries where the proposed route crosses SH 99, the land use is mostly rural with scattered single family residences." They failed to address noise levels where the train will be right next to a wedding venue which will greatly impacted this business and will result in shutting it down. Again they have this site mislabeled as agricultural when it is a business and sound levels were not accounted for in this area at all. Any increase of noise would be detrimental to this business and was not addressed at all. They were not consistent with their noise measurements for any of the counties and used various time intervals for certain locations. They did not state exact measurements as well from structures to train. Highly subjective results and too many variables and data points not addressed to be accurate. 29 Dallas to Houston High Speed Rail DEIS Appendix E_Combined Tech Memos_Set 1 of 2 Pg 91 If this DEIS cannot use accurate data then the entire report is in question. AECOM reps stated that noise impacts were based at 125 mph to 175 mph. This is not even the travel speed of the train nor what it is expected to travel at. I would like to know which noise impacts were assessed at 125 mph as these data points are completely skewed and provide inaccurate data for the DEIS. Due to all of the incorrect data I opt for the No Build Option.	Refer to NV-1.
Christie Parker	3/9/2018	Website	55. Dallas to Houston High-Speed Rail Environmental Impact Statement There is a soil conservation reservoir site adjacent to the train and permanent construction site which appears will be negatively impacted. This is not depicted on the FRA maps. <a href="https://mapcarta.com/21805530">https://mapcarta.com/21805530</a> 7 Dallas to Houston High Speed Rail DEIS Appendix D_Project_Footprint_Set_1of5 Sheet 52,53,84 Please assess. I request an extension of the comment period as many problems are being found in the DEIS and 75 days is not long to review a project that you have have 2 1/2 years to put together. Thank you	The Final EIS has identified in <b>Table 3.7-59: Estimated Waterbody Impacts – Navarro County</b> that Segment 3B would cross on viaduct at Soil Conservation Service Site 138. This comment appears to reference Soil Conservation Service Site 117, which is located greater than 1,500 feet east of the LOD for Segments 2A and 2B.
Christie Parker	3/9/2018	Website	I request an extension of the comment period as many problems are being found in the DEIS and 75 days is not long to review a project that you have have 2 1/2 years to put together. Thank you	Refer to PI-3.
Christie Parker	3/9/2018	Website	56. Dallas to Houston High-Speed Rail Environmental Impact Statement AAF another "private" railroad company has given their ridership and cost data in their DEIS. Why was this omitted in this project? <a href="https://www.fra.dot.gov/eLib/Details/L15932">https://www.fra.dot.gov/eLib/Details/L15932</a> Market share for this private train is estimated to be 7-8% while TCR is stating their market share is 21% which puts ridership at 2.9 million and not the 5 million. The actual ridership suggested of 5 million makes the market share at 36%. This is ridiculous as compared to this other private company. AAF has price per mile costing .35-.61 while TCR has costs averaging .83 TCR numbers not making sense and this private company just like AAF did needs to have their ridership and costs in the DEIS. This is especially warranted as this company is seeking eminent domain and federal tax dollars. Why did the AAF which is a private company have a ridership and revenue study while TCR did not in their DEIS? Please prove ridership details as your own numbers don't work out. The No Build Alternative should be chosen for this project	Refer to GN-2 and NE-1.
Christie Parker	3/9/2018	Website	57. Dallas to Houston High-Speed Rail Environmental Impact Statement Dallas county- about 50% nw public roads. Ellis county- about 50% nw public roads. Navarro county about 10-20% nw public roads. West of Teague segment (Madison, Limestone, Freestone, Leon) about 90% nw public roads. Houston segment (Harris, waller, grimes)- about 40-50% nw public roads or realigned public roads with the majority of Grimes county with new public roads and a significant portion of beginning of Houston section with no designation. We passed a law to prevent taxpayer funding for this project and now each county is responsible for maintaining a number of new public roads solely because of this project. If we don't have the train, the taxpayers will not have to use tax dollars for these new roads. 126 miles of new public roads maps	Refer to TR-7 and TR-8. <b>Table 3.11-61: Summary of Transportation Impacts by Build Alternative</b> provides a summary of new public road mileage by Build Alternative.

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Submitted By	Date Submitted	Submission Type	Comment	Response
			section 45-52 Why was new public roads not included in the DEIS? To prevent the taxpayers and landowners being harmed by this project, I opt for the No Build Option.	
Christie Parker	3/9/2018	Website	6. Dallas to Houston High-Speed Rail Environmental Impact Statement Please look at <a href="http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html">http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html</a> if you actually look at the data it isn't >100 or 200% fr midpoint data points. Streetman is actually only 83% i you look at 2016 AADT figures and jump to 2035. So it isn't greater than 100 or 200%. hese mid points are under 100%. o if someone brings it up I am going to tell them it is actually 83% i midpoint locations. It goes from 29,802 to 54,620. This is less than 100% nt greater. An 83% increase in traffic would be 54,537. So I actually rounded up for you guys. Please correct your data as your DEIS and TCR are using inflated figures.	Refer to BA-2, GN-3, GN-4, NE-1 and PN-3.
Christie Parker	3/9/2018	Website	58. Dallas to Houston High-Speed Rail Environmental Impact Statement In the Deliberative Draft this is stated: The Project will extend approximately 240 miles long, with an estimated right-of-way (ROW) width of approximately 100 feet (ft), and varying depths of impact. Additional acreage is expected to be utilized for ancillary facilities consisting of passenger stations, rail car and track maintenance facilities, electrical substations, maintenance roads, and signal houses. To date, design efforts have focused on the rail alignment, the principal component of the Project. Once the rail alignment is fixed, siting and conceptual design of the ancillary facilities will begin. Notice where it states estimated ROW is approximately 100 ft yet the average ROW that is being sought is 275 ft. This is unacceptable and not what was originally stated to the public. The No build option should be pursued.	Refer to BA-3 and LU-14.
Christie Parker	3/9/2018	Website	59. Dallas to Houston High-Speed Rail Environmental Impact Statement 3.12 Safety and Security Safety and security considerations would be included in the design of infrastructure, systems, facilities, and stations for the proposed HSR system. The following are key guidelines that would be incorporated during detailed design. • The design, construction, testing, and start-up of the HSR would comply with applicable safety and security laws (for persons and property), regulations, requirements and railroad industry practices. • Facilities and infrastructure design would provide capacity for safe emergency evacuation and compliance with emergency procedures. • Perimeter fencing would be installed on embankment infrastructure configurations with a footing to resist ingress from digging or burrowing animals. • Fencing, barrier separation, intrusion detection, and technological devices would be used to secure the right of way. • The HSR system would be equipped with an integrated system for detecting, monitoring, and responding to environmental conditions and emergency events. • Refer to Section 4 for more information. Please explain how this is NOT a barrier to wildlife and how this is not fragmenting wildlife populations. Thank you. Due to the detrimental effect on wildlife alone the No Build Option should be used.	Refer to NR-6.
Christie Parker	3/9/2018	Website	60. Dallas to Houston High-Speed Rail Environmental Impact Statement 13.8.7 Material Handling Practices The following list outlines some key measures that may be used to ensure that material handling practices comply with environmental requirements: Source • Fill material brought into the ROW from external source areas and used for the construction of any of the features listed would be from known sources with verified chemical properties. • Proper source documentation would be obtained by the Contractor and provided to regulatory agencies as required. • The use of fill material or soil from non-approved sources, including private landowners, would be in compliance with environmental and other applicable regulatory requirements. Have taking the large amount of fill materials from external sources and areas far from the actual berm been properly assessed when determining flood and drainage impacts around the berm? Where is the expert analysis regarding this? How can you build mounds of dirt and not expect this to impact drainage and flooding especially when the fill material is from external sources and no drainage is accounted for this close by? Where is the analysis of this in the DEIS? To prevent epic drainage issues and flooding which has not been properly analyzed in this report, the No Build Option is requested.	Refer to FP-1, LU-14, WW-1 and WW-2.
Christie Parker	3/9/2018	Website	61. Dallas to Houston High-Speed Rail Environmental Impact Statement 15.4.1 Enterprise Products Seaway Pipeline A conflict with a recently constructed 30in (762mm) diameter Enterprise Product Partners Seaway crude pipeline was identified along sections of alignment Segments WT and IH during the course of the utility assessment and investigation EW Segment The overall area of conflict begins near Station WT 130+00 (near the Madison/Grimes county line) and continues to Station WT 1030+00. This is approximately a 17-mile (27km) long stretch where the HSR alignment either crosses, runs along the utility line, or follows too closely to the pipeline. However, within this 17-mile (27km) stretch there are only seven (7) cumulative miles (11km cumulative) that have actual conflicts with the Seaway Pipeline easement. The seven miles of conflicts are not contiguous, but occur intermittently through the 17-mile (27km) section. IH Segment The overall area of interaction between the HSR alignment and the pipeline begins near Station IH1 3925+00 and continues to Station IH2 820+00, approximately 12 miles (19km). Within this zone, the main area of alignment and pipeline conflict happens between Station IH1 4150+00 and Station IH2 245+00, approximately 9 miles (14km). As a part of our due diligence process, we have continued to review the alignment of both the HSR and Seaway pipeline internally, and with Enterprise Product Partners. One of the primary conclusions based on discussions with EPP, is that the amount of right-of-way (ROW) overlap between HSR and Seaway should be kept to a minimum. If a repair is required on the Seaway pipeline in an area where the HSR LOD and the Seaway easement overlap, there is a potential that the HSR service would have to be temporarily halted until the repair is complete. This scenario is particularly valid if the construction type of the HSR is embankment and the slope extends into the Seaway	Refer to EU-2.

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			ROW. As the design has developed, coordination with Enterprise Products has been ongoing. Several options have been discussed to mitigate the conflict between HSR and the Seaway pipeline. The options discussed with Enterprise included: • Relocating the pipeline outside of the HSR LOD • Protecting the pipeline in place where feasible • Using viaduct to span and avoid pipeline crossings As the engineering and design of the alignment progresses, we would continue to coordinate with Enterprise Product Partners and their team. In addition, cost estimates for the different options would be refined as more design data is developed and assessed. Selection of the preferred option would strive to minimize cost, scheduling, and environmental impact Have you reviewed clauses in the easements? There are a number of easements that don't allow for relocations. During the due diligence was this looked at and investigated? Many landowners are completely against the project and will be looking closely at their easements. Many will not allow any changes to their easements without strong language in favor of the landowner and against texas central and terms that the pipeline would not be comfortable with taking on the whole liability in many cases. As much of this 2 1/2 year process is chalked full of omissions, gaps, and inconsistencies, I recommend No Build Option for this project to ensure the safety of the public.	
Christie Parker	3/9/2018	Website	62. Dallas to Houston High-Speed Rail Environmental Impact Statement 1.1.3.3 Other Cooperating Agencies EPA has special expertise in regard to the Clean Water Act of 1972 (33 U.S.C. § 1344), Rivers and Harbors Act of 1899 (33 U.S.C. § 403) and the Clean Air Act of 1970 (42 U.S.C. § 7401). FHWA may have an approval role related to certain road crossings or construction within federal rightofway (ROW). FTA has special expertise in intermodal passenger service. No approvals or permits from FTA are anticipated. USFWS may have an approval role related to protected and endangered species and suitable habitat under the Endangered Species Act of 1973 as amended (16 U.S.C. § 1531 et seq.), Migratory Bird Treaty Act of 1918 (16 U.S.C. § 703-712; 50 C.F.R. 1) and Bald and Golden Eagle Protection Act of 1972 (16 U.S.C. § 668). Where is the coordination between state and county regulations for roads, overpasses, and realignments? Please show evidence according to state statute where the supposed "railroad" has authority to realign roads AND go under roads. Since this has not been thoroughly investigated by looking at current laws the No Build Option is the only is the only option that is feasible for this project. Thank you.	Refer to ED-1 and TR-6.
Christie Parker	3/9/2018	Website	63. Dallas to Houston High-Speed Rail Environmental Impact Statement City of Houston Chapter 30 of the City of Houston Code of Ordinances specifies noise limits of 65 dBA and 58 dBA at residential property lines for daytime and nighttime periods, respectively. However, noise from railroad equipment on railroad ROWs is exempted. Noise from construction between the hours of 7 AM and 8 PM is also exempted, provided the noise levels do not exceed 75 dBA at residential property lines. Dallas to Houston HSR EIS – Chapter 3.0 Section 3.4 – Noise and Vibration Since they are stating they are exempted as a presumed "railroad" are you saying that they do NOT have to mitigate for these noise levels? Is the COH public aware of this? Due to the noise impacts and many detrimental effects to the public, the No Build Option is suggested.	Refer to NV-1. The noise assessment methodology accounts for elevated structures and viaducts in calculating noise levels. This includes the height of the source and a reduction in the ground effect and shielding.
Christie Parker	3/9/2018	Website	64. Dallas to Houston High-Speed Rail Environmental Impact Statement To supplement the noise impact criteria in Figure 3.4-3, FRA7 provides guidelines for identifying noise sensitive locations where increased annoyance can occur due to a sudden increase in noise (the startle effect) from the rapid approach of HSR trains. This effect is separate from the impact criteria defined above, and is dependent on the train speed and trainset and would be confined to an area very close to the tracks. For example, 200 mph train operations would have the potential for increased annoyance within about 40 feet of the track centerline. Thus, the area where rapid onset rates of train noise may cause startle would typically be within the ROW limits of the rail corridor. FRA also addresses impacts on wildlife (mammals and birds) and domestic animals (livestock and poultry). Noise exposure limits for each are a Sound Exposure Level 8 of 100 dBA from passing trains, as shown in Table 3.4-4. Dallas to Houston HSR EIS – Chapter 3.0 Section 3.4 – Noise and Vibration Please review this as the startle effect will be detrimental to our wildlife including cattle industry. <a href="http://www.cvzv.sk/slju/14_2/8_Broucek.pdf">http://www.cvzv.sk/slju/14_2/8_Broucek.pdf</a> NO BUILD OPTION SHOULD BE OPTED FOR AS THE BEST CHOICE FOR THIS PROJECT.	Refer to NR-1.
Christie Parker	3/9/2018	Website	65. Dallas to Houston High-Speed Rail Environmental Impact Statement Site LT-1: 4019-4099 Bulova Street, Dallas. The Ldn measured at this location was 72 dBA. The dominant noise source was traffic on IH-45. Noise levels were measured for 24 hours near the gate to this parcel. Please tell us the speed of the train at this point. Please give the reference. Other DEIS reports show the exact speed measurements for each location. This report fails to mention this. AECOM has stated that noise impacts were measured with the train traveling at 125-175 mph yet we know that the train will be traveling at 186 mph and eventually over 200 mph. The noise impacts were not adequately assessed therefore the No Build Option is the only viable option until a reliable and accurate noise impact study can be performed. Please provide the speed of the train at this location in order to accurately gauge noise impacts. Thank you.	Refer to NV-6.
Christie Parker	3/9/2018	Website	66. Dallas to Houston High-Speed Rail Environmental Impact Statement Site LT-1A: 5125 Cleveland Rd, Dallas. The Ldn measured at this location was 53 dBA. The dominant noise sources were rural sounds and local traffic. Noise levels were measured during three separate one hour periods throughout the day along Cleveland Rd in front of the property. What time of day were these measurements taken and only three separate one hour periods were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer	Refer to NV-1.

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			period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported.	
Christie Parker	3/9/2018	Website	67. Dallas to Houston High-Speed Rail Environmental Impact Statement Site LT-1B: 1345 E. Beltline Road, Lancaster. The Ldn measured at this location was 70 dBA. The dominant noise source was traffic on E Beltline Rd. Noise levels were measured during three separate one hour periods throughout the day along E Beltline Rd in front of the property. Site LT-1C: 1786 Nail Drive, Lancaster. The Ldn measured at this location was 45 dBA. The dominant noise source was rural sounds. Noise levels were measured during three separate one hour periods throughout the day along Nail Drive in front of the property. Site ST-1: 1213 Coleman Avenue, Dallas. The Leq measured at this location was 63 dBA. The dominant noise sources were traffic on Lamar Street, traffic on Cedar Crest Boulevard and freight train activity. Noise levels were measured for one hour on the side of the road within the public ROW. What time of day were these measurements taken and only three separate one hour periods were used for some and 1 hour for others? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported.	Refer to NV-1.
Christie Parker	3/9/2018	Website	7. Dallas to Houston High-Speed Rail Environmental Impact Statement This information comes from the DEIS, page 1-10: Per the DEIS: "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." This is a simple math issue. Again looking at the TxDot Statewide Planning map various data points only show an 83% increase from 2016 to 2035. 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. The DEIS and the DEIS comment period are fatally flawed. FRA should immediately issue a decision of NO BUILD.	Refer to GN-3, NE-1 and PN-3.
Christie Parker	3/9/2018	Website	68. Dallas to Houston High-Speed Rail Environmental Impact Statement Site ST-2: 4412 Kolloch Drive, Dallas. The Leq measured at this location was 62 dBA. The dominant noise sources were traffic on IH-45 and freight train activity. Noise levels were measured for one hour in the side yard of this residence. Site ST-3: 6350 J.J. Lemmon Road, Dallas (College Park Baptist Church). The Leq measured at this location was 54 dBA. The dominant noise sources were traffic on J.J. Lemmon Road and distant traffic on IH-45. Noise was measured for one hour in the rear parking area of the church. What time of day were these measurements taken and only one hour period were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported.	Refer to NV-1.
Christie Parker	3/9/2018	Website	69. Dallas to Houston High-Speed Rail Environmental Impact Statement Site ST-4: 2607 Ferris Road, Lancaster. The Leq measured at this location was 52 dBA. The dominant noise sources were wind and livestock. Noise levels were measured for one hour in the field behind the residence. Site ST-5: 369 Farmer Rd, Ennis. The Leq measured at this location was 62 dBA. The dominant noise source was traffic on Route 34. Noise levels were measured for one hour on the side of the road within the public ROW. What time of day were these measurements taken and only one hour period were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported.	Refer to NV-1.
Christie Parker	3/9/2018	Website	70. Dallas to Houston High-Speed Rail Environmental Impact Statement Site ST-6: SW 1000, Corsicana. The Leq measured at this location was 41 dBA. The dominant noise source was traffic from Route 31. Noise levels were measured for one hour in the back yard of the residence. What time of day were these measurements taken and only one hour period were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported.	Refer to NV-1.
Christie Parker	3/9/2018	Website	71. Dallas to Houston High-Speed Rail Environmental Impact Statement Site ST-7: 117-123 County Road 1041, Wortham. The Leq measured at this location was 31 dBA. The dominant noise source was distant wildlife. Noise levels were measured for one hour on the side of the road within the public ROW. Site ST-8: N Freeway Service Road at County Road 1090, Streetman. The Leq measured at this location was 54 dBA. The dominant noise source was traffic on IH-45. Noise levels were measured for one hour on the side of the road within the public ROW. Site ST-9: N Freeway Service Road at Old Mexia-Fairfield Road, Fairfield. The Leq measured at this location was 70 dBA. The dominant noise source was traffic on IH-45. Noise levels were measured for one hour on the side of the road within the public ROW. What time of day were these	Refer to NV-1.

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			measurements taken and only one hour period were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported.	
Christie Parker	3/9/2018	Website	72. Dallas to Houston High-Speed Rail Environmental Impact Statement Site LT-6: FM 1366, Wortham. The Ldn measured at this location was 43 dBA. The dominant noise sources were local community traffic and farm activity. Noise levels were measured for 24 hours adjacent to the back house on this parcel. Site LT-7: Approximately 132-264 CR 890, Teague. The Ldn measured at this location was 42 dBA. The dominant noise sources were local community traffic and farm activity. Noise levels were measured for 24 hours adjacent to the ranch house. Site LT-9: 633 Local County Road 882, Jewett. The Ldn measured at this location was 48 dBA. The dominant noise sources were local community traffic and farm activity. Noise levels were measured for 24 hours adjacent to the ranch house. What day of the week were these noise levels obtained? Saturday? Sunday? What if there was no farm activity that day? Some months have limited activity. We need more accurate measurements and not skewed results. Please provide what day and the full report of these measurements. The No Build Option should be only option chosen until a more accurate study is performed. Thank you	Refer to NV-1.
Christie Parker	3/9/2018	Website	73. Dallas to Houston High-Speed Rail Environmental Impact Statement Site ST-10: FM 39 at East Yeagua Street, Groesbeck. The Leq measured at this location was 63 dBA. The dominant noise sources were traffic on FM 39 and traffic on East Yeagua Street. Noise levels were measured for one hour on the side of the road within the public ROW. What time of day were these measurements taken and only one hour period were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported.	Refer to NV-1.
Christie Parker	3/9/2018	Website	74. Dallas to Houston High-Speed Rail Environmental Impact Statement Site ST-11: N Freeway Service Road at County Road 306, Buffalo. The Leq measured at this location was 68 dBA. The dominant noise source was traffic on IH-45. Noise levels were measured for one hour on the side of the road within the public ROW. Site ST-12: 20559 IH-45 Frontage Road. The measured Leq at this location was 61 dBA. The dominant noise sources were local traffic from the frontage road and IH-45. Noise levels were measured in the front yard of the property for a period of one hour. What time of day were these measurements taken and only one hour period were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported.	Refer to NV-1.
Christie Parker	3/9/2018	Website	75. Dallas to Houston High-Speed Rail Environmental Impact Statement Site LT-6: FM 1366, Wortham. The Ldn measured at this location was 43 dBA. The dominant noise sources were local community traffic and farm activity. Noise levels were measured for 24 hours adjacent to the back house on this parcel. Site LT-7: Approximately 132-264 CR 890, Teague. The Ldn measured at this location was 42 dBA. The dominant noise sources were local community traffic and farm activity. Noise levels were measured for 24 hours adjacent to the ranch house. Site LT-11: N Freeway Service Road, Buffalo. The Ldn measured at this location was 55 dBA. The dominant noise sources were traffic on IH-45 and distant freight trains/horns. Noise levels were measured for 24 hours adjacent to the driveway of this ranch. Site LT-13: 2076-2765 West Feeder Road. The measured Ldn at this location was 53 dBA. This 24-hour measurement was taken at the southern edge of the property facing a small pond. The dominant noise sources were local traffic from West Feeder Road, IH-45 and neighborhood activity. What day of the week were these noise levels obtained? Saturday? Sunday? What if there was no farm activity that day? Some months have limited activity. We need more accurate measurements and not skewed results. Please provide what day and the full report of these measurements. The No Build Option should be only option chosen until a more accurate study is performed. Thank you	Refer to NV-1.
Christie Parker	3/9/2018	Website	76. Dallas to Houston High-Speed Rail Environmental Impact Statement Site LT-10: Beddingfield Road, Marquez. The Ldn measured at this location was 42 dBA. The dominant noise sources were local community traffic and farm activity. Noise levels were measured for 24 hours in the back yard of the residence. Site LT-12: 534 FM 39. The measured Ldn at this location was 60 dBA. The dominant noise source was distant local traffic. Noise levels were measured for 24 hours on the north side of a dirt road that accesses the property. What day of the week were these noise levels obtained? Saturday? Sunday? What if there was no farm activity that day? Some months have limited activity. Why was the sensor receptor placed so far away from the house in the second measurement? How many feet from the house? We need more accurate measurements and not skewed results. Please provide what day and the full report of these measurements. The No Build Option should be only option chosen until a more accurate study is performed. Thank you	Refer to NV-1.
Christie Parker	3/9/2018	Website	77. Dallas to Houston High-Speed Rail Environmental Impact Statement Site LT-15: 1977 Poteet Road. The measured Ldn at this location was 48 dBA. The dominant noise source was local traffic on Poteet Road. Noise levels were measured for 24 hours on the south side of the	Refer to NV-1.

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			property facing a corral. What day of the week was this? We need the date and other info from this limited 24 hour study. Please provide this report for the public. Was it on a weekend? No Build Option should be chosen until accurate data can be provided.	
Christie Parker	3/9/2018	Website	8. Dallas to Houston High-Speed Rail Environmental Impact Statement Please review the attachment. The need of this project is not validated by a plethora of maps on the federal dot site and Tx Dot sites. The congestion now and in the future is between San Antonio and Houston and Dallas and San Antonio. Please explain why this Dallas to Houston route is being pushed when not supported by any of these maps or the state of texas ridership study which shows the Dallas to Houston being the 4th or 5th route of choice with greatest ridership. The no build is the only option for this specific route as future data and congestion maps do not support the statements made in the DEIS. Attachment(s): TrafficProject_ForecastMaps.pdf	Refer to GN-3, PN-3 and SS-9.
Christie Parker	3/9/2018	Website	78. Dallas to Houston High-Speed Rail Environmental Impact Statement Site ST- 13: 5192 Dawkins Road. The measured Leq at this location was 54 dBA. The dominant noise source was local traffic. Noise levels were measured in front of the residence by the gate facing Dawkins Road for a period of one hour. Site ST-14: 3159 Clark Road. The measured Leq at this location was 56 dBA. The dominant noise sources were local traffic on Clark Road, wind, farming activities and electrical noise from power lines. Noise levels were measured at the main gate for a period of one hour. What time of day were these measurements taken and only one hour period were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported.	Refer to NV-1.
Christie Parker	3/9/2018	Website	79. Dallas to Houston High-Speed Rail Environmental Impact Statement Site LT-16: 6113 FM 1696. The Ldn measured at this location was 45 dBA. Noise levels were measured for 24 hours and the measurement was performed at northeast edge of the property overlooking at the power lines. The dominant noise sources were wind and farming activities. What day of the week were these noise levels obtained? Saturday? Sunday? What if there was no farm activity that day? Some months have limited activity. We need more accurate measurements and not skewed results. Please provide what day and the full report of these measurements. The No Build Option should be only option chosen until a more accurate study is performed. Thank you	Refer to NV-1.
Christie Parker	3/9/2018	Website	80. Dallas to Houston High-Speed Rail Environmental Impact Statement Site LT-17: 10735 Route 90. The Ldn measured at this location was 47 dBA. Noise levels were measured for 24 hours and the measurement was conducted at the eastern side of the property at a distance of about 150 feet from a metallic shed. The dominant noise source was distant local traffic. Site LT-18: 5126 FM 1774. The measured Ldn at this location was 60 dBA. The dominant noise sources were barking dogs and local traffic from FM 1774. Noise levels were measured for 24 hours on the northern side of the property at a distance of 150 feet from FM 1774. Barking dogs? Really? So are there barking dogs often in this area? Wouldn't you want a reputable and accurate data point to use? What day of the week were these noise levels obtained? Saturday? Sunday? What if there were no barking dog activity that day? We need more accurate measurements and not skewed results. Please provide what day and the full report of these measurements. The No Build Option should be only option chosen until a more accurate study is performed. Thank you	Refer to NV-1.
Christie Parker	3/9/2018	Website	81. Dallas to Houston High-Speed Rail Environmental Impact Statement Site ST-15: 15619 TX-90. The measured Leq at this location was 53 dBA. The dominant noise source was local traffic from TX 90, livestock and other farm animals and farming activities. Noise levels were measured in front of the house near the driveway for a period of one hour. Site ST-16: County Road 341, Plantersville. The measured Leq at this location was 50 dBA. The dominant noise source was local traffic from County Road 341. Noise levels were measured at the back of the property near a shed for a period of one hour. What time of day were these measurements taken and only one hour period were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported.	Refer to NV-1.
Christie Parker	3/9/2018	Website	82. Dallas to Houston High-Speed Rail Environmental Impact Statement Site LT-19: 119 Plantation Drive, Todd Mission. The measured Ldn at this location was 47 dBA. Noise levels were measured for 24 hours at the front northern edge of the property. The dominant noise sources were local traffic from Plantation Drive and neighborhood activity. What day of the week were these noise levels obtained? Saturday? Sunday? What distance was the sensor from the house? We need more accurate measurements and not skewed results. Please provide what day and the full report of these measurements. The No Build Option should be only option chosen until a more accurate study is performed. Thank you	Refer to NV-1.
Christie Parker	3/9/2018	Website	83. Dallas to Houston High-Speed Rail Environmental Impact Statement Site ST-17: 31205 Hegar Road. The measured Leq at this location was 47 dBA. The major noise sources were local traffic from Hegar Road and Joseph Road. Noise levels were measured in the front yard of the residence for a period of one hour. What time of day were these measurements taken and only one hour period were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data	Refer to NV-1.

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			during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported. Please provide the report with the day of the week and the hour of the day of the week that this measurement was taken.	
Christie Parker	3/9/2018	Website	84. Dallas to Houston High-Speed Rail Environmental Impact Statement Site LT-20: 21512 Binford Road. The measured Ldn at this location was 49 dBA. Noise levels were measured for 24 hours at the northern edge of the property at the setback distance of the residence. Traffic noise from Binford Road was not significant during the measurement period. Site LT-21: 12118 Canyon Arbor Way. The measured Ldn at this location was 67 dBA. Noise levels were measured for 24 hours at the northern edge of the property near a residence. The dominant noise source was local traffic from US-290. Site LT-22: 14812 Hempstead Road. The measured Ldn at this location was 44 dBA. Noise levels were measured for 24 hours at the front yard of the property facing Hempstead Road. The dominant noise sources were local traffic on Hempstead Road and UPRR trains, located parallel to Hempstead Road. Site LT-23: 11217 Todd Street. The measured Ldn at this location was 47 dBA. The dominant noise sources were local traffic on Todd Street, Harland Drive and Hempstead Road, plus Union Pacific trains. Noise levels were measured for 24 hours on the northern edge of the property. What day of the week were these noise levels obtained? Saturday? Sunday? We need the actual date of these measurements. Why were known conducted in other rural areas for more accurate measurements? Not enough measurements were conducted in this segment? Where are the rural sensor measurements? We need more accurate measurements and not skewed results. Please provide what day and the full report of these measurements. The No Build Option should be only option chosen until a more accurate study is performed. Thank you	Refer to NV-1.
Christie Parker	3/9/2018	Website	85. Dallas to Houston High-Speed Rail Environmental Impact Statement Site ST-18: 6734 Limestone Street. The measured Leq at this location was 57 dBA. The dominant noise source was local traffic on Limestone Street and Hempstead Road. Noise levels were measured in front of the residence for a period of one hour. Site ST-19: 20710 May Showers Circle. The measured Leq at this location was 61 dBA. The major noise sources were local traffic on Hempstead Road, Huffmeister Road and residential activities in May Showers Circle. Noise levels were measured in the front yard of the property for a period of one hour. What time of day were these measurements taken and only one hour period were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported. Please provide the report with the day of the week and the hour of the day of the week that this measurement was taken.	Refer to NV-1.
Christie Parker	3/9/2018	Website	86. Dallas to Houston High-Speed Rail Environmental Impact Statement "TCRR intends to provide high levels of security to safeguard its passengers, employees, and property. TCRR's security strategies and policies are being developed to ensure that foreseeable threats and vulnerabilities are identified and properly mitigated or eliminated. To advance and inform it's planning and design, TCRR would work closely with local, state, and federal law enforcement and emergency response officials. TCRR has had preliminary meetings with the Department of Homeland Security (DHS) and the Transportation Security Administration (TSA) to discuss their recommendations and guidance in these planning efforts. Additionally, TCRR would coordinate security planning with state, county, and city authorities along the entire right-of-way. Unlike security that is provided at airports, passenger rail security must be designed to fit the passenger rail environment. TCRR would follow a number of the best practice guidelines currently used by other rail carriers and would incorporate security counter-measures into the design of its infrastructure and supporting systems. TCRR would also implement additional strategies that incorporate proven security systems and new technologies used by other highspeed rail and large transit systems." S.B. No. 975 AN ACT relating to the security of high-speed rail operated by a private entity. BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS: SECTION 1. Chapter 112, Transportation Code, is amended by adding Subchapter E to read as follows: SUBCHAPTER E. SECURITY FOR HIGH-SPEED RAIL OPERATED BY PRIVATE ENTITY Sec. 112.201. DEFINITION. In this subchapter, "high-speed rail" means passenger rail service that is reasonably expected to reach speeds of at least 110 miles per hour. Sec. 112.202. APPLICABILITY. This subchapter applies only to high-speed rail operated by a private entity. Sec. 112.203. DEPARTMENT OF PUBLIC SAFETY POWERS AND DUTIES. (a) To the extent not preempted by federal law, the Department of Public Safety: (1) shall administer and enforce the provisions of this subchapter; and (2) may adopt rules as necessary to administer this subchapter. (b) In carrying out the powers and duties under this subchapter, the Department of Public Safety: (1) has the same authority granted to the Texas Department of Transportation under Subchapter B, Chapter 111; and (2) shall ensure that rules and standards adopted under this subchapter are consistent with applicable federal rules, regulations, and standards. (c) The Department of Public Safety shall provide the emergency management training course described by Section 418.005, Government Code, to employees of a high-speed rail operator designated under Section 112.204(c). Sec. 112.204. SECURITY. (a) A high-speed rail operator shall: (1) in the manner required by law for intercity passenger railroads, implement all security requirements of the Transportation Security Administration or its successor agency; (2) conduct periodic risk-based threat and vulnerability assessments; and (3) in consultation with the Transportation Security Administration, implement appropriate security measures in response to results of the assessments, which may include: (A) establishing effective intrusion protection and access	Refer to SS-9.

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			controls for railroad-owned facilities and the rail corridor; (B) instituting active or passive passenger screening protocols; and (C) providing appropriate levels of onboard security for all revenue service trains. (b) A high-speed rail operator shall collect and investigate security threat reports submitted by members of the public. (c) A high-speed rail operator shall: (1) designate employees who are managers or supervisors and whose position description, job duties, or assignment includes emergency management responsibilities; and(2) require those employees to complete the emergency management training described by Section 418.005, Government Code. (d) A high-speed rail operator may not use the services of a peace officer employed by this state or a political subdivision of this state unless the operator compensates the state or political subdivision, as applicable, for the officer's time. Sec. 112.205. COORDINATION WITH OTHER ENTITIES. (a) A high-speed rail operator shall coordinate security activities and investigations with federal, state, and local law enforcement agencies, including by communicating about credible threats, major events, and vulnerable places along the rail line or on a train. (b) A high-speed rail operator shall communicate as appropriate with the state Emergency Management Council and the Texas Division of Emergency Management about safety and security issues. SECTION 2. This Act takes effect immediately if it receives a vote of two-thirds of all the members elected to each house, as provided by Section 39, Article III, Texas Constitution. If this Act does not receive the vote necessary for immediate effect, this Act takes effect September 1, 2017. How is this law addressed in the DEIS? Doesn't look like this is being incorporated. It is not in the safety sections nor in trip times of the train which will ultimately delay it. Until this can be looked at more thoroughly the no build option should be sought.	
Christie Parker	3/9/2018	Website	87. Dallas to Houston High-Speed Rail Environmental Impact Statement Looking at Table E3.2-1: Train Traction Power Consumption the TCRR engineers have given once again very flawed data. Reviewing the chart which is 200% of I am concerned how we need to keep commenting on terrible data provided in the DEIS when it is not going to have a chance to be addressed. Looking at this table is the 7.5 for RT wrong or is the 68 trips wrong? This just shows once again how this report prepared by TCRR is fatally flawed.The NO BUILD OPTION should be chosen.	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.
Christie Parker	3/9/2018	Website	9. Dallas to Houston High-Speed Rail Environmental Impact Statement 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. How can they say that they will give Dallas \$10 million in sales tax revenue for ticket sales if this \$199 is a rumor. Because TCR is stating this, all of these figures using \$199 estimating tax payouts should be removed and the public needs to see the new figures. How can AECOM and the FRA work with such a company which can't give straight up info. Please clarify if the \$199 is a rumor as expressed by TCR on their website. Until we can actually obtain verifiable data, the DEIS process should be halted. In the very least an extension of the comment period is warranted.	Refer to SC-3.
Christie Parker	3/9/2018	Website	88. Since the "DEIS is a culmination of over 100,000 hours of work" as stated by Texas Central how can your agency think it is reasonable to extend the deadline by "15 days"? The DEIS appears to have been thrown together as many tables and maps have conflicting data. How could this be with all these "experts" that contributed to this study. Since you have allowed such a large amount of bad and conflicting data, the public deserves more time to review and comment on this information. Please allow a 90 day extension	Refer to GN-1 and PI-3.
Christie Parker	3/9/2018	Website	89. Dallas to Houston High-Speed Rail Environmental Impact Statement The Federal Surface Transportation Board denied Texas Central Railway Eminent Domain Powers and proclaimed they do not have oversight jurisdiction over TCR's Project. The STB ruled that they must go back to Texas for regulation and oversight. Has this occurred? Why are we spending taxpayer money when this has not even been resolved and eminent domain privileges are in dispute? How much taxpayers' money has been spent on this project thus far without this being ascertained?	Refer to ED-1, NE-1 and NE-5.
Christie Parker	3/9/2018	Website	90. Dallas to Houston High-Speed Rail Environmental Impact Statement n 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 has been the only judgment after hearing the case and thousands of pages of documents and it was ruled that they were NOT a railroad, did not have eminent domain and could not survey the property. Why are we spending taxpayer dollars when this private company has never proven in court that they have eminent domain?	Refer to ED-1 and NE-1.
Christie Parker	3/9/2018	Website	91. Dallas to Houston High-Speed Rail Environmental Impact Statement The attorney general of Texas stated the Miles case in Leon county would provide precedence of whether or not TCR has eminent domain so because they didn't want to lose this case, TCR claimed they did not need to get on Mr. Miles property any longer so the lawsuit and the court case was stayed. They in fact need to get on his property according	Refer to ED-1, GN-4, NE-1 and NE-8.

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			to the DEIS so this should be resolved in court as stated by the attorney general before any further work is performed by the FRA. Again, why are we spending taxpayer money studying a project that has yet to even prove they are a railroad according to current Texas statutes.	
Christie Parker	3/9/2018	Website	92. Dallas to Houston High-Speed Rail Environmental Impact Statement Senate Bill 977 passed in the 2017 Texas State Legislature which does not allow TCR to use any State Funds. However, the DEIS shows that taxpayers will maintain overpasses built solely because of the high speed rail and this will cause an increase in Texas tax dollars as overpasses cost a great deal more to maintain than an at grade road. This outline in the DEIS specifically goes against current Texas law.	Refer to TR-7 and TR-8. SB 977 prohibits the use of state funds to plan, build, or operate the high rail operated by a private entity. TxDOT owned roads (including overpasses and underpasses), however, would continue to be maintained by the state.
Christie Parker	3/9/2018	Website	93. Dallas to Houston High-Speed Rail Environmental Impact Statement 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, PN-3 and SS-9.
Christie Parker	3/9/2018	Website	94. Dallas to Houston High-Speed Rail Environmental Impact Statement 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 TCR prove the company does possess ED powers which they still have been unable to do in court or by passed legislation. There has been a lack of coordination when drafting this environmental impact study with all of the counties mentioned. How are you able to do an accurate factual study without receiving input from the majority of the route? Texas Central only has 35 miles of the route under option contract according to what they told the Land and Resource Committee so again without coordinating with the majority of counties and landowners how is this not a flawed study?	Refer to ED-1, ED-3, GN-1, NE-1, NE-8 and PI-1.
Christie Parker	3/9/2018	Website	95. Dallas to Houston High-Speed Rail Environmental Impact Statement Is the FRA planning on providing a waiver in regards to its current FRA equipment safety standards as they are not met by TCR's Japanese Equipment?	Refer to SS-4.
Christie Parker	3/9/2018	Website	96. Dallas to Houston High-Speed Rail Environmental Impact Statement The FRA currently does not have any regulations in place for trains at this speed. How are taxpayers paying for this study when we don't even have any current regulations regarding high speed rail and no state regulatory agency exists to provide regulatory oversight of TCR's HSR as there was previously when contemplating a high speed rail project.	Refer to GN-4, NE-1, NE-5 and SS-5.
Christie Parker	3/9/2018	Website	97. Dallas to Houston High-Speed Rail Environmental Impact Statement TCR 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. It is evident that there will be a delay in response times according to details in the DEIS and even a minute delay can easily result in fatalities. I work in the health care field and to dismiss this delay as not being significant is why the FRA and TCR should have collaborated with emergency response teams as the FRA's conclusions are clearly flawed and will result in deaths. One death is too many and the no build option should be considered further vs risking citizens lives.	Refer to PI-1, SS-18, SS-23 and SS-26.
Christie Parker	3/9/2018	Website	Please see attached how the courts denied they were a railroad and yet we are wasting our taxpayer money and this has yet to be established along with eminent domain which they were also denied. They still are unable to get on people's property as they were denied this as well. The entire DEIS process should be stopped immediately until this issue is resolved. Clearly the no build is the only option at this time. Thank you	Refer to BA-6, ED-1, NE-1 and NE-8.
Christie Parker	3/9/2018	Website	1. How is the FRA receiving comments directly from a Texas Central website comment section? 2. And how if this is possible and a clean process, would Texas Central have the names of these individuals to enter into a drawing for a toy train? 3. Texas Central should not know ONE person that had entered a comment in a fair and unobstructed process. Please see info below regarding the letter and comment page. I feel this is a huge concern that the project and process has been tainted by Texas Central and this is just one glaring example. Here is TC's form letter from their website where the send the comments to Abbot and Patrick and now you can win a toy train. The letter: "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	Refer to PI-4.

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			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!" This governmental process has been tainted by the FRA and TCR and should be stopped immediately. How did the FRA allow this to occur? Many violations have occurred in this process. How could the FRA allow submissions straight from the TCR site and allow TCR to have the person's information enough to be bribed to win a toy train. Not only has TCR violated this entire process but so has the FRA. The FRA and TCR have committed fraud against the public and both should be held accountable.	
Christie Parker	3/9/2018	Website	1. How is the FRA receiving comments directly from a Texas Central website comment section? 2. And how if this is possible and a clean process, would Texas Central have the names of these individuals to enter into a drawing for a toy train? 3. Texas Central should not know ONE person that had entered a comment in a fair and unobstructed process. Please see info below regarding the letter and comment page. I feel this is a huge concern that the project and process has been tainted by Texas Central and this is just one glaring example. Here is TC's form letter from their website where they send the comments to Abbot and Patrick and now you can win a toy train. The letter: "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!" This governmental process has been tainted by the FRA and TCR and should be stopped immediately. How did the FRA allow this to occur? Many violations have occurred in this process. How could the FRA allow submissions straight from the TCR site and allow TCR to have the person's information enough to be bribed to win a toy train. Not only has TCR violated this entire process but so has the FRA. The FRA and TCR have committed fraud against the public and both should be held accountable.	Refer to PI-4.
David Parker	2/7/2018	Website	It's about time this country joins the rest of the modern world with high speed rail!	Comment noted.
Christy Parker	2/17/2018	Website	Why were FERC and PHMSA excluded from the FRA process for the TCR HSR project? This is very dangerous and doesn't take pipeline and public safety into consideration. For one there are numerous pipelines that will be impacted by the train both intrastate and interstate. FERC is required to be part of this process but TCR, AECOM, and the FRA has excluded them. Has cathodic protections of the pipelines been studied by TCR, Aecom, or the FRA since FERC and PHMSA were left out of the safety planning of this project? Has the new electrical impacts to pipelines been considered since FERC and PHMSA have been excluded from the planning process? The DEIS states that some pipelines will have to be relocated. Have TCR, AECOM, or the FRA reviewed any easements of current pipelines when evaluating the route? Some easements clearly don't have the ability for relocation in the contract signed. Seeing that only 15% of the route is under option contract and the vast majority of landowners are against this project, I don't see them redoing their easement to allow the relocation. There will also be clauses that will be added that will put the ownership squarely on any problems on the pipeline and I am sure that the pipelines will not take on this liability caused by TCR. This should have already been reviewed before eliminating routes and carrying others forward. It was very irresponsible for the FRA, TCR and AECOM not to include FERC and PHMSA when planning this project around pipelines. I am sending the link for FERC as the FERC offices are wondering why they were omitted in this process. <a href="https://www.ferc.gov/">https://www.ferc.gov/</a> Here is a video link so you can clearly see that FERC which is not mentioned at all in the DEIS should have been involved during this planning and environmental review aspect. <a href="https://www.ferc.gov/multimedia/what-is-ferc.asp">https://www.ferc.gov/multimedia/what-is-ferc.asp</a> I am also attaching an infographic detailing about FERC and how they should be involved in the planning process and since this process has been going on for 2 1/2 years and they have not been consulted I have grave concern that TCR, AECOM, and the FRA have been negligent regarding the public's safety as numerous pipelines will be impacted. I opt for the NO BUILD OPTION as the only alternative route to ensure the public's safety.	Refer to EU-2, EU-1 and SS-18.
Christie Parker	3/9/2018	Website	Please see the following in the DEIS and explain in detail the Economic component. Please include the ridership details with analysis as this contradicts 5 other studies. Please prove the Operational time frames of under 90 mins when you have not done an adequate analysis since the road laws were not looked at and all of the county roads will not be rerouted or crossed underneath. So please start over with these figures after a proper analysis is done since all of the construction details will have to be changed.	Refer to BA-5, BA-6, BA-8, GN-3, NE-1, NE-9, PN-3, PN-4 and SC-22
Christie Parker	3/9/2018	Website	Who has verified the ridership numbers as we have a number of experts that have shown these numbers to be false? Who has verified this data? Are you aware that the noise impact assessments are not even based on actual speeds of the train?	Refer to GN-2

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Christie Parker	3/9/2018	Website	An independent ridership must be performed in order to be able to obtain adequate emission data. This study where the FRA obtains a great deal of data from yet ignoring their ridership estimates of 3.1 million. Using these figures there will be a net gain in emissions. In order to not violate NEPA and seek accurate results an independent third party study must be performed. See below excerpt: Potential Ridership Approximately 3.3 million airline passengers and 4.0 million passenger automobiles travel between Dallas-Fort Worth and Houston each year. Based on an assumption of diversion rates to high speed rail of 70 percent from airline and 20 percent automobile travel, a potential ridership for the Dallas-Fort Worth to Houston core express high speed rail service may be approximately 3.1 million riders. <a href="ftp://ftp.dot.state.tx.us/pub/txdot-info/rail/high_speed/04_2011/dfw_hou/sec5_plan_doc.pdf">ftp://ftp.dot.state.tx.us/pub/txdot-info/rail/high_speed/04_2011/dfw_hou/sec5_plan_doc.pdf</a> The no build option is the only option to prevent all of the negative impacts on the environment.	Refer to BA-12, GN-2 and GN-3.
judy parks	2/12/2018	Website	I believe we need to be pro-active in our preparations for future travel. Now is the time to build the Speed Rail. Texas traffic continues to increase and our interstate highways are already crowded and causes increased time to reach destinations. We must act now for our future.	Comment noted.
Michael Parks	2/8/2018	Website	I am very excited at the possibility of America getting its first true high speed train right here in Texas. We need this. It must be allowed to be built. Texas is facing huge pressures from in migration. We are growing and cannot simply add more lanes to existing roadways. Texas Central Railway is a Class I railroad company that has proposed a solution who's time is come. It's time for America, starting in Texas, to experience and love what much of the rest of the globe has enjoyed for decades. This is a private venture, good for the environment and built on conservative business principles. It is not asking for a federal or state financial handout. Texas needs this job generating business. It will stand on it's own merit. I am 100% i favor of this project as presented in the draft EIS. It will be an asset to our state and nation. I implore anyone who reads this that we should not let fear keep Texas from moving forward. Is this not an entrepreneurial state? Don't we believe in the American Dream? ...that anything is possible? Aren't we a conservative state that believes in good strong business as a core of our stellar economy? Then I have to ask why we would even for a moment oppose a multi billion dollar business that wants to set up shop here? I cannot fathom those who would oppose such a proposition. To the Federal Railroad Administration: Please do what is right for America. Do what is right for Texas! Let this happen. Grant the Record of Decision in favor of the utility easement corridor for the Class I Central Texas Railroad. Do it quickly. Do it now, so that we can get Texans to work. So, that we can reduce taxes in the counties along the route; so we can ensure economic opportunity for future Texans; so that we can have redundant transportation systems in the event of catastrophic emergencies; so, that we can have alternatives that are friendlier to the environment.... so that we can help us help ourselves to a better future. Thank you for the opportunity to speak my mind. Michael Parks, AICP Bryan, TX	Comment noted.
Sharon Parks	2/10/2018	Website	I welcome the idea of the high speed rail system via Dallas to Houston. The rail system will impact cities and states in so many positive ways. It will lessen traffic congestion, less traffic equals less accidents. The rail system will simultaneously improve safety conditions due to less people on the roads. It will also reduce pollution and enhance cleaner air to breathe. The greatest benefit will be less time spent on the roads and more personal and family time to enjoy.	Comment noted.
Pat Parmley	2/6/2018	Handwritten	My wife and I Have Been in Grimes County for about 14 years and in that time we have been Threatened FIRST By The Trans Texas Corridor which did not happen, then we dodged a Bullet From The Institution of The Power Line Towers, Then A Pipeline Company Took Six acres of forest from Us And Destroyed it - Now This Company wants To Run it's Damn Train 1 1/2 Miles From my Home. My wife and I worked 40 years to retire to the peace and Quiet of The country and now This company wants to Destroy my way of life and Devalue my Property. If The State of Texas Grants These people Eminent Domain I Don't Know where we can afford to move too - PLEASE STOP THIS PROJECT!!	Refer to ED-1, ED-2, LU-14 and VA-1.
Pat Parmley	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.
Pat and Paula Parmley	2/6/2018	Handwritten	We moved from Houston to live in the peaceful and wildlife-abundant rural property which is now threatened. We own and live on rural property 1 h miles from the proposed HSR which will cross County Road 178 in Grimes County. This county road is a one lane road and is the	Refer to NR-1, NR-2, NR-3 and NR-6. For information regarding impacts to wildlife and vegetation please

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			only ingress/egress for property owners. The currently proposed route will negatively impact all surrounding properties by the noise pollution, the disruption of ground-dwelling wildlife, possibly affecting at risk birds and reduce property values. As bird lovers we currently provide habitat and feeders on our property for a large variety of birds. In the past two years, we have observed three species of birds that are either on the endangered species list or the species at risk list: Bald Eagles, Wood Stork and Red-Headed Woodpeckers. We have sited at least three nesting pairs of Red-Headed Woodpeckers that nest on or near our property and within a mile from the HSR crossing. Recent logging and deforestation has already reduced the available nesting sites for these birds. With construction of the high-speed rail we fear these birds will be even further negatively impacted. We spent the last 40 years working and living in Houston's noisy and polluted environment so that we could finally enjoy our retirement in a peaceful setting. Now that is being threatened by this unnecessary project. There are many families that purposely moved from Houston to this rural area in order to escape the kind of environment that the HSR is trying to bring to Texas rural areas. We see no advantages for the property owners in having the HSR cross through Our The negative impact on the human residents in Grime County is easily vocalized but who speaks for the ground dwelling wildlife which will be cut Off from their natural habitats and movements by the construction of the HSR?	see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Pat and Paula Parmley	2/6/2018	Handwritten	We moved from Houston to live in the peaceful and wildlife-abundant rural property which is now threatened. We own and live On rural property 1 1/2 miles from the proposed HSR which will cross County Road 178 in Grimes County. This county road is a one lane road and is the only ingress/egress for property owners. The currently proposed route will negatively impact all surrounding properties by the noise pollution, the disruption of ground-dwelling wildlife, possibly affecting at risk birds and reduce property values. As bird lovers we currently provide habitat and feeders on our property for a large variety of birds. In the past two years, we have observed three species of birds that are either on the endangered species list or the species at risk list: Bald Eagles, Wood Stork and Red-headed Woodpeckers. We have sited at least three nesting pairs of Red-Headed Woodpeckers that nest on Or near our property and within a mile from the HSR crossing. Recent logging and deforestation has already reduced the available nesting sites for these birds. With construction of the high-speed rail we fear these birds will be even further negatively impacted. We spent the last 40 years working and living in Houston's noisy and polluted environment so that we could finally enjoy our retirement in a peaceful setting. Now that is being threatened by this unnecessary project. There are many families that purposely moved from Houston to this rural area in order to escape the kind Of environment that the HSR is trying to bring to Texas rural areas. We see no advantages for the property owners in having the HSR cross through Our County. The negative impact on the human residents in Grime County is easily vocalized but who speaks for the ground dwelling wildlife which will be cut off from their natural habitats and movements by the construction of the HSR?	Refer to NR-1, NR-2, NR-3 and NR-6. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Paula Parmley	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.
John Parten	2/14/2018	Website	I have been a long time resident of Madison County since my birth in 1949 until I moved to the next county (Houston)some years back. I remain a landowner, oil producer and officer in Holy Innocents Episcopal Church Madisonville. As tax payers, my family has been among the largest, if not the largest, since my grandfather moved there as a seven-year-old boy in 1865. Our town and our county desperately need new modern business to provide the tax base to provide the jobs and the taxes that the county and our school districts need to be competitive in the 21st century. For years we have begged and bribed small industry to locate in our county with only mediocre results. This rail project offers the best opportunity for our community to thrive from near time into the distant future. We desperately need this project. It is the only chance we will ever have to be truly home to the best in America. And with our other "high speed train" averaging 70.9 miles per hour, this will be the best.	Comment noted.
Dorothy Parungao	2/3/2018	Email	Impact on Socioeconomics and Community Facilities. Has anyone addressed the impact the proposed HSR will have on the insurability of properties in the vicinity of the proposed routes? An increase in insurance premiums, or worse yet, the inability to acquire insurance coverage, could potentially cause property owners extreme financial duress and possible loss of property or even livelihood.	Refer to SS-21. Although an assessment of insurance premiums is outside the scope of NEPA requirements, there is no reason to assume reduced

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				insurability for properties adjacent to a project which meets FRA's safety criteria.
Dorothy Parungao	2/3/2018	Email	Impact on Cultural Resources: Historical Resources. A report revealed four archaeological sites and two prehistoric/historic sites that are being considered for inclusion in the National Register of Historical Places within an area included in the proposed HSR routes.	Refer to CR-9.
Dorothy Parungao	2/3/2018	Email	Impact on Flooding & Drainage. Local environmental impact includes the Spring Creek Watershed where five creeks will cross the track of the proposed HSR. The construction and operation of all Build Alternatives will result in increased sediment runoff due to the creation of impervious areas (DEIS 3.3-25). Increased runoff by itself would worsen the flood risk of areas along the proposed HSR routes. However, coupled with a severe water event (eg: Hurricane Harvey) the end result would be devastating and catastrophic.	Refer to FP-1, SS-17, WW-1, WW-2 and WW-8.
Dorothy Parungao	2/3/2018	Email	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Facilities. There are dozens of planned roads in Waller County, and likely more in other counties along the proposed HSR. However, these roads will not be able to be completed if the HSR cuts through their planned locations, thus stifling and impeding future economic development of these areas. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement.	Refer to SC-13.
Dorothy Parungao	2/3/2018	Email	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Facilities. Several communities in northern Waller County (Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest, Six Pines, and the Kickapoo Preserve) will have the HC-4 route travel directly through them, resulting in the destruction of the economic viability of these developments as well as the decimation of the value of everyone's property. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement.	Refer to LU-3, SC-12 and VA-1.
Dorothy Parungao	2/3/2018	Email	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Natural Ecological Systems and Protected Species: Wildlife. "37 wildlife species and/or subspecies have the potential to occur in the Study Area." (DEIS 3.6-41) "All Build Alternatives would result in the direct loss of wildlife habitat, increase (in) habitat fragmentation, and contribute to impediments of the movement of wildlife across the landscape." (DEIS 3.6-60) Additionally, a loss of species diversity and abundance is expected to occur due to the increase in habitat fragmentation (DEIS 3.6-60) The proposed HSR will definitely add noise and vibration to the environment. However, the effects of the train noise and its associated vibration on wildlife is not clear since it has not been thoroughly studied. (DEIS 3.6-63) As well, "the Build Alternatives could result in the disturbance and potential mortality of wildlife, particularly during vegetation clearing and grading." (DEIS 3.6-63) The HSR appears to confer no benefit to, and, in fact, would seem to gravely harm, wildlife (and vegetation, as well). The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement.	Refer to NR-1 and NR-6.
Dorothy Parungao	2/3/2018	Email	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Natural Ecological Systems and Protected Species: Vegetation. 40 species of protected plant life have been identified as having the potential to occur in the Study Area. (DEIS 3.6-37) "All Build Alternatives will result in the direct loss of native vegetation." (DEIS 3.6-49) As well, "existing vegetation that may remain between parallel developed corridors, would be isolated from larger blocks, potentially resulting in habitat fragmentation." (DEIS 3.6-49) Additional negative impacts include permanent loss of habitat; disturbance to, and destruction of, rare plant populations; modification of habitat; and/or reduction of habitat value. As well, there is the potential for the introduction and spread of non-native and invasive plant species; the introduction of opportunistic species through a variety of dispersal methods; and the inhibition of the establishment of desired native species due to increased soil compaction. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement.	For information regarding vegetation please see <b>Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation</b> and mitigation measures <b>NR-MM#2</b> and <b>NR-MM#4</b> in <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Dorothy Parungao	2/3/2018	Email	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Natural Ecological Systems and Protected Species: Katy Prairie Conservancy. With more than 300 species of birds, 110 species of mammals, amphibians, and reptiles, along with over 600 species of grasses, windflowers, trees, vines, and shrubs, the Katy Prairie Conservancy is a biologically diverse powerhouse. A train barreling at 200 mph within one mile of this migratory bird sanctuary will result in bird collisions, accidents, and potential loss of life. This area is also where important wetlands exist. These wetlands will be negatively impacted by the proposed HSR corridor. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement.	Refer to NR-2, RF-4, WW-1 and WW-2. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Dorothy Parungao	2/3/2018	Email	To Whom It May Concern: I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Facilities. The proposed HSR will have a detrimental economic impact on the property	Refer to EJ-1 and VA-1.

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			values and tax base of Waller County, a historical minority population county. This will occur because this project will create an obsolescence that will negatively impact property values in the county. The proposed route will result in devaluation of Waller County residents' property, thus leading to less tax revenue being collected. School districts, emergency services, and every public entity in the county will suffer a loss of income, thereby resulting in a loss of services provided to the tax-paying citizens of the county. This scenario will likely be repeated throughout all the counties along the proposed HSR routes.	
Dorothy Parungao	2/3/2018	Email	The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement.	Comment noted.
Dorothy Parungao	2/3/2018	Email	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Facilities: Cypress-Fairbanks Independent School District. Cypress Falls High School (in Cypress-Fairbanks ISD, located in Harris County) would be approximately 150 feet from a temporary construction zone and large drainage area necessary for the HSR system (DEIS 3.14-37). Potential Impact to Children's Health and Safety 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." (DEIS 3.14-37) An additional concern is the safety of pedestrian traffic in and around the school. The health and safety of our children is of utmost importance and must be protected, not sacrificed. The No Build Alter	Refer to SC-8.
Dorothy Parungao	2/3/2018	Email	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Facilities: Waller Independent School District. The proposed alignment will pass through a large portion of Waller ISD's district, resulting in a potential negative impact on bus routes. This, in turn, may necessitate Waller ISD purchasing additional school buses to transport students and accommodate delays due to county and and private roads being impacted and/or closed by the proposed HSR project. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement.	Refer to SC-5.
Dorothy Parungao	2/3/2018	Email	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Activities. Although Hewlett Packard Enterprise stated it is currently not in a position to approve or disapprove the proposed HSR route, they did say that "the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property." Yet another example of the negative community impact the HSR will have; this time it involves the Hewlett Packard Data Center. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement.	Refer to SC-11.
Dorothy Parungao	2/3/2018	Email	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Activities. The HR-4 route passes through the city of Waller's extraterritorial jurisdiction and through the planned Waller Town Center. It also passes through the Delta Troy Interests, a 990 acre tract being held for housing and commercial development. The HC-4 route is also located within 4,000 feet of the Daikin/Goodman facility. The proposed HSR would have an obvious negative impact on the Waller community, as well as other communities along the proposed HSR routes. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement.	Refer to LU-4 and SC-19.
Dorothy Parungao	2/3/2018	Email	The NO Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement.	Comment noted.
Dorothy Parungao	2/3/2018	Email	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Improper Procedure. The HC-4 route through Waller County was changed from the original route that was released to the public. It is now approximately three miles west of the originally released route. The change was made without notifying those affected, thus depriving them of the opportunity for public input into this matter. What happened to transparency and open cooperation? The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement.	Refer to BA-3, BA-8 and PI-1.
Dorothy Parungao	2/3/2018	Email	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Improper Procedure. The HC-4 route through Waller County was changed from the original route that was released to the public. It is now approximately three miles west of the originally released route. The change was made without notifying those affected, thus depriving them of the opportunity for public input into this matter. What happened to transparency and open cooperation? The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement.	Refer to BA-3, BA-8 and PI-1.
Dorothy Parungao	2/3/2018	Email	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: The Economic Feasibility for this HSR has not been adequately established. How did Texas Central Railroad (TCR) calculate their ridership projections and determine their costs (building and maintenance)? Without accurate calculations of both ridership and costs, there can be no	Refer to GN-2 and NE-1.

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			reasonable estimation of the economic feasibility & viability of this project. Overestimating ridership and underestimating costs can result in disastrous miscalculations of feasibility which can have far-reaching and long-lasting negative consequences. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement.	
Dorothy Parungao	2/3/2018	Email	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: The Need for this HSR has not been adequately justified. How did Texas Central Railroad (TCR) calculate their ridership projections and determine which travelers to Dallas (air, car, or bus) would switch to HSR? TCR asserts the HSR will relieve traffic congestion and thereby improve safety on roadways. The basis of this claim assumes 1) significant numbers of car travelers will ride HSR and 2) vehicular traffic would remain otherwise essentially unchanged. Where is the proof? The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement.	Refer to GN-2, NE-1 and PN-3.
Dorothy Parungao	2/3/2018	Website	Impact on Safety and Security. proposed HSR tracks would pass within about 580 feet (approximately 0.1 miles) of a natural gas pipeline compressor station. The potential for catastrophe in this situation is obvious, yet this hazard has not been addressed.	Refer to EU-2 and EU-6.
Dorothy Parungao	2/3/2018	Website	Impact on Water Quality. The proposed HSR route is within a few feet of the water tower in Waller County. Needless to say, no good can come from close proximity of a HSR and a community water tower.	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.
Dorothy Parungao	2/3/2018	Website	Impact on Water Quality. "Impacts would occur to surface water quality, groundwater quality, and water supply during construction and operation of any of the Build Alternatives." (DEIS 3.3-21) However, the specific impact to resources has not been determined and won't be determined until a Tier II analysis is undertaken and completed prior to construction of any Build Alternative. (DEIS 3.3-20) Despite a lack of more detailed, specific effects the proposed HSR will have on the water quality in each county along the proposed routes, several negative impacts are possible, if not certain: 1) alteration (i.e., increase) in the concentration of one or more pollutants in the body of water (DEIS 3.3-21, Surface Water Quality); 2) potential significant negative impacts to groundwater (13 groundwater wells located in water quality Study Area), including but not limited to contamination of groundwater from runoff or spillage of hazardous materials (DEIS 3.3-21 & 23); 3) potential slowing of recharge of surface water to groundwater (DEIS 3.3-24); 4) increased water run off; 5) impaired stream segments; and 6) increased water demand (DEIS 3.3-25). Again, not a single positive effect but a multitude of negative ones.	Refer to HZ-5, WW-1, WW-2 and WW-6.
Dorothy Parungao	2/5/2018	Handwritten	I strongly oppose the Dallas to Houston HSR project for a variety of reasons. 1. Economic feasibility and viability-TCR has (most likely) overestimated ridership and underestimated costs to the point that this project will not only NOT make money, but will lose money. Additionally TCR plans to apply for RRIF loans which have very weak tax payer protections and could be given to entities without the resources to repay. Taxpayers could get stuck "footing the bill" for this allegedly "privately funded" project. UNACCEPTABLE! 2. The 2 endpoint cities (Houston & Dallas) do not have the characteristics of cities like Tokyo & Paris (endpoints for profitable HSR line). That is, Houston and Dallas, have low population density, no existing passenger rail service, limited transit service, low employment density (with 2 miles of downtown), high rates of car ownership and airports in close proximity to downtown. Even compared to NYC and Washington D.C., the 2 US cities considered to be the most conducive to HSR, Houston and Dallas fall far short of the qualities needed for a successful HSR operation ( and NYC and Washington D.C. fall far short of Tokyo and Paris too). 3. I have been to several meetings and have yet to hear any [sic] commenter or meet any attendee who is in favor of this project. NO BUILD is the only viable option!	Refer to GN-2, GN-4, NE-1 and PN-3.
Dorothy Parungao	2/5/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: The Need for this HSR has not been adequately justified. How did Texas Central Railroad (TCR) calculate their ridership projections and determine which travelers to Dallas (air, car, or bus) would switch to HSR? TCR asserts the HSR will relieve traffic congestion and thereby improve safety on roadways. The basis of this claim assumes 1) significant numbers of car travelers will ride HSR and 2) vehicular traffic would remain otherwise essentially unchanged. Where is the proof? The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to GN-2 and PN-3.
Dorothy Parungao	2/5/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: The Economic Feasibility for this HSR has not been adequately established. How did Texas Central Railroad (TCR) calculate their ridership projections and determine their costs (building and maintenance)? Without accurate calculations of both ridership and costs, there can be no reasonable estimation of the economic feasibility & viability of this project. Overestimating ridership and underestimating costs can result in disastrous miscalculations of feasibility which can have far-reaching and long-lasting negative consequences. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to BA-6, GN-2 and NE-1.
Dorothy Parungao	2/5/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Improper Procedure. The HC-4 route through Waller County was changed from the original route that was released to the public. It is now approximately three miles	Refer to BA-3, BA-8 and PI-1.

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			west of the originally released route. The change was made without notifying those affected, thus depriving them of the opportunity for public input into this matter. What happened to transparency and open cooperation? The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	
Dorothy Parungao	2/5/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Improper Procedure. The FRA did not coordinate with local Waller County government. The FRA is legally required to coordinate with sub-regional planning commissions. Why haven't they done so? The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you	Refer to PI-1.
Dorothy Parungao	2/5/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Emergency Services. TCR acknowledges there will be negative impact in the provision of emergency services across many, if not all, counties along the proposed HSR routes (DEIS Section 3.16-Safety and Security). Some of this negative impact (i.e., increased response times) will be permanent due to road closures, obstructions, etc. In light of a recently released report that shows already increased response times by the Houston Police Department, as well as the Houston Police Chief stating there is a shortage of officers serving the city, and the mayor of Houston saying there's no money in the budget for more officers, the last thing anyone in Houston, or any other affected area, needs is another barrier for their first-responders to have to overcome when responding to an emergency. TCR states they will work to avoid "appreciable negative impact" on emergency response times (DEIS 3.16-32) in the final design of the HSR. I would argue that ANY negative impact on emergency response times is appreciable. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to SS-23 and TR-8. Comment does not provide enough detail to address the source of the information regarding Houston Police Department resources.
Dorothy Parungao	2/5/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Facilities. The HR-4 route passes through the city of Waller's extraterritorial jurisdiction and through the planned Waller Town Center. It also passes through the Delta Troy Interests, a 990 acre tract being held for housing and commercial development. The HC-4 route is also located within 4,000 feet of the Daikin/Goodman facility. The proposed HSR would have an obvious negative impact on the Waller community, as well as other communities along the proposed HSR routes. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to ED-2 and LU-4.
Dorothy Parungao	2/6/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Water Quality. "Impacts would occur to surface water quality, groundwater quality, and water supply during construction and operation of any of the Build Alternatives." (DEIS 3.3-21) However, the specific impact to resources has not been determined and won't be determined until a tier II analysis is undertaken and completed prior to construction of any Build Alternative. (DEIS 3.3-20) Despite a lack of more detailed, specific effects the proposed HSR will have on the water quality in each county along the proposed routes, several negative impacts are possible, if not certain: 1) alteration (i.e., increase) in the concentration of one or more pollutants in the body of water (DEIS 3.3-21, Surface Water Quality); 2) potential significant negative impacts to groundwater (13 groundwater wells located in water quality Study Area), including but not limited to contamination of groundwater from runoff or spillage of hazardous materials (DEIS 3.3-21 & 23); 3) potential slowing of recharge of surface water to groundwater (DEIS 3.3-24); 4) increased water run off; 5) impaired stream segments; and 6) increased water demand (DEIS 3.3-25). Again, not a single positive effect but a multitude of negative ones. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you. Sincerely, Dorothy Parungao	Refer to HZ-5, WW-1, WW-2 and WW-6.
Dorothy Parungao	2/6/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Water Quality. The proposed HSR route is within a few feet of the water tower in Waller County. Needless to say, no good can come from close proximity of a HSR and a community water tower. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you. Sincerely, Dorothy Parungao	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.
Dorothy Parungao	2/6/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Water Quality. The proposed HSR route is within a few feet of the water tower in Waller County. Needless to say, no good can come from close proximity of a HSR and a community water tower. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	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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			Sincerely, Dorothy Parungao	
Dorothy Parungao	2/6/2018	Website	To Whom It May Concern: I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Flooding & Drainage. Local environmental impact includes the Spring Creek Watershed where five creeks will cross the track of the proposed HSR. The construction and operation of all Build Alternatives will result in increased runoff due to the creation of impervious areas (DEIS 3.3-25). Increased runoff by itself would worsen the flood risk of areas along the proposed HSR routes. However, coupled with a severe water event (eg: Hurricane Harvey) the end result would be be devastating and catastrophic. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you. Sincerely, Dorothy Parungao	Refer to FP-1, SS-17, WW-1, WW-2 and WW-8.
Dorothy Parungao	2/6/2018	Website	To Whom It May Concern: I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Cultural Resources: Historical Resources. A report revealed four archaeological sites and two prehistoric/historic sites that are being considered for inclusion in the National Register of Historical Places within an area included in the proposed HSR routes. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you. Sincerely, Dorothy Parungao	Refer to CR-9.
Dorothy Parungao	2/6/2018	Website	To Whom It May Concern: I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Safety and Security. The proposed HSR tracks would pass within about 580 feet (approximately 0.1 miles) of a natural gas pipeline compressor station. The potential for catastrophe in this situation is obvious, yet this hazard has not been addressed. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you. Sincerely, Dorothy Parungao	Refer to EU-2 and EU-7.
Dorothy Parungao	2/6/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Facilities. Has anyone addressed the impact the proposed HSR will have on the insurability of properties in the vicinity of the proposed routes? An increase in insurance premiums, or worse yet, the inability to acquire insurance coverage, could potentially cause property owners extreme financial duress and possible loss of property or even livelihood. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you. Sincerely, Dorothy Parungao	Refer to VA-1.
Dorothy Parungao	2/6/2018	Website	I am strongly apposed to the HSR Project Some of the reasons are as follows. 1. Preproposed route will put the train w/in 50 ft of the Atlas Pipeline. There has been no [sic] with entities that have control over pipeline safety. This must be addressed as it would pose a risk to the safety of the general public, especially those in close to the train pipeline 2. TCR tonts jobs gained (potentially) by the building of the train. Have they taken into account the jobs that will be lost because of the train 3. With regard to (over inflated) ridership estimates by TCR- with a [sic] continue increase in [sic] others will likely be a corresponding decrease in business related travel between [sic] Houston and Dallas, but many cities would [sic] this accounted for in the estimates used to determine projected [sic] ? If not, it needs to be, and [sic], how did RR amve [sid] at their ridership projections Overestimation ridership overestimation earnings representation of fanancial viability this pr	Refer to EU-1, EU-2, GN-2, NE-1, SC-21 and SS-18.
Dorothy Parungao	2/6/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: The Need for this HSR has not been adequately justified. How did Texas Central Railroad (TCR) calculate their ridership projections and determine which travelers to Dallas (air, car, or bus) would switch to HSR? TCR asserts the HSR will relieve traffic congestion and thereby improve safety on roadways. The basis of this claim assumes 1) significant numbers of car travelers will ride HSR and 2) vehicular traffic would remain otherwise essentially	Refer to BA-6, GN-2, NE-1 and SC-22.

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Submitted By	Date Submitted	Submission Type	Comment	Response
			unchanged. Where is the proof? The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	
Dorothy Parungao	2/6/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: The Economic Feasibility for this HSR has not been adequately established. How did Texas Central Railroad (TCR) calculate their ridership projections and determine their costs (building and maintenance)? Without accurate calculations of both ridership and costs, there can be no reasonable estimation of the economic feasibility & viability of this project. Overestimating ridership and underestimating costs can result in disastrous miscalculations of feasibility which can have far-reaching and long-lasting negative consequences. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to BA-6, GN-2, NE-1 and SC-22.
Dorothy Parungao	2/6/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Improper Procedure. The HC-4 route through Waller County was changed from the original route that was released to the public. It is now approximately three miles west of the originally released route. The change was made without notifying those affected, thus depriving them of the opportunity for public input into this matter. What happened to transparency and open cooperation? The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to BA-3, BA-6, BA-8, PI-1.
Dorothy Parungao	2/6/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Improper Procedure. The FRA did not coordinate with local Waller County government. The FRA is legally required to coordinate with sub-regional planning commissions. Why haven't they done so? The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to PI-1.
Dorothy Parungao	2/6/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Emergency Services. TCR acknowledges there will be negative impact in the provision of emergency services across many, if not all, counties along the proposed HSR routes (DEIS Section 3.16-Safety and Security). Some of this negative impact (i.e., increased response times) will be permanent due to road closures, obstructions, etc. In light of a recently released report that shows already increased response times by the Houston Police Department, as well as the Houston Police Chief stating there is a shortage of officers serving the city, and the mayor of Houston saying there's no money in the budget for more officers, the last thing anyone in Houston, or any other affected area, needs is another barrier for their first-responders to have to overcome when responding to an emergency. TCR states they will work to avoid "appreciable negative impact" on emergency response times (DEIS 3.16-32) in the final design of the HSR. I would argue that ANY negative impact on emergency response times is appreciable. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to TR-8 and SS-23. Comment does not provide enough detail to address the source of the information regarding Houston Police Department resources.
Dorothy Parungao	2/6/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Activities. The HR-4 route passes through the city of Waller's extraterritorial jurisdiction and through the planned Waller Town Center. It also passes through the Delta Troy Interests, a 990 acre tract being held for housing and commercial development. The HC-4 route is also located within 4,000 feet of the Daikin/Goodman facility. The proposed HSR would have an obvious negative impact on the Waller community, as well as other communities along the proposed HSR routes. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement.	Refer to ED-2 and LU-4.
Dorothy Parungao	2/6/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Activities. Although Hewlett Packard Enterprise stated it is currently not in a position to approve or disapprove the proposed HSR route, they did say that "the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property." Yet another example of the negative community impact the HSR will have; this time it involves the Hewlett Packard Data Center. The No Build Alternative is the only ,feasable and justifiable option to be chosen in the final Environmental Impact Statement.	Refer to SC-11.
Dorothy Parungao	2/6/2018	Website	Impact on Socioeconomics and Community Facilities: Cypress-Fairbanks Independent School District. Cypress Falls High School (in Cypress-Fairbanks ISO, located in Harris County) would be approximately 150 feet from a temporary construction zone and large drainage area necessary for the HSR system (DEIS 3.14- 37). Potential Impact to Children's Health and Safety 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." (DEIS 3.14-37) An additional concern is the safety of pedestrian traffic in and around the school. The health and safety of our children is of utmost importance and must be protected, not sacrificed.	Refer to SC-8.
Dorothy Parungao	2/6/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Facilities: Awty International School in Harris County. TheAwty International School would be located approximately 1,000 feet (about 0.19 miles) from the Northwest Transit Terminal Station option. Potential Impact to Children's Health and Safety during the construction of the station would include "localized air quality impacts, exposure to fumes from hazardous materials, and increased traffic	Refer to SC-8 and SC-19.

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			congestion." (DEIS 3.14-37) Children as young as three years old attend this school. What a travesty it would be if we jeopardized and compromised the safety and well-being of some of the youngest and most vulnerable in our community, those least able to protect or advocate for themselves. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	
Dorothy Parungao	2/6/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Facilities. The proposed HSR will have a detrimental economic impact on the property values and tax base of Waller County, a historical minority population county. This will occur because this project will create an obsolescence that will negatively impact property values in the county. The proposed route will result in devaluation of Waller County residents' property, thus leading to less tax revenue being collected. School districts, emergency services, and every public entity in the county will suffer a loss of income, thereby resulting in a loss of services provided to the tax-paying citizens of the county. This scenario will likely be repeated throughout all the counties along the proposed HSR routes. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement.	Refer to EJ-1, SC-19 and VA-1.
Dorothy Parungao	2/6/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Natural Ecological Systems and Protected Species: Katy Prairie Conservancy. With more than 300 species of birds, 110 species of mammals, amphibians, and reptiles, along with over 600 species of grasses, windflowers, trees, vines, and shrubs, the Katy Prairie Conservancy is a biologically diverse powerhouse. A train barreling at 200 mph within one mile of this migratory bird sanctuary will result in bird collisions, accidents, and potential loss of life. This area is also where important wetlands exist. These wetlands will be negatively impacted by the proposed HSR corridor. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to NR-2, NR-3, RF-4, WW-1 and WW-2.
Dorothy Parungao	2/6/2018	Website	For information regarding vegetation please see Section 3.6.4.2, Vegetation and mitigation measures NR-MM#2 and NR-MM#4 in Section 3.6.6.2, Mitigation Measures.	For information regarding vegetation please see <b>Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation</b> and mitigation measures <b>NR-MM#2</b> and <b>NR-MM#4</b> in <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Dorothy Parungao	2/6/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Natural Ecological Systems and Protected Species: Wildlife. "37 wildlife species and/or subspecies have the potential to occur in the Study Area." (DEIS 3.6-41) "All Build Alternatives would result in the direct loss of wildlife habitat, increase (in) habitat fragmentation, and contribute to impediments of the movement of wildlife across the landscape." (DEIS 3.6-60) Additionally, a loss of species diversity and abundance is expected to occur due to the increase in habitat fragmentation (DEIS 3.6-60) The proposed HSR will definitely add noise and vibration to the environment. However, the effects of the train noise and its associated vibration on wildlife is not clear since it has not been thoroughly studied. (DEIS 3.6-63) As well, "the Build Alternatives could result in the disturbance and potential mortality of wildlife, particularly during vegetation clearing and grading." (DEIS 3.6-63) The HSR appears to confer no benefit to, and, in fact, would seem to gravely harm, wildlife (and vegetation, as well). The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to NR-1, NR-5 and NR-6.
Dorothy Parungao	2/6/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Natural Ecological Systems and Protected Species: Wildlife. The proposed HSR route will cut through the north end of one of the major wetlands in the region where duck hunting is vital to the community's economy. The proposed HSR will reduce, if not destroy, the population of water fowl, thereby negatively impacting the economy of the area since there will be fewer water fowl available to hunt. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to NR-1, NR-2, RF-2 and WW-2.
Dorothy Parungao	2/6/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Facilities. Several communities in northern Waller County (Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest, Six Pines, and the Kickapoo Preserve) will have the HC-4 route travel directly through them, resulting in the destruction of the economic viability of these developments as well as the decimation of the value of everyone's property. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to LU-3, LU-4, RF-1 and VA-1.
Dorothy Parungao	2/6/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Facilities. There are dozens of planned roads in Waller County, and likely more in other counties along the proposed HSR. However, these roads will not be able to be completed if the HSR cuts through their planned locations, thus stifling and impeding future economic development of these areas. The No Build Alternative is the only viable and justifiable option to be chosen in the final	Refer to LU-4, SC-13, SC-19, TR-1 and TR-8.

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			Environmental Impact Statement. Thank you.	
Dorothy Parungao	3/4/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Improper Procedure. The FRA did not coordinate with local Waller County government. The FRA is legally required to coordinate with sub-regional planning commissions. Why haven't they done so? The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to PI-1.
Dorothy Parungao	3/4/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Emergency Services. TCR acknowledges there will be negative impact in the provision of emergency services across many, if not all, counties along the proposed HSR routes (DEIS Section 3.16-Safety and Security). Some of this negative impact (i.e., increased response times) will be permanent due to road closures, obstructions, etc. In light of a recently released report that shows already increased response times by the Houston Police Department, as well as the Houston Police Chief stating there is a shortage of officers serving the city, and the mayor of Houston saying there's no money in the budget for more officers, the last thing anyone in Houston, or any other affected area, needs is another barrier for their first-responders to have to overcome when responding to an emergency. TCR states they will work to avoid "appreciable negative impact" on emergency response times (DEIS 3.16-32) in the final design of the HSR. I would argue that ANY negative impact on emergency response times is appreciable. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to SS-23 and TR-8.
Dorothy Parungao	3/4/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Activities. Although Hewlett Packard Enterprise stated it is currently not in a position to approve or disapprove the proposed HSR route, they did say that "the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property." Yet another example of the negative community impact the HSR will have; this time it involves the Hewlett Packard Data Center. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to SC-11.
Dorothy Parungao	3/4/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Facilities: Waller Independent School District. The proposed alignment will pass through a large portion of Waller ISD's district, resulting in a potential negative impact on bus routes. This, in turn, may necessitate Waller ISD purchasing 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. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to SC-5.
Dorothy Parungao	3/4/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Facilities: Cypress-Fairbanks Independent School District. Cypress Falls High School (in Cypress-Fairbanks ISD, located in Harris County) would be approximately 150 feet from a temporary construction zone and large drainage area necessary for the HSR system (DEIS 3.14-37). Potential Impact to Children's Health and Safety 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." (DEIS 3.14-37) An additional concern is the safety of pedestrian traffic in and around the school. The health and safety of our children is of utmost importance and must be protected, not sacrificed. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to SC-8.
Dorothy Parungao	3/4/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Facilities: Awty International School in Harris County. The Awty International School would be located approximately 1,000 feet (about 0.19 miles) from the Northwest Transit Terminal Station option. Potential Impact to Children's Health and Safety during the construction of the station would include "localized air quality impacts, exposure to fumes from hazardous materials, and increased traffic congestion." (DEIS 3.14-37) Children as young as three years old attend this school. What a travesty it would be if we jeopardized and compromised the safety and well-being of some of the youngest and most vulnerable in our community, those least able to protect or advocate for themselves.	Refer to SC-8.

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Submitted By	Date Submitted	Submission Type	Comment	Response
			The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	
Dorothy Parungao	3/4/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Facilities. The proposed HSR will have a detrimental economic impact on the property values and tax base of Waller County, a historical minority population county. This will occur because this project will create an obsolescence that will negatively impact property values in the county. The proposed route will result in devaluation of Waller County residents' property, thus leading to less tax revenue being collected. School districts, emergency services, and every public entity in the county will suffer a loss of income, thereby resulting in a loss of services provided to the tax-paying citizens of the county. This scenario will likely be repeated throughout all the counties along the proposed HSR routes. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to EJ-1, SC-19 and VA-1.
Dorothy Parungao	3/4/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Natural Ecological Systems and Protected Species: Katy Prairie Conservancy. With more than 300 species of birds, 110 species of mammals, amphibians, and reptiles, along with over 600 species of grasses, windflowers, trees, vines, and shrubs, the Katy Prairie Conservancy is a biologically diverse powerhouse. A train barreling at 200 mph within one mile of this migratory bird sanctuary will result in bird collisions, accidents, and potential loss of life. This area is also where important wetlands exist. These wetlands will be negatively impacted by the proposed HSR corridor. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to NR-2, NR-3, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . For information regarding vegetation please see <b>Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation</b> and mitigation measures <b>NR-MM#2</b> and <b>NR-MM#4</b> in <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Dorothy Parungao	3/4/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Natural Ecological Systems and Protected Species: Vegetation. 40 species of protected plant life have been identified as having the potential to occur in the Study Area. (DEIS 3.6-37) "All Build Alternatives will result in the direct loss of native vegetation." (DEIS 3.6-49) As well, "existing vegetation that may remain between parallel developed corridors, would be isolated from larger blocks, potentially resulting in habitat fragmentation." (DEIS 3.6-49) Additional negative impacts include permanent loss of habitat; disturbance to, and destruction of, rare plant populations; modification of habitat; and/or reduction of habitat value. As well, there is the potential for the introduction and spread of non-native and invasive plant species; the introduction of opportunistic species through a variety of dispersal methods; and the inhibition of the establishment of desired native species due to increased soil compaction. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Dorothy Parungao	3/4/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Natural Ecological Systems and Protected Species: Wildlife. "37 wildlife species and/or subspecies have the potential to occur in the Study Area." (DEIS 3.6-41) "All Build Alternatives would result in the direct loss of wildlife habitat, increase (in) habitat fragmentation, and contribute to impediments of the movement of wildlife across the landscape." (DEIS 3.6-60) Additionally, a loss of species diversity and abundance is expected to occur due to the increase in habitat fragmentation (DEIS 3.6-60) The proposed HSR will definitely add noise and vibration to the environment. However, the effects of the train noise and its associated vibration on wildlife is not clear since it has not been thoroughly studied. (DEIS 3.6-63) As well, "the Build Alternatives could result in the disturbance and potential mortality of wildlife, particularly during vegetation clearing and grading." (DEIS 3.6-63) The HSR appears to confer no benefit to, and, in fact, would seem to gravely harm, wildlife (and vegetation, as well). The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to NR-1, NR-5 and NR-6.
Dorothy Parungao	3/4/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Natural Ecological Systems and Protected Species: Wildlife. The proposed HSR route will cut through the north end of one of the major wetlands in the region where duck hunting is vital to the community's economy. The proposed HSR will reduce, if not destroy, the population of water fowl, thereby negatively impacting the economy of the area since there will be fewer water fowl available to hunt. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to NR-2, RF-4 and WW-2. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . For information regarding vegetation please see <b>Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation</b> and mitigation measures <b>NR-MM#2</b> and <b>NR-MM#4</b> in

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				<b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</b>
Dorothy Parungao	3/4/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Facilities. Several communities in northern Waller County (Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest, Six Pines, and the Kickapoo Preserve) will have the HC-4 route travel directly through them, resulting in the destruction of the economic viability of these developments as well as the decimation of the value of everyone's property. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to ED-2, LU-3 and SC-10.
Dorothy Parungao	3/4/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Water Quality. "Impacts would occur to surface water quality, groundwater quality, and water supply during construction and operation of any of the Build Alternatives." (DEIS 3.3-21) However, the specific impact to resources has not been determined and won't be determined until a Tier II analysis is undertaken and completed prior to construction of any Build Alternative. (DEIS 3.3-20) Despite a lack of more detailed, specific effects the proposed HSR will have on the water quality in each county along the proposed routes, several negative impacts are possible, if not certain: 1) alteration (i.e., increase) in the concentration of one or more pollutants in the body of water (DEIS 3.3-21, Surface Water Quality); 2) potential significant negative impacts to groundwater (13 groundwater wells located in water quality Study Area), including but not limited to contamination of groundwater from runoff or spillage of hazardous materials (DEIS 3.3-21 & 23); 3) potential slowing of recharge of surface water to groundwater (DEIS 3.3-24); 4) increased water run off; 5) impaired stream segments; and 6) increased water demand (DEIS 3.3-25). Again, not a single positive effect but a multitude of negative ones. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to HZ-5, WW-1, WW-2 and WW-6.
Dorothy Parungao	3/4/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Water Quality. The proposed HSR route is within a few feet of the water tower in Waller County. Needless to say, no good can come from close proximity of a HSR and a community water tower. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	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.
Dorothy Parungao	3/4/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Flooding & Drainage. Local environmental impact includes the Spring Creek Watershed where five creeks will cross the track of the proposed HSR. The construction and operation of all Build Alternatives will result in increased runoff due to the creation of impervious areas (DEIS 3.3-25). Increased runoff by itself would worsen the flood risk of areas along the proposed HSR routes. However, coupled with a severe water event (eg: Hurricane Harvey) the end result would be be devastating and catastrophic. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to FP-1, SS-17, WW-1, WW-2 and WW-8.
Dorothy Parungao	3/4/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Cultural Resources: Historical Resources. A report revealed four archaeological sites and two prehistoric/historic sites that are being considered for inclusion in the National Register of Historical Places within an area included in the proposed HSR routes. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to CR-9.
Dorothy Parungao	3/4/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Safety and Security. The proposed HSR tracks would pass within about 580 feet (approximately 0.1 miles) of a natural gas pipeline compressor station. The potential for catastrophe in this situation is obvious, yet this hazard has not been addressed. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to EU-2, EU-6 and EU-7.
Dorothy Parungao	3/4/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Facilities. The HR-4 route passes through the city of Waller's extraterritorial jurisdiction and through the planned Waller Town Center. It also passes through the Delta Troy Interests, a 990 acre tract being held for housing and commercial development. The HC-4 route is also located within 4,000 feet of the Daikin/Goodman facility. The proposed HSR would have an obvious negative impact on the Waller community, as well as other communities along the proposed HSR routes. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to LU-4 and SC-19.

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

Submitted By	Date Submitted	Submission Type	Comment	Response
Dorothy Parungao	3/4/2018	Website	I am filing an objection to the proposed high speed rail (HSR) between Houston and Dallas for the following reason: Impact on Socioeconomics and Community Facilities. Has anyone addressed the impact the proposed HSR will have on the insurability of properties in the vicinity of the proposed routes? An increase in insurance premiums, or worse yet, the inability to acquire insurance coverage, could potentially cause property owners extreme financial duress and possible loss of property or even livelihood. The No Build Alternative is the only viable and justifiable option to be chosen in the final Environmental Impact Statement. Thank you.	Refer to SS-12. 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.
Dorothy Parungao	3/6/2018	Website	I am filing an objection to the proposed High Speed Rail (HSR) proposed between Houston and Dallas for the following reason: Discrepancy between DEIS and maps. The DEIS does not mention modifications to Beltway 8, a major thoroughfare that is heavily traveled in the Houston/Harris County area. However, maps made available for review at Open House meetings state that Beltway 8 is a "structure to be modified." Given the major role Beltway 8 plays in the movement of vehicular traffic in and around Houston and Harris County, the impact of any structural modification to this roadway must be considered in the final EIS. Failure to do so would be irresponsible and potentially detrimental to the safety and well being of the residents of Houston and Harris County. The No Build Alternative is the only viable and justifiable option in the final Environmental Impact Statement. Thank you.	Refer to TR-8. The Project would travel underneath the State Highway 8 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.
Dorothy Parungao	3/6/2018	Website	Discrepancy between DEIS and maps. The DEIS does not mention modifications to Beltway 8, a major thoroughfare that is heavily traveled in the Houston/Harris County area. However, maps made available for review at Open House meetings state that Beltway 8 is a "structure to be modified." Given the major role Beltway 8 plays in the movement of vehicular traffic in and around Houston and Harris County, the impact of any structural modification to this roadway must be considered in the final EIS. Failure to do so would be irresponsible and potentially detrimental to the safety and well being of the residents of Houston and Harris County.	Refer to TR-8. The Project would travel underneath the State Highway 8 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.
Dorothy Parungao	3/8/2018	Website	I am filing an objection to the proposed Houston to Dallas high speed rail project for the following reason: Exaggerated Benefit to Communities. TCP claims that, as a result of this proposed HSR, communities all along the corridor will reap great benefits. I challenge TCP to name one benefit to residents of communities through which the HSR passes through but does not stop. At a meeting held in Houston in 2015 at Lutheran High School North, Philip Simmons, who was president of Oak Forest HOA at the time, said, "There is not even a plan to put a stop in our area but rather to simply use us as a tool to get from one big city to the other. Progress has its place, but this can and does make us feel violated." I agree 100% with Mr. Simmons, and I am sure pretty much everyone in "pass through" communities feel exactly the same way. The No Build Option is the only viable and justifiable option in the final Environmental Impact Statement. Thank you.	Refer to GN-7 and PN-3.
Dorothy Parungao	3/8/2018	Website	I am filing an objection to the proposed Houston to Dallas high speed rail project for the following reason: Exaggerated Benefit to Communities. TCP claims that, as a result of this proposed HSR, communities all along the corridor will reap great benefits. I challenge TCP to name one benefit to residents of communities through which the HSR passes through but does not stop. At a meeting held in Houston in 2015 at Lutheran High School North, Philip Simmons, who was president of Oak Forest HOA at the time, said, "There is not even a plan to put a stop in our area but rather to simply use us as a tool to get from one big city to the other. Progress has its place, but this can and does make us feel violated." I agree 100% with Mr. Simmons, and I am sure pretty much everyone in "pass through" communities feel exactly the same way. The No Build Option is the only viable and justifiable option in the final Environmental Impact Statement. Thank you.	Refer to GN-7 and PN-3.
Dorothy Parungao	3/8/2018	Email	Concern for Texas Central Partners' Estimates of Costs and Ridership. TCP has given construction estimates of approximately \$41.7M per mile and a ridership estimate of 4.3 million passengers per year. While [there is no "magic formula" to predict the profitability of HSR, generally speaking, rail lines need low construction costs (generally \$20M per mile or less), low operating costs (generally less than \$0.20 per occupied seat mile), and high ridership (generally at least 5 million riders per corridor). [Reason Foundation High Speed Rail Report, p. 17 (Fiscal Evaluation of Worldwide High-Speed Rail Systems)] Neither TCP's construction estimates nor ridership estimates meet these criteria. Therefore, it is extremely unlikely that this project will be profitable or financially feasible. The impact of these things must be considered before the release of the final EIS.	Refer to GN-3, GN-4 and NE-1.
Dorothy Parungao	3/8/2018	Email	I am filing an objection to the proposed Houston to Dallas high speed rail project for the following reason: Exaggerated Benefit to Communities. TCP claims that, as a result of this proposed HSR, communities all along the corridor will reap great benefits. I challenge TCP to name one benefit to residents of communities through which the HSR passes through but does not stop. At a meeting held in Houston in 2015 at Lutheran High School North, Philip Simmons, who was president of Oak Forest HOA at the time, said, "There is not even a plan to put a stop in our area but rather to simply use us as a tool to get from one big city to the other. Progress has its place, but this can and does make us feel violated." I agree 100% with Mr. Simmons, and I am sure pretty much everyone in "pass through" communities feel exactly the same way.	Refer to PN-3 and SC-19.
Dorothy Parungao	3/8/2018	Email	I am filing an objection to the proposed Houston to Dallas high speed rail project for the following reason: Infringement of Private Property Rights. While in attendance at several Open House meetings regarding this proposed HSR project, I heard countless accounts of bullying and	Refer to ED-2.

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			mistreatment of private property owners by TCP and its representatives. No reputable company, indeed no company worthy of the trust of Texas and its citizens, acts this way.	
Dorothy Parungao	3/8/2018	Email	Questionable Claims to be Completely Privately Funded. Texas Central Partners has claimed that this HSR project will be completely privately funded. However, in a recent report by the Reason Foundation (Policy Brief 139), it states that Texas Central plans to apply for RRIF loans. These loans have weak taxpayer protections and could be given to entities without the resources to repay the loans. Given TCP's unverifiable ridership and economic impact projections, coupled with their underestimation of costs, there is no way to assess whether TCP would have the financial resources necessary to pay back any government loans. Should they default on the loans, taxpayers would be left holding the bag. This is completely unacceptable and unnecessary.	Refer to GN-3, GN-4, NE-1 and PN-3.
Dorothy Parungao	3/8/2018	Email	Claims to be Completely Privately Funded. Throughout this whole process, TCP has claimed that this project will be 100% privately funded. They tout it as a strength, and then' arc those in the uninformed public who believe this to be true. However, in an article (Anti-High-Speed Rail Provision Stripped from Final Budget) dated 5/22/15 and written by Anan Batheja with The Texas Tribune. It discusses a budget rider that would have halted TxDOT from spending any state funds towards subsidizing or assisting in the construction of high speed passenger rail. Though Texas Central has promised not to accept public operating subsidies for its proposed HSR project, company officials nonetheless stated that the rider would essentially kill the train since TxDOT, as the state agency in charge of transportation, would need to play a role in the project's construction. The acknowledged direct involvement of TxDOT (a state government agency) negates TCP's claims that this project will be completely privately funded. The salaries of TxDOT employees are paid out of the pockets of hardworking Texas taxpayers, not out of the bank accounts of TCP's foreign investors. Yet another misrepresentation of the truth by TCP. In the same article, it states one of the dissenting votes to remove this rider came from Texas Senator Charles Schwertner of Georgetown, Texas. He said this about the proposed HSR project: "This project is being sold to the people of Texas that it will never need state backing or subsidization or bailing out, and unfortunately I think that's a complete fallacy." I agree with Sen. Schwertner.	Refer to GN-4.
Dorothy Parungao	3/8/2018	Email	Outdated Maps. At the Open House meeting held in Harris County on March 5, 2018, one of the speakers shared a comment that the maps/images used in the DEIS are four years old. He stated that his house is not on any of the images or maps used. How many other homes, businesses, etc. were not included or even considered in the DEIS? Current maps and images must be utilized at all points in the process in order to reach an accurate representation of the proposed HSR's impact. How accurate can the current DEIS be if the conclusions are based on outdated maps, images, and information?	Refer to GN-1.
Dorothy Parungao	3/8/2018	Email	Overestimated Economic Impact. In the financial projections of the economic impact the proposed Houston to Dallas HSR will have, Texas Central Partners states that it could pay up to \$2.5 billion in taxes to the state, counties, hospitals, school districts, and other taxing entities along the corridor between now and 2040, adding that that amount will largely come from property taxes and state and local sales taxes. If that figure is accurate, and that's a huge assumption based on this company's track record of honesty and transparency, how does it compare to the loss of property value that is sure to follow in many of the communities through which the route will pass? With a decline in property values comes a decrease in the amount of property taxes paid to the taxing entities. Additionally, the amount of sales tax generated in these communities will likely decline as people will seek more desirable places to live/visit/shop etc. rather than have to endure the unwelcome and constant intrusion of the HSR train. Just as a company trying to sell you their product on those annoying infomercials will tell you how great their product is and makes no mention of its shortcomings, so TCP is doing with their product, the HSR train.	Refer to SC-19 and VA-1. Unexpected changes 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.
Dorothy Parungao	3/8/2018	Email	Unverifiable Ridership Economic Impact. TCR estimates annual ridership of the proposed HSR at 4 million plus. Claiming proprietary information, they continue to refuse to share with the public how they arrived at their projections. In a Reason Foundation HSR Report (Fiscal Evaluation of World Wide High Speed Rail Systems), it states that previous HSR studies have overestimated the number of travelers who will choose rail over highway or air by a factor of 10. Additionally, a quote from the same Reason Foundation report says, "To put that figure in context, Amtrak's current high-speed service, the Acela, which began operating in 2000 in the most densely populated corridor in the United States, only carries a total of 3.4 million passengers per year." One of the problems with overinflated ridership projections, if not the most significant problem, is that it leads to overinflated, inaccurate financial projections. Among TCR's pro-rail propaganda is the claim that the proposed HSR will be a financial boon for the state of Texas, citing estimates calculated using their proprietary ridership projections. They are using this claim, among others, to convince city and state officials to back this ill-fated project. If President Trump isn't exempt from being fact-checked, neither should TCR.	Refer to GN-2, GN-3, GN-4 and SC-19.
Dorothy Parungao	3/8/2018	Website	I am filing an objection to the proposed High Speed Rail (HSR) proposed between Houston and Dallas for the following reason: Unverifiable Ridership Projections/Overestimated Economic Impact. TCR estimates annual ridership of the proposed HSR at 4 million plus. Claiming proprietary information, they continue to refuse to share with the public how they arrived at their projections. In a Reason Foundation HSR Report (Fiscal Evaluation of World Wide High Speed Rail Systems), it states that previous HSR studies have overestimated the number of travelers who will choose rail over highway or air by a factor of 10. Additionally, a quote from the same Reason Foundation report says, "To	Refer to BA-6, GN-2, GN-3 and GN-4.

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Dorothy Parungao	3/8/2018	Website	I am filing an objection to the proposed High Speed Rail (HSR) between Houston and Dallas for the following reason: Impact on Public Safety. At the Open House meeting held in Harris County on March 5, 2018, a resident shared her comments about the proposed HSR. She stated that she had spoken to engineers (?) working on this project and was told that the footing for the HSR track would be placed in the pipeline easement along US290. Has the impact this will have on public safety been studied and considered in the DEIS? If not, it must be thoroughly studied before finalizing the EIS. The No Build Alternative is the only viable and justifiable option in the final Environmental Impact Statement. Thank you.	Refer to EU-2.
Dorothy Parungao	3/8/2018	Website	I am filing an objection to the proposed High Speed Rail (HSR) between Houston and Dallas for the following reason: Outdated Maps. At the Open House meeting held in Harris County on March 5, 2018, one of the speakers shared a comment that the maps/images used in the DEIS are four years old. He stated that his house is not on any of the images or maps used. How many other homes, businesses, etc. were not included or even considered in the DEIS? Current maps and images must be utilized at all points in the process in order to reach an accurate representation of the proposed HSR's impact. How accurate can the current DEIS be if the conclusions are based on outdated maps, images, and information? The No Build Alternative is the only viable and justifiable option in the final Environmental Impact Statement. Thank you.	Refer to GN-1.
Dorothy Parungao	3/8/2018	Website	I am filing an objection to the proposed High Speed Rail (HSR) between Houston and Dallas for the following reason: Unverifiable Ridership Projections/Overestimated Economic Impact. TCR estimates annual ridership of the proposed HSR at 4 million plus. Claiming proprietary information, they continue to refuse to share with the public how they arrived at their projections. In a Reason Foundation HSR Report (Fiscal Evaluation of World Wide High Speed Rail Systems), it states that previous HSR studies have overestimated the number of travelers who will choose rail over highway or air by a factor of 10. Additionally, a quote from the same Reason Foundation report says, "To put that figure in context, Amtrak's current high-speed service, the Acela, which began operating in 2000 in the most densely populated corridor in the United States, only carries a total of 3.4 million passengers per year." One of the problems with overinflated ridership projections, if not the most significant problem, is that it leads to overinflated, inaccurate financial projections. Among TCR's pro-rail propaganda is the claim that the proposed HSR will be a financial boon for the state of Texas, citing estimates calculated using their proprietary ridership projections. They are using this claim, among others, to convince city and state officials to back this ill-fated project. If President Trump isn't exempt from being fact-checked, neither should TCR. The No Build Alternative is the only viable and justifiable option in the final Environmental Impact Statement. Thank you.	Refer to GN-2.
Dorothy Parungao	3/8/2018	Website	I am filing an objection to the proposed High Speed Rail (HSR) between Houston and Dallas for the following reason: Overestimated Economic Impact. In the financial projections of the economic impact the proposed Houston to Dallas HSR will have, Texas Central Partners states that it could pay up to \$2.5 billion in taxes to the state, counties, hospitals, school districts, and other taxing entities along the corridor between now and 2040, adding that that amount will largely come from property taxes and state and local sales taxes. IF that figure is accurate, and that's a huge assumption based on this company's track record of honesty and transparency, how does it compare to the loss of property value that is sure to follow in many of the communities through which the route will pass? With a decline in property values comes a decrease in the amount of property taxes paid to the taxing entities. Additionally, the amount of sales tax generated in these communities will likely decline as people will seek more desirable places to live/visit/shop etc. rather than have to endure the unwelcome and constant intrusion of the HSR train. Just as a company trying to sell you their product on those annoying infomercials will tell you how great their product is and make no mention of its shortcomings, so TCP is doing with their product, the HSR train. To hear them talk about the HSR, one might think it sounds too good to be true. And, you know what they say about things that sound too good to be true... The No Build Alternative is the only viable and justifiable option in the final Environmental Impact Statement. Thank you.	Refer to BA-6, SC-3, SC-16, SC-19 and VA-1.
Dorothy Parungao	3/8/2018	Website	I am filing an objection to the proposed High Speed Rail (HSR) between Houston and Dallas for the following reason: Questionable Claims to be Completely Privately Funded. Throughout this whole process, TCP has claimed that this project will be 100% privately funded. They tout it as a strength, and there are those in the uninformed public who believe this to be true. However, in an article (Anti-High-Speed Rail Provision Stripped from Final Budget) dated 5/22/15 and written by Anan Batheja with The Texas Tribune, it discusses a budget rider that would have barred TxDOT from spending any state funds towards subsidizing or assisting in the construction of high speed passenger rail. Though Texas Central has promised not to accept public operating subsidies for its proposed HSR project, company officials nonetheless stated that the rider	Refer to BA-6 and GN-4.

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			would essentially kill the train since TxDOT, as the state agency in charge of transportation, would need to play a role in the project's construction. The acknowledged direct involvement of TxDOT (a state government agency) negates TCP's claims that this project will be completely privately funded. The salaries of TxDOT employees are paid out of the pockets of hardworking Texas taxpayers, not out of the bank accounts of TCP's foreign investors. Yet another misrepresentation of the truth by TCP. In the same article, it states one of the dissenting votes to remove this rider came from Texas Senator Charles Schwertner of Georgetown, Texas. He said this about the proposed HSR project: "This project is being sold to the people of Texas that it will never need state backing or subsidization or bailing out, and unfortunately I think that's a complete fallacy." I agree with Sen. Schwertner. The No Build Alternative is the only viable and justifiable option in the final Environmental Impact Statement. Thank you.	
Dorothy Parungao	3/8/2018	Website	I am filing an objection to the proposed Houston to Dallas high speed rail project for the following reason: Questionable Claims to be Completely Privately Funded. Texas Central Partners has claimed that this HSR project will be completely privately funded. However, in a recent report by the Reason Foundation (Policy Brief 139), it states that Texas Central plans to apply for RRIF loans. These loans have weak taxpayer protections and could be given to entities without the resources to repay the loans. Given TCP's unverifiable ridership and economic impact projections, coupled with their underestimation of costs, there is no way to assess whether TCP would have the financial resources necessary to pay back any government loans. Should they default on the loans, taxpayers would be left holding the bag. This is completely unacceptable and unnecessary. The No Build Option is the only viable and justifiable option in the final Environmental Impact Statement. Thank you.	Refer to BA-6, GN-2, GN-3 and GN-4.
Dorothy Parungao	3/8/2018	Website	I am filing an objection to the proposed Houston to Dallas high speed rail project for the following reason: Infringement of Private Property Rights. While in attendance at several Open House meetings regarding this proposed HSR project, I heard countless accounts of bullying and mistreatment of private property owners by TCP and its representatives. No reputable company, indeed no company worthy of the trust of Texas and its citizens, acts this way. The No Build Option is the only viable and justifiable option in the final Environmental Impact Statement. Thank you.	Refer to BA-6 and ED-2.
Dorothy Parungao	3/8/2018	Website	I am filing an objection to the proposed Houston to Dallas high speed rail project for the following reason: Concern for Texas Central Partners' Estimates of Costs and Ridership. TCP has given construction estimates of approximately \$41.7M per mile and a ridership estimate of 4.3 million passengers per year. While there is no "magic formula" to predict the profitability of HSR, generally speaking, rail lines need low construction costs (generally \$20M per mile or less), low operating costs (generally less than \$0.20 per occupied seat mile), and high ridership (generally at least 5 million riders per corridor). [Reason Foundation High Speed Rail Report, p. 17 (Fiscal Evaluation of Worldwide High-Speed Rail Systems)] Neither TCP's construction estimates nor ridership estimates meet these criteria. Therefore, it is extremely unlikely that this project will be profitable or financially feasible. The impact of these things must be considered before the release of the final EIS. The No Build Option is the only viable and justifiable option in the final Environmental Impact Statement. Thank you.	Refer to BA-6, GN-2, GN-3 and NE-1.
Dorothy Parungao	3/8/2018	Website	Impact on Public Safety. At the Open House meeting held in Harris County on March 5, 2018, a resident shared her comments about the proposed HSR. She stated that she had spoken to engineers (?) working on this project and was told that the footing for the HSR track would be placed in the pipeline easement along US290. Has the impact this will have on public safety been studied and considered in the DE'S? If not, it must be thoroughly studied before finalizing the EIS.	Refer to EU-2.
Dorothy Parungao	3/9/2018	Email	To Whom It May Concern: I am filing an objection to the proposed Houston to Dallas high speed rail project for the following reason: Economic Feasibility & Underestimation of Costs. A study of 258 transportation infrastructure projects around the world found that almost 90% of cases project costs were underestimated. that actual costs were on average about 28% higher than initial projections, and that rail project costs were the most severely underestimated, costing on average 45% more than estimated. [Reason Foundation Policy Study 41 8: High Speed Rail in Asia and Europe, p. 19, (May 2013)] Additionally, governments and consultants face significant pressure to underprice high speed rail lines. "If the accurate cost of the Los Angeles-San Francisco California line--\$98 million for mostly truly high-speed rail since reduced to \$65 million for a blended approach--had been divulged to taxpayers, the California bond referendum would have been much less likely to pass." [Reason Foundation Policy Study 418: High Speed Rail in Asia and Europe, p. 18 (May 2013)] Interestingly, in the article "California high-speed rail project facings delays, higher costs" published on the website sfgate.com and dated today. March 9, 2018, it states that the California HSR Authority released a revised business plan and that the cost estimate for building the Los Angeles to San Francisco bullet train will be at minimum \$63 billion and up to \$98 billion in a worst case scenario. The middle-of-the-road estimate is \$77 billion, per the draft report. This revised cost will next have to undergo public comment and legislative scrutiny. These revised cost estimates are well above the original \$32 billion price tag that was given to California voters when they authorized bond money for the pmject nearly ten years ago. The critical question of how California will pay for this has yet to be answered. California politicians are speaking out against this project and its skyrocketing costs: "This continues to be an irresponsible project and an ever-growing burden on California's taxpayers. Making it worse,	Refer to GN-3 and NE-1.

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			Sacramento Democrats continue to support this very expensive project as it goes off the rails as they raise taxes and fees every year--making California more unaffordable to live and work." (Assemblyman Vince Fong, R-Bakersfield) "Please, Governor, put all of us taxpayers out of our misery. Let's cut our losses." [California State Senator Andy Vidak, R-Hanford (Kings County)] Texas must learn from the financial and economic disaster that is taking place with the California high speed rail project. The No Build Option is the only viable and justifiable option in the final Environmental Impact Statement. Thank you. Sincerely, Dorothy Parungao Sent from my iPad	
Dorothy Parungao	3/9/2018	Email	I am filing an objection to the proposed Houston to Dallas high speed rail project for the following reason: Lack of Inclusion of Economic Feasibility & Viability in DEIS. The Final EIS for the California and Florida high speed rail projects both contain sections dealing with economic feasibility and viability ("Costs and Operations" in the California Final EIS and "Ridership and Revenue Study" in the Florida Final EIS). Howcwr, in the DEIS for the proposed Houston to Dallas high speed rail pmject, economic feasibility and viability are not addressed whatsoever. This is a gross and irresponsible omission on the part of the FRA and those involved in creating this document. These issues must be researched, studied, and addressed (ideally by a neutral, objective third party) prior to the finalization of the EIS and before any record of decision is made.	Refer to GN-2, GN-3 and NE-1.
Dorothy Parungao	3/9/2018	Email	I am filing an objection to the proposed Houston to Dallas high speed rail project for the following reason: Lack of Inclusion of Economic Feasibility & Viability in DEIS. The Final EIS for the California and Florida high speed rail projects both contain sections dealing with economic feasibility and viability ("Costs and Operations" in the California Final EIS and "Ridership and Revenue Study" in the Florida Final EIS). Howcwr, in the DEIS for the proposed Houston to Dallas high speed rail pmject, economic feasibility and viability are not addressed whatsoever. This is a gross and irresponsible omission on the part of the FRA and those involved in creating this document. These issues must be researched, studied, and addressed (ideally by a neutral, objective third party) prior to the finalization of the EIS and before any record of decision is made.	Refer to GN-2, GN-3, NE-1 and PN-4.
Dorothy Parungao	3/9/2018	Email	I am filing an objection to the proposed Houston to Dallas high speed rail project for the following reason: Infringement of Private Property Rights. In January 2015, after a meeting held in Houston regarding this proposed HSR project where many spoke out in opposition of this project, then State Representative Sylvester Turner said, "As a state lawmaker, I will write a strong letter to TxDOT telling them I do not support this coming into our communities." At the time, he said while he is pro-rail, he is not pro-infringing on individuals' property rights. Fast-forward to present day, and he is now Mayor (of Houston) Sylvester Turner, who, according to his representative at the March 5, 2018 meeting held in Harris County and his website, not only looks forward to having this HSR come to Houston but also is eager to work with TCP to implement this project. I guess now that Mr. Turner is Mayor, he is pro-rail and also pro-infringing on individuals' property rights. Protection of private property rights is important, and a company who knowingly and willingly violates these rights has no business doing business in Texas or anywhere else in the United States. We should not compromise our standards and ethics just for the chance to be a part of what some tout as a first of its kind rail system (in the US). We should stop and take pause, lest we allow ourselves to be part of a first of its kind failure, the likes of which this country has yet to see. The No Build Option is the only viable and justifiable option in the final Environmental Impact Statement.	Refer to ED-1.
Dorothy Parungao	3/9/2018	Email	I am filing an objection to the proposed Houston to Dallas high speed rail project for the following reason: Incompatibility of Japanese technology with other existing Texas railways. The Japanese technology that is being proposed for this HSR line is incompatible with other rail technologies, including existing rail lines in Texas. According to Rep. Byron Cook, Corsicana, (in an article for The Houston Chronicle, 2/7 /17), this would have two significant consequences. The first consequence would be the essential creation of a Japanese monopoly by which future generations of Texas rail riders would be held hostage. With no competitive suppliers to keep operational costs in check and passenger rates affordable, costs could climb and ticket prices increase disproportionately, potentially making this mode of transportation unaffordable and unrealistic for many Texans. Rep. Cook made this analogies-Would we build an airport with runways which could only handle planes made by Airbus for take off and landing? Would we build roadways which could only accommodate cars made by Volvo? The obvious answer, is of course not. The second consequence of incompatibility is that this HSR will not truly connect with the city centers of Houston or Dallas, and, thus not really take travelers to their final destinations, falling short of TCP's claims of time-savings. That portion will be left to the metropolitan authorities and other city officials (and rail riders themselves) to handle, the so called "last mile." The impact of these factors must be seriously considered and not downplayed or ignored. The No Build Option is the only viable and justifiable option in the final Environmental Impact Statement.	Refer to BA-4, GN-2, GN-6, TR-3, TR-4 and TR-12.
Dorothy Parungao	3/9/2018	Email	I am filing an objection to the proposed Houston to Dallas high speed rail project for the following reason: Conduct and Behavior of Texas Central Partners. As a concerned pmperty owner, I attended several public meetings about the proposed Houston to Dallas HSR. Every meeting I attended (until the final, hastily planned meeting in Hamis County on March 5, 2018) was nearly unanimously opposed to this project. The last meeting, quietly and hastily planned--for a night smack-dab in the middle of the wildly popular Houston Livestock Show and	Refer to PI-1.

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			<p>Rodeo nonetheless--with negligible press coverage before or after, felt more like a TCP love-fest than an open forum for concerned and interested parties. I lost count of the public officials and/or their representatives who paraded to the microphone with statements so eerily similar to each other that it made sound like all they were doing was regurgitating TCP propaganda. I almost laughed when a representative for retiring Congressman Ted Poe spoke in favor of the project. He's retiring. I'd much rather hear what the candidates vying for his seat think about this project. Where were all of these TCP fans during the other planned meetings, even the one prior to the March 5th meeting, held on February 5, 2018, in Cypress, TX in Harris County? I was there, as were hundreds of others who are strongly opposed to the project. They were not. In the midst of the parade of supporters who one could reasonably suspect were contacted and asked to appear (none, or very few, actually stayed to listen to comments anyone else had to say), say their two cents and leave, I was left wondering if any of our elected officials who are on record as opposed to this HSR project were invited to speak. Texas Agriculture Commissioner Sid Miller, Sen. Lois Kolkhorst (Brenham), Sen. Charles Schwelner (Georgetown). Rep. Kevin Brady (8th District of Texas), just to name a few, are opposed to this project. It would have been nice to hear what they have to say as well. Not only I have I been disappointed by and disgusted with TCP throughout this process, I was disappointed and dismayed with the elected officials claiming to speak for me in favor of this project. In an election year, I exercised my right to not vote for those who chose the interests of a private, foreign-backed company over those of the constituents they are elected and paid to represent. They should all be ashamed.</p>	
Dorothy Parungao	3/9/2018	Email	<p>Objection to proposed Houston to Dallas High Speed Rail I am filing an objection to the proposed Houston to Dallas high speed rail project for the following reason: Conduct and Behavior of Texas Central Partners and Their Representatives. Throughout this process TCP has been reluctant to, and in many cases, has refused to, cooperate with local government agencies and the general public. Their attitude toward repeated requests to disclose how they reached their cost, ridership, and economic impact projections, was essentially that of "you're just going have to take our word for it." This company has done nothing to earn the trust of Texas or its citizens. When a company avoids collaborating with local governments and directly affected parties; when a company lacks transparency; when a company treats private citizens and their properties with disrespect, red flags should go up and alarms should go off. Any collaboration with such a company, especially on a project of this magnitude, seems ill-advised and ill-fated.</p>	Refer to PI-1.
Dorothy Parungao	3/9/2018	Website	<p>I am filing an objection to the proposed Houston to Dallas high speed rail project for the following reason: Addition of road within Durango Ranch subdivision (Plantersville, TX, Grimes County). According to Fabiola at the engineering table at the March 5, 2018 meeting in Harris County about the proposed HSR, it has not been decided who will have access to this planned new road (which will run through nearly half of the lots in the subdivision) and whether it will be private or public. Currently, subdivision access is extremely restricted (via a coded gate) to residents and authorized guests only. Privacy and seclusion are key attributes of this subdivision and are vitally important to residents who call this subdivision home. Having the added road, whether private (HSR authorized personnel only) or public, will strip away two of the subdivision's most attractive and important features, as well as pose a threat to the animals (both wild and domestic) who also call Durango Ranch home. The No Build Option is the only viable and justifiable option in the final Environmental Impact Statement. Thank you.</p>	Refer to TR-7.
Dorothy Parungao	3/9/2018	Website	<p>I am filing an objection to the proposed Houston to Dallas high speed rail project for the following reason: Conduct and Behavior of Texas Central Partners and Their Representatives. Throughout this process TCP has been reluctant to, and in many cases, has refused to, cooperate with local government agencies and the general public. Their attitude toward repeated requests to disclose how they reached their cost, ridership, and economic impact projections, was essentially that of "you're just going have to take our word for it." This company has done nothing to earn the trust of Texas or its citizens. When a company avoids collaborating with local governments and directly affected parties; when a company lacks transparency; when a company treats private citizens and their properties with disrespect, red flags should go up and alarms should go off. Any collaboration with such a company, especially on a project of this magnitude, seems ill-advised and ill-fated. The No Build Option is the only viable and justifiable option in the final Environmental Impact Statement. Thank you.</p>	Refer to BA-6, GN-2, NE-1 and PI-1.
Dorothy Parungao	3/9/2018	Website	<p>I am filing an objection to the proposed Houston to Dallas high speed rail project for the following reason: Conduct and Behavior of Texas Central Partners. As a concerned property owner, I attended several public meetings about the proposed Houston to Dallas HSR. Every meeting I attended (until the final, hastily planned meeting in Harris County on March 5, 2018) was nearly unanimously opposed to this project. The last meeting, quietly and hastily planned--for a night smack-dab in the middle of the wildly popular Houston Livestock Show and Rodeo nonetheless--with negligible press coverage before or after, felt more like a TCP love-fest than an open forum for concerned and interested parties. I lost count of the public officials and/or their representatives who paraded to the microphone with statements so eerily similar to each other that it made sound like all they were doing was regurgitating TCP propaganda. I almost laughed when a representative for retiring Congressman Ted Poe spoke in favor of the project. He's retiring. I'd much rather hear what the candidates vying for his seat think about this project. Where were all of these TCP fans during the other planned meetings, even the one prior to the March 5th meeting, held on February 5, 2018, in Cypress, TX in Harris County? I was there, as were hundreds of others who are strongly opposed to the project. They were not. In the midst of the parade of supporters who one could reasonably suspect were contacted and asked to appear (none, or very few,</p>	Refer to PI-6.

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			actually stayed to listen to comments anyone else had to say), say their two cents and leave, I was left wondering if any of our elected officials who are on record as opposed to this HSR project were invited to speak. Texas Agriculture Commissioner Sid Miller, Sen. Lois Kolkhorst (Brenham), Sen. Charles Schwertner (Georgetown), Rep. Kevin Brady (8th District of Texas), just to name a few, are opposed to this project. It would have been nice to hear what they have to say as well. Not only I have I been disappointed by and disgusted with TCP throughout this process, I was disappointed and dismayed with the elected officials claiming to speak for me in favor of this project. In an election year, I exercised my right to not vote for those who chose the interests of a private, foreign-backed company over those of the constituents they are elected and paid to represent. They should all be ashamed. The No Build Option is the only viable and justifiable option in the final Environmental Impact Statement. Thank you.	
Dorothy Parungao	3/9/2018	Website	I am filing an objection to the proposed Houston to Dallas high speed rail project for the following reason: Incompatibility of Japanese technology with other existing Texas railways. The Japanese technology that is being proposed for this HSR line is incompatible with other rail technologies, including existing rail lines in Texas. According to Rep. Byron Cook, Corsicana, (in an article for The Houston Chronicle, 2/7/17), this would have two significant consequences. The first consequence would be the essential creation of a Japanese monopoly by which future generations of Texas rail riders would be held hostage. With no competitive suppliers to keep operational costs in check and passenger rates affordable, costs could climb and ticket prices increase disproportionately, potentially making this mode of transportation unaffordable and unrealistic for many Texans. Rep. Cook made this analogies--Would we build an airport with runways which could only handle planes made by Airbus for take off and landing? Would we build roadways which could only accommodate cars made by Volvo? The obvious answer, is of course not. The second consequence of incompatibility is that this HSR will not truly connect with the city centers of Houston or Dallas, and thus not really take travelers to their final destinations, falling short of TCP's claims of time-savings. That portion will be left to the metropolitan authorities and other city officials (and rail riders themselves) to handle, the so called "last mile." The impact of these factors must be seriously considered and not downplayed or ignored. The No Build Option is the only viable and justifiable option in the final Environmental Impact Statement. Thank you.	Refer to BA-4 and SS-1.
Dorothy Parungao	3/9/2018	Website	I am filing an objection to the proposed Houston to Dallas high speed rail project for the following reason: Infringement of Private Property Rights. In January 2015, after a meeting held in Houston regarding this proposed HSR project where many spoke out in opposition of this project, then State Representative Sylvester Turner said, "As a state lawmaker, I will write a strong letter to TxDOT telling them I do not support this coming into our communities." At the time, he said while he is pro-rail, he is not pro-infringing on individuals' property rights. Fast-forward to present day, and he is now Mayor (of Houston) Sylvester Turner, who, according to his representative at the March 5, 2018 meeting held in Harris County and his website, not only looks forward to having this HSR come to Houston but also is eager to work with TCP to implement this project. I guess now that Mr. Turner is Mayor, he is pro-rail and also pro-infringing on individuals' property rights. Protection of private property rights is important, and a company who knowingly and willing violates these rights has no business doing business in Texas or anywhere else in the United States. We should not compromise our standards and ethics just for the chance to be a part of what some tout as a first of its kind rail system (in the US). We should stop and take pause, lest we allow ourselves to be part of a first of its kind failure, the likes of which this country has yet to see. The No Build Option is the only viable and justifiable option in the final Environmental Impact Statement. Thank you.	Refer to ED-1.
Dorothy Parungao	3/9/2018	Website	I am filing an objection to the proposed Houston to Dallas high speed rail project for the following reason: Lack of Inclusion of Economic Feasibility & Viability in DEIS. The FEIS for the California and Florida high speed rail projects both contain sections dealing with economic feasibility and viability ("Costs and Operations" in the California FEIS and "Ridership and Revenue Study" in the Florida FEIS). However, in the DEIS for the proposed Houston to Dallas high speed rail project, economic feasibility and viability are not addressed whatsoever. This is a gross and irresponsible omission on the part of the FRA and those involved in creating this document. These issues must be researched, studied, and addressed (ideally by a neutral, objective third party) prior to the finalization of the EIS and before any record of decision is made. The No Build Option is the only viable and justifiable option in the final Environmental Impact Statement. Thank you.	Refer to GN-2 and NE-1.
Dorothy Parungao	3/9/2018	Website	I am filing an objection to the proposed Houston to Dallas high speed rail project for the following reason: Economic Feasibility & Underestimation of Costs. A study of 258 transportation infrastructure projects around the world found that almost 90% of cases project costs were underestimated, that actual costs were on average about 28% higher than initial projections, and that rail project costs were the most severely underestimated, costing on average 45% more than estimated. [Reason Foundation Policy Study 418: High Speed Rail in Asia and Europe, p. 19, (May 2013)] Additionally, governments and consultants face significant pressure to underprice high speed rail lines. "If the accurate cost of the Los Angeles-San Francisco California line--\$98 million for mostly truly high-speed rail since reduced to \$65 million for a blended approach--had been divulged to taxpayers, the California bond referendum would have been much less likely to pass." [Reason Foundation Policy Study 418: High Speed Rail in Asia and Europe, p. 18 (May 2013)] Interestingly, in the article "California high-speed rail project facings delays, higher costs" published on the website sfgate.com and dated today, March 9, 2018, it states that the California HSR	Refer to GN-2, GN-3 and GN-4.

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			Authority released a revised business plan and that the cost estimate for building the Los Angeles to San Francisco bullet train will be at minimum \$63 billion and up to \$98 billion in a worst case scenario. The middle-of-the-road estimate is \$77 billion, per the draft report. This revised cost will next have to undergo public comment and legislative scrutiny. These revised cost estimates are well above the original \$32 billion price tag that was given to California voters when they authorized bond money for the project nearly ten years ago. The critical question of how California will pay for this has yet to be answered. California politicians are speaking out against this project and its skyrocketing costs: "This continues to be an irresponsible project and an ever-growing burden on California's taxpayers. Making it worse, Sacramento Democrats continue to support this very expensive project as it goes off the rails as they raise taxes and fees every year--making California more unaffordable to live and work." (Assemblyman Vince Fong, R-Bakersfield) "Please, Governor, put all of us taxpayers out of our misery. Let's cut our losses." [California State Senator Andy Vidak, R-Hanford (Kings County)] Texas must learn from the financial and economic disaster that is taking place with the California high speed rail project. The No Build Option is the only viable and justifiable option in the final Environmental Impact Statement. Thank you.	
Sandra Pasket	3/9/2018	Website	I feel the bullet train is going to destroy way more value and assets than it will bring to Texas. Farmers and hard working people who have owned land for generations will be robbed over a useless extravagant unsafe bullet train that will ruin Texas as we know it ... those Ribeye steaks and delicious beef you big shot city spoiled ignorant city people have no common sense to even know food is much more important than a train that will be too expensive than anyone supporting it will be able to afford	Refer to LU-2 and LU-11.
Joseph Pass	3/9/2018	Website	I believe this service is one that is necessary! Houston to Dallas at 205 MPH? Hell yes! The impact this project may have on the environment is far less than the impact the car currently making that drive currently have. The positive impact on local economies is probably way understated. Build it!	Comment noted.
Pratim Patel	2/6/2018	Website	Obviously it's a large document so it's difficult to review everything. My main concerns would be i.) regarding the "downstream" impact of flooding (i.e. if we have another Harvey, how would the train station in Houston impact flood levels in the immediately surrounding areas and the areas east towards Downtown such as the Greater Heights) ii.) what are the noise level impacts at the station site and surrounding areas (specifically inside the 610 loop) and iii.) if there were to be a terrorist attack (eg. similar to Madrid) what could be the potential impact in the surrounding areas? So in summary, I would like to understand (and did not see it addressed in the document), what is the before and after analysis of building the station in Houston with regards to flooding, noise, and terrorism. Thanks	Refer to FP-1, NV-1, SS-6, SS-7, SS-12, SS-16, SS-17, SS-18 and WW-1. Refer to <b>Section 3.4, Noise and Vibration</b> . This section describes the assessment of potential noise and vibration impacts from construction and operation of the Build Alternatives, as well as recommended mitigation measures to eliminate or reduce these impacts. Approximately 74 percent of the Build Alternatives in Harris County, including Houston, would be constructed on viaduct (bridge type structure) which allows for free movement of water and would avoid and/or minimize floodplain and waters impacts.
Mark Patrick	2/6/2018	Handwritten	The HSR will affect my tax dollars due to the constraints it will put on a Waller County where I reside. The county's will have to raise taxes to cover the cost to repair infrastructure or all areas this train will cross school district taxes will increase due to rerouting of school bus transportation, roads & school bus stops.	Refer to SC-5, SC-6, TR-7 and TR-8.
Mark Patrick	2/6/2018	Handwritten	My opposition to the HSR is due to the fact of community impact. The impact on my property along will create flooding in my area. My home flooded in 2017 during the tax day flood. The flood occurred with only 12-18 inches of rain in a matter of 10 hours. My home sits is on a creek that his train is due to cross with the added concrete and dirt to build these pylons will create additional water to be diverted into my home. The cost for my flood insurance has significantly increased due to the area flooding. The cost that the insurance did not cover was spent out of my pocket to repair my home. The train will only impact my current flood levels situation.	Refer to FP-1, WW-1 and WW-2.
Suzanne Patrick	2/6/2018	Handwritten	The HSR will affect my tax dollars due to the constraints it will put on Waller County where I reside. The counties will have to raise taxes to cover the cost to repair infrastructure on all areas this train will cross. School district taxes will increase due to re-routing of school bus transportation, roads & school bus stops.	Refer to SC-5, SC-6, TR-7 and TR-8.
Suzanne Patrick	2/6/2018	Handwritten	My opposition to the HSR is due to the fact of community impact. The impact on my property along will create flooding in my area. My home flooded in 2017 during the tax day flood. The flood occurred with only 12-18 inches of rain in a matter of 10 hours. My home sits is on a creek that his train is due to cross with the added concrete and dirt to build these pylons will create additional water to be diverted into my home. The cost for my flood insurance has significantly increased due to the area flooding. The cost that the insurance did not cover was spent out of my pocket to repair my home. The train will only impact my current flood levels situation.	Refer to FP-1, WW-1 and WW-2.
Betty Patterson	2/16/2018	Website	I support the High Speed Rail train from Dallas to Houston. It will save time as well as wear and tear on the highway.	Comment noted.
Deron Patterson	3/9/2018	Email	The Texas Bullet Train Will Help My Business Grow! Please keep Texas moving. How I wish this train was operational when my son was attending Texas A&M in College Station. This bullet train will pull the two mighty economic zones of Texas closer together creating a more prosperous Texas. As an International Sales Manager having visited 46 countries I can tell you the convenience of rail especially bullet trains in Japan, S. Korea, China and Europe. This bullet train is going to be a game-changer for Texas! As a business person who is in the industry, I am	Comment noted.

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			<p>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 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. For Texas, Deron Patterson 7619 Applecross Ln Dallas, TX 75248</p>	
Donna Patterson	3/8/2018	Email	<p>My name is Donna Patterson and I have property in Madison County that is directly effected by this project. Should this train be approved on the current proposed route, my property would be destroyed. Let me start by saying that my property is rectangle in shape. Currently, for the train itself they will need approximately 110 acres. This does not include the 2 mile access for dirt and water. My back door will be about 50 yards from the railway. My son and daughter-in-law will have the train in their front yard. It will be about 125 yards from their front door. Texas Central has proposed moving our county road so that access continues. They graciously moved it to my son's back yard - yes between his house and the pond that they walk their show animals to daily. With the move of the county road, they actually divide my property into fourths. I have not yet calculated the loss of property for the dirt road. We do make our money raising cattle. I have yet to figure the loss of income in that regard at this time. Two of the new sections of my 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. We have numerous deer and other animals that reside on my land because of the access to Caney Creek, their natural water source. In regard to eminent domain - I believe that eminent domain should be used when it is going to help the majority. This train is being built for 2 cities. Economically, I believe it will negatively affect many of the small towns along Interstate 45. My family is against the train.</p>	<p>Refer to ED-1, ED-2, LU-7, LU-11, LU-14, RF-2 and SC-15. As summarized in <b>Section 3.13.3.3 Land Use, Assessment</b> and discussed in detail in <b>Appendix E: Land Use Technical Memorandum</b>, a structural displacement would occur when an impact from the 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. Caney Creek is noted in <b>Section 3.7.4.4, Waters of the U.S., Freestone County</b> and <b>Section 3.7.4.7, Waters of the U.S., Madison County</b>. The Project is being designed and constructed with consultation from USACE to avoid, minimize and mitigate potential impacts to wetlands and water resources, a full discussion of compliance and mitigation measures can be found in Section 3.7.6. Potential impacts to commercially or recreationally important wildlife are discussed in <b>Section 3.6.4.3.5, Natural Ecological Systems and Protected Species, Wildlife</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Build Alternatives</b>. Mitigation measures for wildlife can be found in <b>Section 3.6.6, Natural Ecological Systems and Protected Species, Avoidance, Minimization and Mitigation</b>.</p>
Pard Patterson	3/8/2018	Email	<p>My mother is Donna Patterson and her property is in Madison County. I live on this property. Should this train be approved on the current proposed route, our property would be destroyed. Let me start by saying that our property is rectangle in shape. Currently, for the train itself they will need approximately 110 acres. This does not include the 2 mile access for dirt and water. The train will be in my front yard, about 100 yards from my front door. My mother will be even closer on the other side of the railway. Her back door will be about 50 yards from the railway. Texas Central has proposed moving our county road so that access continues. They graciously moved it to my back yard - yes between my house and the pond that we walk our show animals to daily. With the move of the county road, they actually divide our property into fourths. have not yet calculated the loss of property for the dirt road. We do make our money raising cattle. I have yet to figure the loss of income in that regard at this time. Two of the new sections of our 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. We have numerous deer and other animals that reside on our land because of the access to Caney Creek, their natural water source. In regard to eminent domain - I believe that eminent domain should be used when it is going to help the majority. This train is being built for 2 cities. Economically, I believe it will negatively affect many of the small towns along Interstate 45. My family is against the train.</p>	<p>Refer to ED-1, ED-2, LU-7, LU-11, LU-14, RF-2 and SC-15. As summarized in <b>Section 3.13.3.3 Land Use, Assessment</b> and discussed in detail in <b>Appendix E: Land Use Technical Memorandum</b>, a structural displacement would occur when an impact from the 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. Caney Creek is noted in <b>Section 3.7.4.4, Waters of the U.S., Freestone County</b> and <b>Section 3.7.4.7, Waters of the U.S., Madison County</b>. The Project is being designed and constructed with consultation from USACE to avoid, minimize and mitigate potential impacts to wetlands and</p>

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				water resources, a full discussion of compliance and mitigation measures can be found in Section 3.7.6. Potential impacts to commercially or recreationally important wildlife are discussed in <b>Section 3.6.4.3.5, Natural Ecological Systems and Protected Species, Wildlife</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Build Alternatives</b> . Mitigation measures for wildlife can be found in <b>Section 3.6.6, Natural Ecological Systems and Protected Species, Avoidance, Minimization and Mitigation</b> .
Patrick Patterson	1/29/2018	Oral	Well, I have to follow that. My name is Patrick Patterson. I'M going to talk about the estimated passenger issues. When you get down to it, this is really all about money. Will this train turn a profit, or will it turn into a taxpayer funded boondoggle. You're going to hear that word a lot of times tonight. I'll generously allow that this can actually be built for the \$15 or \$18 billion estimated. But how can it generate enough revenue to pay for itself? And at a cost of \$199 one way, which is about twice the price as much as a Southwest Airlines ticket, this is going to be a hard sell. Driving the same distance at a reverse rate of six to seven cents an hour -- a mile is still going to be cheaper, and you have the convenience when you get there you can take your car to wherever you need to go. And what does that \$199 price come from? What is the likelihood of it not rising significantly. Is it ever going to be competitive to the price of an airline ticket or driving? Where are the projected five million riders coming from. The railroad's figures say there are currently about 14 million people per year traveling between Dallas and Houston. Eleven percent of those are coming on trains -- planes and trains and buses. Okay? So that leaves 89 percent traveling by car. Now, how many of those people want to pay the price of a ticket? To get to five million people, they will have to capture 36 percent of that 14 million riders. Do you think that 36 percent of the people traveling are going to take the train? Whether traveling by train or air, many of the same costs and inconveniences apply. Both have to go to a terminal, wait in line, go through TSA inspection, baggage checks, all kinds of things. Therefore, it doesn't seem reasonable that they can take more than half of the traffic away from the airlines. So let's say they get five percent of that five million riders from the airplanes. That leaves 95 percent of it to come from drivers. Now, that's just not going to work. People that drive are not going to buy this. And talking about technology change, there's so much possible improvement in technology in cars. We can be driving propane cars or natural gas cars or even electric cars. Hmm. Electric cars versus electric trains. Hmm. What about that? They talk about peek oil, traffic congestion, lions and tigers and bears, oh my. We don't know what it's going to cost to drive in Texas in five or 10 or 20 years. So to try to say that it's going to be too expensive to drive and we'll have to take the train, it's a little hard to buy. I got more stuff I can read. I think that's close enough. Actually I do have a question. How credible are projected ridership numbers?	Refer to GN-2, NE-1, PN-3 and SC-3.
Tammy Patterson	3/8/2018	Email	I live with my husband on the property owned by his mom, Donna Patterson in Madison County. Should this train be approved on the current proposed route, our property would be destroyed. Let me start by saying that our property is rectangle in shape. Currently, for the train itself they will need approximately 110 acres. This does not include the 2 mile access for dirt and water. The train will be in my front yard, about 100 yards from my front door. My mother-in-law will be even closer on the other side of the railway. Her back door will be about 50 yards from the railway. Texas Central has proposed moving our county road so that access continues. They graciously moved it to my back yard – yes between my house and the pond that we walk our show animals to daily. With the move of the county road, they actually divide our property into fourths. I have not yet calculated the loss of property for the dirt road. We do make our money raising cattle. I have yet to figure the loss of income in that regard at this time. Two of the new sections of our 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. We have numerous deer and other animals that reside on our land because of the access to Caney Creek, their natural water source. In regard to eminent domain – I believe that eminent domain should be used when it is going to help the majority. This train is being built for 2 cities. Economically, I believe it will negatively affect many of the small towns along Interstate 45. My family is against the train.	Refer to ED-1, ED-2, LU-7, LU-11, LU-14, RF-2 and SC-15. As summarized in <b>Section 3.13.3.3 Land Use, Assessment</b> and discussed in detail in <b>Appendix E: Land Use Technical Memorandum</b> , a structural displacement would occur when an impact from the 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. Caney Creek is noted in <b>Section 3.7.4.4, Waters of the U.S., Freestone County</b> and <b>Section 3.7.4.7, Waters of the U.S., Madison County</b> . The Project is being designed and constructed with consultation from USACE to avoid, minimize and mitigate potential impacts to wetlands and water resources, a full discussion of compliance and mitigation measures can be found in Section 3.7.6. Potential impacts to commercially or recreationally important wildlife are discussed in <b>Section 3.6.4.3.5, Natural Ecological Systems and Protected Species, Wildlife</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Build Alternatives</b> . Mitigation measures for

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				wildlife can be found in <b>Section 3.6.6, Natural Ecological Systems and Protected Species, Avoidance, Minimization and Mitigation.</b>
Cindy Paul	3/9/2018	Website	I live in White Oak Falls, Houston 77095. The rail will cut through the edge of my community. I'm within 700 feet of the proposed project. Although I'm not opposed to the high speed rail, I am opposed to the lack of respect Texas Central is showing our community. Many residents will live inconveniently close to the rail. Hundreds of homes will be impacted by noise and vibration. There's also the matter of real estate devaluation. My home is an investment and my property value is at risk. These are the issues I would like to see addressed. Thank you for your consideration.	Refer to LU-3, NV-1 and VA-1.
Myrtle M. Paulhill	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.
Sierra Paulhill	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.
William Paulhill	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.
Booker T. Paulhill Sr.	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>	
Dwayne Pavlock	2/6/2018	Handwritten	NO BUILD ALTERNATIVE	Refer to BA-6.
Michael Pavlock	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.
Adam Payne	2/21/2018	Website	My name is Adam Payne, I am a senior in High School about to go to college at Stephen F Austin State University. I am really excited about this project. This would benefit so many people in so many ways. I am blind in my left eye and not allowed, by law, to drive; so this project would benefit me by providing a choice if I need to get from Dallas to Houston or vis versa. I would definitely choose a train over a plane any day.	Comment noted.
Jeff Payne	2/16/2018	Website	This is such an exciting project for TX! I'm a Project Manager in Dallas and I have seen several employment opportunities in the Houston area. A High-Speed train opens up the possibility for commuting to Houston on a weekly basis. Removes cars from our freeway system and reduces air pollution. This is great for TX!	Comment noted.
Walter Paynter	2/18/2018	Website	In my opinion the location of the Houston terminal is wrong and would destine the project for failure. Always connect the airports and city centers with train service. Also, as a matter of interest with regard to "Texas Culture" and appeal, make train service available for passenger cars and Pick-ups. If one can get to Dallas from Houston in their own car without wear and tear and not having to rent one in Dallas, that's appealing. Less traffic on the roads as well. Thank you.	Refer to GN-6, GN-7 and TR-4.
Roger Pearce	2/7/2018	Website	Here are my reasons against a high speed rail project in Texas. 1. Construction costs are under reported. The project would go over budget by a factor of 10. 2. Ridership is under estimated. Texans like their cars. A million people won't ride it.	Refer to GN-2, GN-4 and NE-1.
Terry Peck	2/27/2018	Letter	This is to inform you of Native American artifacts that I had the experience of finding in Madison County, Texas. During the years between 2004-2008 I had access to approximately 300 acres off of Strawther Lane off of highway 21 west of Madisonville, Tx. I often would explore this property due to it's beauty and my interest in nature. I first noticed a small creek of running water below a large hill with little trees. Due to the sandy soil I dug around the lower part of the hill and discovered obvious artifacts including arrowheads, scrapers and tools. Finging that this creek was part of Kickapoo Creek I studied the culture of Native American Indians in this area which was inhabited with several Indian tribes. It would be a horrible shame and disrespect to our ancestors and history to destroy this beautiful area in our State of Texas. Should you need any further information please feel free to contact me. I am enclosing a few pictures that are items that I found.	Refer to CR-5.
Michael Pederson	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>	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.	
Pediatric Dentistry of North Texas	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.
Pediatric Dentistry of North Texas	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.
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<p>Pediatric Dentistry of North Texas</p>	<p>2/24/2018</p>	<p>Website</p>	<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 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.</p>	<p>Refer to LU-5.</p>
<p>Pediatric Dentistry of North Texas</p>	<p>2/24/2018</p>	<p>Website</p>	<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 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.</p>	<p>Refer to LU-5.</p>
<p>Pediatric Dentistry of Nortn Texas</p>	<p>2/27/2018</p>	<p>Website</p>	<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.</p>	<p>Refer to LU-5.</p>

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			<p>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.</p>	
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Pediatric Dentistry of North Texas	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.
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Pediatric Dentistry of North Texas	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.
Pediatric Dentistry of North Texas	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.
Pediatric Dentistry of North Texas	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 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	Refer to LU-5.

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			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.	
Pediatric Dentistry of North Texas	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.
Pediatric Dentistry of North Texas	2/27/2018	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.
Pediatric Dentistry of North Texas	2/27/2018	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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Pediatric Dentistry of North Texas	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 the bald eagle habitat.	Refer to LU-5.

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Pediatric Dentistry of North Texas	2/27/2018	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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Pediatric Dentistry of North Texas	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 the bald eagle habitat.	Refer to LU-5.
Pediatric Dentistry of North Texas	2/26/2018	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.
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Pediatric Dentistry of North Texas	2/26/2018	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.
Pediatric Dentistry of North Texas	2/27/2018	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.
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Pediatric Dentistry of North Texas	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 historic impact.	Refer to LU-5.
Pediatric Dentistry of North Texas	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 charitable benefits.	Refer to LU-5.
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Pediatric Dentistry of North Texas	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.

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Pediatric Dentistry of North Texas	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 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.
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Pediatric Dentistry of North Texas	3/1/2018	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.
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Pediatric Dentistry of North Texas	3/1/2018	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.
Pediatric Dentistry of North Texas	2/27/2018	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	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 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.	
Pediatric Dentistry of North Texas	2/27/2018	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.
Pediatric Dentistry of North Texas	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.
Pediatric Dentistry of North Texas	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 the bald eagle habitat.	Refer to LU-5.
Pediatric Dentistry of North Texas	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.
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			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.	
Pediatric Dentistry of North Texas	2/27/2018	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.
Pediatric Dentistry of North Texas	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.
Pediatric Dentistry of North Texas	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 the bald eagle habitat.	Refer to LU-5.
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			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.	
Pediatric Dentistry of North Texas	2/27/2018	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.
Pediatric Dentistry of North Texas	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.
Pediatric Dentistry of North Texas	2/27/2018	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 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.
Pediatric Dentistry of North Texas	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.

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Pediatric Dentistry of North Texas	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 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.
Pediatric Dentistry of North Texas	2/27/2018	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.
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Lonnie R. Pelton	1/31/2018	Letter	What are determination(s) for Direct Land purchase(s) verses "Right of Ways" purchase(s)? Will property owners have the same payment options on land going north and south, and east and west? By payment options, I mean will the rate of pay be the same for everyone? Can a property owner Lease land after "ROW" is established or land is sold? How is land value determined, and is all land valued equally across the board? What settlement options are availability regarding personal property; houses, buildings, etc if destroyed? Will the former site of the Asia P.B. Church and the Asia Cemetery be affected?	Refer to CR-5, ED-2, GN-7, LU-14 and TR-10. The Asia Cemetery will be avoided and steps will be taken so that no unmarked burials are impacted. The Asia Cemetery and the former location of the Asia Church do not fall within the current Limits of Disturbance; so they will not be physically impacted.

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			What are track "cut-off" and/or "land-lock" procedures for landowners to access property? How wide will the track's "foot print" be? Will there be availability access points between Dallas and Houston to catch the train?	
Jim Pelzel	1/30/2018	Email	How close to [...] Corsicana, TX will the train path be?	The Project is located approximately 1.2 miles west of this location.
Jim Pelzel	1/30/2018	Email	If eminent domain is forced on the citizens and the project fails, will the land return to the original owners?	Refer to ED-2.
Jim Pelzel	1/30/2018	Email	How many Navarro County employment opportunities will there be?	The economic analysis described in <b>Section 3.14.5.2.3, Socioeconomics and Community Facilities, Economic Impacts</b> assesses potential employment and tax revenue impacts for five defined economic analysis areas. Navarro County employment is included in the reported totals for the Intermediate County Economic Analysis Area.
Jim Pelzel	1/30/2018	Email	There is a major hog problem throughout the countryside of Texas. Despite whatever fence you may install the hogs will get to what they want, kinda like illegal immigrants. If the hogs get on the track and at 200 mph the hogs aren't fast or smart enough to get out of the way, who will be responsible for removing the carcasses of the dead animal splattered.	Refer to SS-2.
Jim Pelzel	1/31/2018	Website	The fire ants in Texas are everywhere. They so far have been impossible to eradicate. They only move to another area when trying to destroy them. If you upset them through Navarro County they will move. Who will be responsible for the additional ants and hogs that will move into other areas. The super Collider in Ellis County of several years past had problems with ants eating in the electrical systems. How will this be solved	Refer to NR-6. It is unknown how the project will affect fire ants. For information regarding fire ants please visit these resources: <a href="https://tpwd.texas.gov/landwater/land/private/agricultural_land/gpm2010/Appendix%20P%20Managing%20Red%20Imported%20Fire%20Ants%20in%20Wildlife%20Areas.pdf">https://tpwd.texas.gov/landwater/land/private/agricultural_land/gpm2010/Appendix%20P%20Managing%20Red%20Imported%20Fire%20Ants%20in%20Wildlife%20Areas.pdf</a> . Another good resource is <a href="https://fireant.tamu.edu/">https://fireant.tamu.edu/</a>
Mark Pena	2/1/2018	Email	High speed rail is desperately needed in Texas. Our highways are clogged and as a result limit the economic vitality of our state. High speed rail offers a fast, safe, clean and more efficient transportation alternative. The proposed route has minimal impact and disruption and utilizes existing right-of-ways were possible. Connecting the Houston and Dallas metropolitan areas with a stop in Brazos County will benefit a significant percentage of Texas' population, and the economic benefits of high speed rail will be felt throughout the state. For the sake of Texas' and the future of the US, I hope this project is approved soon and high speed rail Will be a part Of Texas' future.	Comment noted.
Mark Pena	2/1/2018	Email	High speed rail is desperately needed in Texas. Our highways are clogged and as a result limit the economic vitality of our state. High speed rail offers a fast, safe, clean and more efficient transportation alternative. The proposed route has minimal impact and disruption and utilizes existing right-of-ways were possible. Connecting the Houston and Dallas metropolitan areas with a stop in Brazos County will benefit a significant percentage of Texas' population, and the economic benefits of high speed rail will be felt throughout the state. For the sake of Texas' and the future of the US, I hope this project is approved soon and high speed rail Will be a part Of Texas' future.	Comment noted.
Ray Pena, Jr.	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.
Carl Blake Pennington	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>	
David Penque	1/29/2018	Oral	<p>Hi. Name is David Penque. We haven't been here for 150 years. We are not ranchers. My wife and I are retired English teachers. Yeah, that breed. And we moved here to Corsicana in 1981. We got our seven acres of land--I know it's not a thousand or something like that--seven acres of land about five miles outside of town past Wal-Mart down Highway 31. And we thought this would be a great place to raise our five daughters and, indeed, it was. We also thought it would be a terrific place to have our quiet retirement. That doesn't seem to be the case right now. I found out tonight that according to the preferred route, that we are one half mile away from the train. This isn't going to be great. Did you notice, folks, on that first slide that was up there it said the Dallas-Houston high speed rail. I didn't see Dallas-Navarro County high speed rail. But just think of how great this could be. You could drive up to Dallas, if you've got to go to Houston, it will take an hour to get up there, and then you take your \$199 ticket, you can get all the way to Houston. But don't forget then you got to repeat the process going back. Okay? But that's not really what I want to speak about. This is 53-year-old technology. I kind of want to approach this a little bit differently. This is 53-year-old technology. I'm 70 years old. I was 17 when this technology began. Now, think about that for a minute. If this is going to take four, five, six years to build, there is a technology called the Hyperloop, which is a high speed mode of transportation that goes through a tube, and they're just starting to work on this now. Okay? It's just getting off the ground, just barely, still in experimental stages. But it would take, to go from Dallas to Austin in this Hyperloop, 19 minutes; Austin to San Antonio, eight minutes; San Antonio to Houston, 21 minutes. You could go from Dallas all the way to Houston in 48 minutes. What I'm trying to say is that this is old technology, and it could be replaced quite quickly. By the time it's done, maybe this Hyperloop will be ready to take off. And they're already talking about a Texas triangle of that exact route that I mentioned. And I encourage you to take a look at this hyperloop-one.com to find out more about this. And is this what we really want? Thanks very much.</p>	Refer to BA-4 and TC-2.
David Penque	2/16/2018	Website	<p>My wife, Ruth, and I are totally against the construction of the HSR. We live a half mile from the proposed route. We bought seven acres in 1981 because it was a wholesome place to raise our five daughters, and because it offers such peace and quiet. We saw it as a wonderful quiet location to retire. With a 200 mph train running frequently nearby, the peace and quiet we now enjoy will evaporate quickly. Moreover, our property value will plummet due to the proximity of this train. Residents of Dallas and Houston expect and are used to high traffic volume, noise, bustle, etc. We in the rural areas between these two cities are not. We intentionally purchased this property to avoid the noise and commotion of big cities. For example, along the county road we live on, frequently a full half hour will pass between the passage of one vehicle to the next. It's peaceful, and that's what we want. It is not fair that a transportation system we'll never use is being thrust upon us. To use this train, we first have to Drive to Dallas (roughly 60 miles), leave our car, and virtually pass right by our house on the train to Houston. Then, the return route would require us to repeat the process in reverse. That's two hours of driving to use the train. Additionally, the train isn't cheap. We understand tickets are \$199 per person one way. Few people in Navarro County could offer that type of expense. This is transportation that would only serve residents and business people in either of these two cities. It is unlike the railroads of the past, where a train would come to your town to pick up passengers and cargo and then stop at the next town, and the next. In fact, to call it a railroad defies the common description of the term. The high speed rail is fifty-three year old technology. If it is built, there is a good chance the entire system will be obsolete by the it is completed. While its development is just beginning, the hyperloop technology could transport passengers much cheaper and much faster. What would happen to all the HSR construction? Will the same company that built it remove it? We have learned that the construction of the HSR will interfere with emergency vehicle routes, school bus routes, and other rural roads. Why should the people of our county have to suffer additional time in carrying out our daily routines and dealing with emergencies so that residents of these two cities can save time? That doesn't make sense from our point of view. In the counties between Dallas and Houston, the bullet train offers virtually nothing to the residents, ranchers, farmers, and towns. Keep this monstrosity out of our counties! We don't want it!</p>	Refer to BA-4, NV-1, PN-3, SC-3, SC-6, SS-23, TC-2, TR-8 and VA-1.
David Penque	2/26/2018	Website	<p>The United States Department of Transportation's (DOT) Federal Railroad Administration (FRA) is preparing this Environmental Impact Statement (EIS) in compliance with the National Environmental Policy Act (NEPA) (42 U.S.C. Â§ 4231 et seq) to assess the potential beneficial and detrimental effects of implementing the proposed Dallas to Houston High-Speed Rail Project (Project). Questions: How much of the EIS is actually work of the FRA, and how much is the work of the TCR itself? Were there sections of the EIS which were merely lifted from TCR materials? Also, if there are errors in the EIS, should the FRA be blamed for them? Please explain.</p>	Refer to GN-1, GN-4, NE-1, NE-5 and NE-8.
David Penque	2/26/2018	Website	<p>The Project includes the deployment of an electric-powered HSR passenger rail system based on Central Japan Railway Company's N700 Tokaido Shinkansen. Questions: Why is the FRA interested in sponsoring 53 year-old technology? Have newer technologies like the Hyperloop</p>	Refer to BA-4, NE-1 and TC-2.

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			(which is supposed to be three times faster while charging far less for tickets) been considered? If not, why not? Is it not possible that the completed bullet train could be obsolete by the time it is finished? If that happens, will the TCR be responsible for dismantling everything they have built? If so, what is the timeline for this dismantling?	
David Penque	2/26/2018	Website	To minimize risk and enhance passenger safety, the Project is proposed to be operated in a fully sealed corridor. Questions: Is the project in fact fully sealed? Does this mean that no rural roads will be disrupted at all? Does this mean that such vehicles as emergency vehicles and school busses will not have to be re-routed? Please explain.	Refer to SC-7, SS-23, TC-7 and TR-8.
David Penque	2/26/2018	Website	Power would be distributed to each train car via the catenary, which is the electrical wiring that runs above each track and conducts electricity from the Traction Power Substation (TPSS) to the train Questions: What will happen to the train during a power outage? Will the train's use of electricity cause power outages or possible brownouts for Navarro County residents?	Refer to EU-3 and EU-4.
David Penque	2/26/2018	Website	TCRR is proposing three stations as part of the Project: two terminal stations, including an approximately 90-acre terminal in Dallas, and a 60-acre terminal in Houston; and a 115-acre intermediate Brazos Valley Station in Grimes County, near the town of Roan's Prairie, Texas. Questions: Why is the train, which will cover a 240 mile path, only serving residents in three areas of the state? Why won't it have more stops to serve more people (as traditional railroads always have)? Why are many counties in between Dallas and Houston being asked to sacrifice much for a railroad which will not serve their travel needs at all? Would the railroad be favorable to the residents of Dallas or Houston if they had to travel one full hour to board, as the residents of Navarro County (a county which is being cut in two by the railroad) are being asked to do?	Refer to GN-7, NE-1 and TC-4.
David Penque	2/26/2018	Website	Hours of operation would be 5:30 AM to 11:30 PM. Six trains per hour during peak hours and four trains per hour during off peak. During AM and PM peak service hours, train service could occur as often as every 10 minutes between terminal stations in Dallas and Houston. Questions: My home of thirty-seven years is located one-half mile from the preferred route. My wife and I are retired teachers, so we don't have to get up early. Additionally, my wife has cancer, and sleep is a precious thing for her. One of the reasons we purchased our home was because it is in a rural area, and is quiet. (Note: we did not put our home investment into an urban area because of the lack of peace and quiet). What kind of noise will the train yield? In the mornings, will it be waking us up every 10, 20, or 30 minutes during rush hour? As a result of the construction of this train, is it realized by the FRA that our property value will plummet? Please explain.	Refer to NV-1 and VA-1. At a distance of one-half mile, the train noise will not be high enough to cause any noise impact, including sleep disturbance.
David Penque	2/26/2018	Website	2.4.1 Description of Corridor Alternatives In accordance with the Passenger Rail Investment and Improvement Act, TxDOT prepared an annual state rail plan in 2010 and completed subsequent updates. The Texas Rail Plan recognizes strategic planning efforts for high-speed rail development, as well as existing freight and passenger rail services and potential areas for investment and improvement. Using TxDOT's Texas Rail Plan as a framework, TCRR identified three general corridors (Figure 2-17) that could be considered for future development of HSR between Dallas and Houston, in order to minimize impacts to private property from the development of a new transportation corridor. Questions: Who determined which is the best of the possible routes? How much of a say in the deciding of the "preferred route" did the counties and the people within those counties have? Did the FRA have a voice in determining which was the preferred route? If so, what information led the FRA to draw its conclusions?	Refer to BA-5, BA-7, BA-8 and PI-1.
David Penque	2/26/2018	Website	Utility Corridor - The Utility Corridor would predominately follow the CenterPoint Energy and Oncor Electric Delivery high-voltage electrical transmission lines (345 to 500 kV). However, since the existing utility corridors do not extend into Dallas and Houston, railroad ROW would be needed to complete the corridor connectivity. Question: Does this foreign-based private company have the right of eminent domain to take land held by American citizens and use it for profit-based purposes? Please explain.	Refer to ED-1
David Penque	2/26/2018	Website	2.4.2 Description of Other Modes Considered Based on public comments received during the scoping period asking FRA to consider other forms of transportation, FRA also evaluated alternatives to HSR between Dallas and Houston, including other types of passenger rail service and other modes of transportation. These other potential transportation alternatives are described below. Higher-Speed and Conventional Service - HSR at the Project's proposed speeds requires a fully-sealed and grade-separated ROW and two separate new tracks for passenger rail service. Higher-speed (90 to 150 mph) and conventional speed (up to 90 mph) rail service can be implemented in existing railroad ROW and can operate through at-grade railroad crossings at passenger train speeds up to 125 mph.4 This alternative uses the BNSF Teague freight line or the UPRR Hempstead freight rail line to provide different travel speeds. Direct Bus Service - Direct bus service operated by Greyhound, MegaBus and Vonlane uses IH-45 to travel between the two metropolitan regions and the trip takes approximately four hours depending on traffic and road conditions. This alternative proposes construction of a new dedicated bus lane that would be required in order to maintain the existing automobile travel lane capacity. IH-45 Expansion - Congestion on IH-45 is increasing and is projected to further increase automobile travel times between Dallas and Houston. To offset congestion, TxDOT is in the process of widening IH-45 from four to six travel lanes along approximately 21.1 miles from Corsicana to south of Richland in Navarro County. TxDOT is also planning to widen IH-45 from four to six travel lanes for 6.25 miles from north Huntsville to south Huntsville and another 12.4 miles from south Huntsville to the Montgomery County Line. Question: Why wasn't the Hyperloop considered?	Refer to BA-4, NE-1 and PN-3.

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David Penque	2/26/2018	Website	<p>...these alternatives rely on vehicular travel as the primary means of transportation between the Dallas and Houston metropolitan regions and would not offer a longterm alternative to travel on IH45 and they would not offer a oneway trip in 90 minutes or less. Additionally, these other potential transportation alternatives would not provide passenger rail service, as per TCRR's objectives for the Project. Therefore, FRA eliminated these alternatives from further consideration based on failure under the Purpose and Need criterion.</p> <p>Questions: It sounds like the FRA had its mind made up ahead of time. Why do we need a 90 minute or less mode of transportation? (Of course, if that's a criteria, none of the existing modes of transportation can match that, but is it worth the grief it will give to citizens of the "in-between" counties?) . Has it been considered that passage on the railroad will not eliminate one's use of I-45? (For example, people will still use I-45 to get to the stations in Dallas or Houston. I myself would have to drive one hour on I-45 from Corsicana to get to the Dallas station, not to mention the one hour I'd have to drive to get back to Corsicana on the return trip). Please explain.</p>	Refer to BA-4, NE-1 and PN-3.
David Penque	2/26/2018	Website	<p>FRA eliminated the BNSF and UPRR corridors predominantly because BNSF and UPRR declined consent to share ROW for the majority of distance between Dallas and Houston, which made them operationally infeasible, and the immediate adjacency to the corridors would require a cost-prohibitive barrier wall along the 240-mile length of the corridor. Additionally, the physical characteristics of the BNSF and UPRR would not be suitable for high-speed operations because curvature of the existing freight rail line would not permit the HSR trainsets to safely operate through the curves at the speeds necessary to meet the travel time objectives. To address curvature constraints and the need for a barrier wall, these alternatives would need to be located farther from the existing freight rail infrastructure and would result in greater property impacts. FRA eliminated the IH-45 Corridor because sufficient sized ROW does not exist throughout the entirety of the interstate corridor and would result in greater direct impacts to residential and commercial properties. Also, the IH-45 corridor was the only corridor alternative that would directly impact the Sam Houston National Forest, resulting in impacts to recreation resources and managed habitat. Additionally, the physical characteristics of the highway ROW would not be suitable for HSR operations because of the existing curvature and eliminating the curves to safely permit the train operating speeds necessary to meet the travel time objectives would result in greater environmental constraints in the form of increased direct impacts to residential and commercial properties. Roadway interchanges would require extensive reconstruction above or below the HSR tracks and would result in increased direct impacts to residential and commercial properties. Questions: Why can the BNSF and UPRR deny right of way to the bullet train, but the ranchers, farmers, and other citizens along the preferred route cannot? In considering the infeasibility of the I-45 route, deference is given to the Sam Houston National Forest. Why isn't the same consideration offered to property owners along the preferred route? Comment: It certainly sounds like the FRA, judging from these paragraphs, already had made a decision to have this bullet train built no matter what.</p>	Refer to BA-5, BA-9 and BA-10.
David Penque	2/26/2018	Website	<p>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. Questions: Again, the assumption here is that the transportation needs of Dallas and Houston trumps the desires of all those who live and own property in/near the preferred route. How is this bullet train going to make life better, easier, and more satisfactory for those living in the "in-between" counties? Do the travel preferences of the many trump the basic rights of the few?</p>	Refer to ED-2, PN-3 and SC-19.
David Penque	2/26/2018	Website	<p>Question: In plain English, please explain the air quality effect on my home (446 Southwest County Road 3040, Corsicana, Texas 75110, which is located 1/2 mile from the preferred route) both during the construction of the railroad, and during the years following its completion.</p>	<p>Construction-related emissions would be temporary and transient in nature occurring only in the immediate area of active construction areas. The potential short-term emissions increases within active construction areas would be reduced through Best Management Practice (BMP) mitigation measures as discussed in Section 3.2.6. Pollutant emissions would be expected to quickly disperse in the atmosphere due to wind and other local meteorological conditions. As a result, no air quality impacts would be expected at a distance of 1/2-mile from the HSR route. After completion, there would be no local emissions from the electric trains. These trains would draw power from existing power plants located some distance away from the given address, and these plants currently produce emissions, but are regulated to control pollution within Clean Air Act standards which are set to be protective of human health. Based on the operational emissions estimate, except for sulfur dioxide, operation of the train would tend to reduce more emissions than they produce by reducing travel by gas burning cars, planes an</p>

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David Penque	2/26/2018	Website	Operational activities, such as fueling and maintenance, would require the use of substances that contain hazardous substances and petroleum products. Groundwater contamination could occur if hazardous substances or petroleum products are spilled and subsequently leach into the groundwater through the ground. Questions: In addition to possible groundwater contamination, what specific results will the bullet train have on the quality and quantity of the water supply for Navarro County? Will the existence of the train increase the possibilities of flooding during times of heavy rains in certain areas? During a similar summer to 2011, how will the possibility of drought affect the train's use of the water supply?	Refer to FP-1, HZ-5, WW-2 and WW-6.
David Penque	2/26/2018	Website	Question: I live 1/2 mile from the preferred route, in an extremely quiet rural area which we love. A noise level chart shows noise levels at 50 feet. How noisy is the bullet train going to be at 1/2 mile?	The noise level at 1/2 mile will be at least 25 dB lower than at 50 feet and will be well below the impact threshold. The assessment does not calculate noise levels at such large distances.
David Penque	2/26/2018	Website	Questions: A chart demonstrates vibration levels at fifty feet. Our home of the past 37 years is located 1/2 mile from the preferred route. What will the vibrations of the bullet train feel like at this distance? Will the constant passing of the trains, day by day, have an effect on the stability of our home? If so, how much? If so, is the company prepared to reimburse homeowners for damage to homes? Please explain.	Refer to NV-5.
David Penque	2/26/2018	Website	Noise measurements were conducted during January 2016 to characterize the existing conditions along the Build Alternatives. Question: In January, most residences would have their windows closed. Is any consideration given to the fact that noise levels would be greater in residences during warmer weather (such as Spring, Fall, etc.) when windows would tend to be open?	Existing noise measurements and projections of noise are all based on outdoor noise levels in accordance with FRA guidance.
David Penque	2/26/2018	Website	All of the Build Alternatives would involve excavation and construction activities that could have the potential to uncover or disturb existing hazardous materials. Question: What steps are being taken to prevent hazardous materials from being excavated 1/2 mile from my home ([...], Corsicana, TX 75110)?	The property at this property in Corsicana, TX, is located 0.45 miles east of Segment 3C. None of the high, moderate, or low-risk hazardous materials sites are within a mile from this property. This property will not be impacted by hazardous materials sites. Environmental consequences due to disturbing hazardous materials sites are discussed in <b>Section 3.5.5.2, Hazardous Materials and Solid Waste, Build Alternatives</b> . Mitigation measures are discussed in <b>Section 3.5.6.2, Hazardous Materials and Solid Waste, Mitigation Measures</b> .
David Penque	2/26/2018	Website	Dallas, Ellis, Navarro and Limestone counties do not have potential habitat mapped within the Study Area; therefore, their acreage of impacts to federally-listed species is zero. Question: My neighbors have seen bald eagles nesting on their properties as well as other federally protected wildlife. How can this statement be claimed as being true?	Refer to NR-3. Habitat was modeled for the federally endangered Houston Toad, Large-fruited Sand Verbena, and Navasota ladies'-tresses which are not listed for Dallas, Ellis, or Navarro County. Habitat was only modeled for federally listed species with the potential to occur within the Limits of Disturbance (LOD). Navasota Ladies'-tresses was modeled in Limestone County. For information regarding how species were evaluated please see <b>Section 3.6.3, Natural Ecological Systems and Protected Species, Methodology</b> .
David Penque	2/26/2018	Website	...the HSR track and supporting facilities (e.g., permanent roads, parking areas, access/maintenance areas, terminals and non-vegetated embankments) would result in a permanent impact to the floodplain throughout the operation of the HSR system. Questions: Looking at the considerable flooding in Navarro County over the past 2-3 years, is it possible, in this era of climate change, for the FRA to accurately predict the real impact of changes the railroad will make to our landscape? Please explain. If a greater (and indeed damaging) impact is seen than is predicted, will the railroad pay the county for the additional costs associated with that damage? Please explain.	Refer to FP-1, WW-1 and WW-2. This is outside of FRA's purview and would be handled between TCRR and the county.
David Penque	2/26/2018	Website	Questions: The railroad has indicated it has met with local county officials to discuss safety, emergencies, etc. According to the Navarro County Sheriff, no one has met with him or other emergency aid providers in Navarro County. Isn't safety a priority? What will happen if the bullet train has an accident? Who will provide necessary aid to the passengers and crew? Who will provide emergency containment and security? Will the bills associated with such an event be paid for by the railroad, or will the bills be passed on to Navarro County taxpayers?	Refer to PI-1, SS-18, SS-21, SS-23 and SS-26.
David Penque	2/26/2018	Website	Summation: After going through much of the EIS, it seems as if the residents of Navarro County are being asked to sacrifice a lot, and getting nothing in return. This HSR isn't being built for us or for our use. It's being built for the wealthy of Dallas and Houston. The sacrifice Navarro County residents have to make in changes to property, noise tolerance, school and emergency vehicle re-routing, providing security, etc. as well as effects to our natural environment are astounding in comparison to the nothing the County and its residents will gain from this train. The residents of Navarro County do not want this; our rights must be preserved and protected.	Refer to NV-1, SC-7, SC-19, SS-1, SS-6 and SS-23.
David Penque	1/29/2018	Website	This is 53-year-old technology. I kind of want to approach this a little bit differently. This is 53-year-old technology. I'm 70 years old. I was 17 when this technology began. Now, think about that for a minute. If this is going to take four, five, six years to build, there is a technology	Refer to TC-2.

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			called the Hyperloop, which is a high speed mode of transportation that goes through a tube, and they're just starting to work on this now.· Okay?· It's just getting off the ground, just barely, still in experimental stages.· But it would take, to go from Dallas to Austin in this Hyperloop, 19 minutes; Austin to San Antonio, eight minutes; San Antonio to Houston, 21 minutes. You could go from Dallas all the way to Houston in 48 minutes. What I'm trying to say is that this is old technology, and it could be replaced quite quickly.· By the time it's done, maybe this Hyperloop will be ready to take off.· And they're already talking about a Texas triangle of that exact route that I mentioned.· And I encourage you to take a look at this hyperloop-one.com to find out more about this.· And is this what we really want?	
Caroline Perez	3/5/2018	Website	I am unable to attend the public session tonight. I live in Bayou Bend subdivision on Alabonson, and I strongly support building of the High Speed Rail from Houston to Dallas. I believe this type of public infrastructure is critical to reducing Texas dependency on never-ending highway expansion projects that cost the tax payers millions every year and never improve our transportation options. I believe the route proposed would mean construction impacting my immediate geographic area and I strongly support this. I have two masters degrees and an Oil & Gas executive with two young children. I've lived in Houston for 36 years and am in my early 40s in age.	Comment noted.
David Perez	1/11/2018	Email	I would like to share my experience with your team. I have worked on rail projects with Puesta en Marcha in various construction phases an with the operational side of the business to help with the success of the Commercial Operations. Please send me the project details. Consider the design of parking spaces for larger uses: employees, emergency services, etc. Ensure there is adequate circulation and an integrated transit network that is for public and private transit. I have more than 30 years of experience in Metro planning. Originally from Venezuela and since then have retired.	Refer to PI-10, TC-5, TR-2, TR-3 and TR-4.
Earnest L. Perry	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.
Jodi Perry	2/24/2018	Website	This is the greatest idea ever!!! Amtrak doesnt come here Houstonians either have to take the 4.5 -5 hour drive to Dallas or Fly at outrageous rates. I dont understand why you are asking for approval this should already have the go-ahead.	Comment noted.
Sharon K. Perry	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.
Beverly Person	2/7/2018	Website	No on the rail because of forcing people to sell land they don't want to	Comment noted.
Jerry Peterson	2/8/2018	Website	Of all the advantages of using rail instead or air the best is the reduction in carbon emissions and fuel waste.	Comment noted.
Mike Peterson	2/6/2018	Oral	My name is Mike Peterson. Everybody's had their say here. I hope that, as historically as always happened, they don't fall on deaf ears. I'd like to encourage us all to meet out in the parking lot and figure out how we're going to fight this thing.	Comment noted.
Cody Petree	2/8/2018	Email	I wanted to inquire about the proposed high speed rail (HSR) project between Dallas and Houston. After reviewing the environmental study documents and proposed route along with the six alignment alternatives in the Draft EIS study I noticed all the potential routes are in close proximity to a property our family currently owns. Our site is not within the expected ROW of the project but could be extremely beneficial to	Refer to ED-2.

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			the HSR project since it is centrally located (between Freestone County and Limestone County along FM1365) in regards to the entire project. I have attached the Freestone County exhibit 2 map from Texas Central website for the approximate location. The property is 3.15 acres and has a 2,700+sf building with 3 restrooms, 2 heat/AC units, all utilities, wired for a security system, highway frontage with paved parking lot and storage building. This location could be utilized for power or fueling stations, maintenance facilities, staging area, offices, RV lots or whatever you deem the highest and best use to support HSR construction and operations. Thank you for your time and potential interest in our property. We would be glad to further discuss and send applicable information as necessary. Also, we would be glad to meet with HSR contractors that may be interested in this property as well as a potential job site. Have a blessed day.	
Karl Petry	2/6/2018	Handwritten	Devaluation of property values Already a successful means of transportation from Houston to Dallas. There is NO need to try and set up another one that is not going to be successful, nor be feasible for the public. Our state and private companies cannot keep up with the road traffic much less a train. We have been lied to about the entire process and cost. Also it will cost the taxpayers. No info on the safety, sound of this rail. this is a "NO BILL" if you want something you need think about the public, not a company that is overseas....	Refer to GN-4, NE-1, PN-3, SC-22 and VA-1. Please refer to <b>Section 3.16, Safety and Security</b> of the Final EIS for detailed information regarding Safety and Security and <b>Section 3.4, Noise and Vibration</b> of the Final EIS for information regarding Noise and Vibration.
Deborah Petty	1/29/2018	Handwritten	I live within 300ft of the proposed rail line. I firmly believe there needs to be something in place to buy me out at fair price so I don't lose my investment on my home. Also I don't want to live that close to rail.	Refer to VA-1.
Jeffrey Petty	3/6/2018	Website	This area is beautiful and just loaded with wildlife. We are excited about recent efforts to increase the bat population in this area and we have been overwhelmed with the new cardinal population that has made this area home each winter. We now have approximately 30 Cardinals that winter on our property and it is really quite beautiful with plentiful deer, Bobcats and fox. I am concerned that the Texas Central rail will upset the balance in the environment if it goes in at the front of my home. As a practicing physician, I am always looking for new technology and consider myself very progressive This is not the type of "progress" that I condone.	Refer to NR-1, NR-2 and NR-6. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6 Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2 Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Jeffrey Pferd	2/26/2018	Website	Greetings, I am a world traveler and worry that America and Texas is not facing the new transportation technologies that are being implemented across the world. The fast train is an efficient comfortable and enjoyable means of moving between cities. This will encourage cross city collaboration and efficiently use our natural resources. I support this train project and will definitely use it.	Comment noted.
Judy Pharr	3/9/2018	Email	I am a resident of Ellis County and I am opposed to the HSR. How will the elevation of the HSR impact the residents who are living and working in Ellis County? Is the route all elevated, or will county roads be going over the HSR at certain points?	Refer to LU-11 and TR-8. In some cases, reroutes run alongside the Project. Private access roads also run alongside the Project and would be used for emergency access.
Judy Pharr	3/9/2018	Email	I am a resident of Ellis County Texas opposed to the HSR. My question is this: if a private company buys the land from Dallas to Houston who would control what else could the land be used for in addition to the HSR? Could a roadway be built adjacent to the HSR so vehicular traffic would also be running along the route?	Refer to LU-11 and TR-8. In some cases, reroutes run alongside the Project. Private access roads also run alongside the Project and would be used for emergency access.
Timothy Phelan	3/9/2018	Website	I object to the HSR project as there have not been enough studies showing the economic impact/damage that the area surrounding the project will suffer.	Refer to TR-8.
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Timothy Phelan	3/9/2018	Website	I object to the HSR project using any federal tax dollars to fund a private organizations project.	Refer to GN-4.
Timothy Phelan	3/9/2018	Website	I object to the HSR project using any tax dollars because this private project has not been properly vetted for it s financial feasibility.	Refer to GN-2, GN-4 and NE-1.
Timothy Phelan	3/9/2018	Website	I object to the HSR project because of the slower response time for police.	Refer to SS-23.
Timothy Phelan	3/9/2018	Website	I object to the HSR project as is will cause slower response time for fire & rescue	Refer to SS-23.
Timothy Phelan	3/9/2018	Website	I object to the HSR project as it will cause slower response time for ambulance services.	Refer to SS-23.

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Timothy Phelan	3/9/2018	Website	I object to the HSR project as it will bring down property values.	Comment noted.
Timothy Phelan	3/9/2018	Website	I object to the HSR project because of the increased noise levels.	Refer to NV-1.
Timothy Phelan	3/9/2018	Website	I object to the HSR project because there have not been enough environmental studies showing the impact of this project on the wildlife in the area.	Comment noted.
Timothy Phelan	3/9/2018	Website	I object to the HSR project as there have not been enough studies showing the drainage/flooding impact to the area.	Comment noted.
Alyssa Phillips	1/29/2018	Website	I enthusiastically give my support for the creation of a high-speed train between Dallas and Houston. As a native Houstonian who now lives in Dallas, visiting Houston is something I do on a semi-regular basis. Being able to visit for a weekend while avoiding the 4 hour drive both ways would be a blessing. It would also help to keep more people off the roads - which are already dangerous and frustrating with the number of people who don't know the rules of the road or who just don't care about other people. I would much rather ride a train than drive a car.	Comment noted.
Amanda Phillips	2/16/2018	Website	I support the Bullet Train. Please come to Austin as well!	Comment noted.
Bill Phillips	2/5/2018	Oral	Bill Phillips My name is Bill Phillips_ Me and my wife bought 112 acres across 1452 West. And that was approximately three years ago. I had a place I had 30 years ago that I'm purchasing: 27 acres and I want to get a few more cows. So we started driving around and saw this place and went ahead and bought it about three years ago. Didn't know anything about this train: that one of these routes might be on this utility corridor. So any, way we continued at the church meeting here in Madisonville. Our property will not impact the train: if our neighbor's property that is directly impacted. We 600 feet from the corridor and our house is right at 1022 feet. I'm trying to figure out from them, if they put this thing in: is there going to be a noise barrier if the house is so many feet away. How are they going to be - - are they going to be friendly to the neighbor, homeowners: houses: etc.? I can't get that answer. And we would have liked to stan this house in October of last year but since this train situation has come up everything is getting out on hold and still can't get any answers. So that's my story. Bill Phillips. Thank you.	Refer to BA-5, BA-8, LU-11, NE-1, NV-1 and VA-1.
Craig Phillips	1/29/2018	Website	Build it now!	Comment noted.
Lucie Phillips	2/22/2018	Website	I am sharing my significant concerns of the negative impact that of the high speed rail in Navarro county traveling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. The project will bisect an invaluable and unique property that provides necessary respite for families from Navarro and Dallas county. The currently proposed route separates access of the morgan legacy farm lodge from the guest houses, stables and rodeo arena. Relocating the rail route to north of the utility lines will lessen damage to the water shed as the current proposed route travels through one of he highest elevation and would cause loss of water. I respectfully request that you take my concerns into consideration. Thank you.	Refer to LU-5.
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Lucie Phillips	2/23/2018	Website	I am sharing my significant concerns of the negative impact that of the high speed rail in Navarro county traveling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. The project will bisect an invaluable and unique property that provides necessary respite for families from Navarro and Dallas county. The currently proposed route separates access of the morgan legacy farm lodge from the guest houses, stables and rodeo arena. Relocating the rail route to north of the utility lines will lessen damage to the water shed as the current proposed route travels through one of he highest elevation and would cause loss of water. I respectfully request that you take my concerns into consideration. Thank you.	Refer to LU-5.
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Lucie Phillips	2/25/2018	Website	I am very concerned of the negative impact that of the high speed rail in Navarro county traveling through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. The project will bisect an invaluable and unique property that provides necessary respite for families from Navarro and Dallas county. The currently proposed route separates access of the morgan legacy farm lodge from the guest houses, stables and rodeo arena. I am also concerned that the current route separates the property and accessing a portion of it will be impossible without using 709. Relocating the rail route to north of the utility lines will prevent this issue. I respectfully request that you take my concerns into consideration. Thank you.	Refer to LU-5.
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Patrick S. Phillips	2/6/2018	Handwritten	Whoever thinks high speed rail should be built through the rural lands from Houston to Dallas are insane. This is crazy stupid. To destroy lives of the hard working people homes, property, livelihood, their environment. People environment, animal environment will be effected at the rail line and far from it. The land erosion, watersheds, trees, grass and air will be affected in NOT A GOOD WAY. The rail line should not be built through the countryside. I do not think rail for transporting people from Houston to Dallas is necessary nor do I think it would ever pay for its construction, operations and maintenance from ridership. Double deck I-45 for additional cars, or build this rail line on I-45 right of way, but tax payers should have to pay it.	Refer to BA-4, BA-9, GN-4, NE-1 and PN-3.
Stephen Phillips	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 migratory waters.	Refer to LU-5.
Stephen Phillips	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 bald eagle habitat.	Refer to LU-5 and NR-3.
Stephen Phillips	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	Refer to LU-5.

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			impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about the negative economic impact to the local small business owners.	
Stephen Phillips	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 destroy with the proposed rain line.	Refer to LU-5.
Stephen Phillips	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 disrupting the charitable causes the Morgan Legacy Farm supports.	Refer to LU-5.
Stephen Phillips	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 current benefits to first responders that will be eliminated with the proposed rail line.	Refer to LU-5.
Stephen Phillips	3/8/2018	Website	My name is Stephen Phillips and I am the Chief Banking Officer (EVP) for a \$6.4Bn regional bank with operations in Texas. I am writing to express my concern over the proposed high-speed rail running through a ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe there would be substantial negative economic impact to the surrounding communities if a facility such as the Morgan Legacy Farm is lost by the rail bisecting the homes and amenities rendering the property useless for its intended purpose. As an experienced banker, I have an appreciation for the value to the community provided by Morgan Legacy Farm. For example, the property has undergone ~\$2MM in construction projects and improvements over the past 5 years benefiting not only property visitors but also local contractors. In addition, the Farm spends ~\$2,000/month at a local feed store and provides a substantial tax base for the local taxing authorities. Furthermore, various local businesses benefit from the over 400 visitors that spend time at the Farm each year. Finally, the Farm serves as a charitable hub for local and regional events benefiting causes that strive to serve the public good. In summary, I believe the proposed rail route through the Morgan Family Farm would do significant economic damage to the local communities and destroy a significant philanthropic venue that serves both local and regional charitable causes.	Refer to LU-5.
Victor D Phillips	1/29/2018	Letter	<p>My name is Victor D Phillips,III, grandson of deceased Victor D Phillips, a cotton farmer in Ellis County, Tx. Our long-standing, 50-acre family farm in continuous crop production is on a parcel between Waxahatchie and Ennis that lies within a corridor of the proposed High Speed Rail Project. With the recent deaths of my mother, Martha Grace Phillips (d.8 Sept. 2017) and father, Victor D Phillips Jr. (d.11 July 2015), the title to our family farm is in process of being transferred to me and my sister, Minta E Phillips.</p> <p>I am FOR the NO BUILD option.</p> <p>I am AGAINST the proposed HSR project as detailed in the DRAFT EIS for many reasons, including the following:</p> <p>1. The project would negatively impact my property specifically by:</p> <ul style="list-style-type: none"> <li>a) destroying prime agricultural land of rich, black vertisols that has been in production for over a century; HSR corridor would render farming operations null with loss of agricultural income and aesthetics;</li> <li>b) threatening safety of life and property through rail accidents and derailment contaminants;</li> <li>c) imposing noise and light pollution;</li> <li>d) annihilating family and cultural heritage of the land untranslatable into economic value in dollars but endowed in blood, sweat, and tears of ancestors and neighbors;</li> <li>e) invading and usurping my private property rights fundamental to US citizens.</li> </ul> <p>2. The project and DRAFT EIS are flawed, exemplified by:</p> <ul style="list-style-type: none"> <li>a) Dismissing and eliminating alternate transportation options including air, bus, expanded I-45, and low-speed train service with local stops service the greater public along existing I-45 corridor (with the DEIS prepared by a federal agency advocating rail, no wonder other transportation options were foreclosed);</li> <li>b) presenting unsubstantiated low cost estimates of land acquisitions, construction, maintenance and ongoing operating expenses and overinflated, speculative estimates of reidershp revenue;</li> <li>c) allowing a private U.S. company representing foreign investors from Japan to reap profits in a sell out of American rural citizen's</li> </ul>	<p>Refer to AS-1, BA-4, BA-9, ED-1, GN-2, GN-4, LU-2, LU-11, NE-1, NE-7, NV-1, PN-3, SS-12, SS-13, TR-8 and WW-9.</p> <p>The Project is a passenger rail system only and would not pose the risk of contamination typically associated with freight rail derailments. Light pollution impacts have been added to the analysis for the Final EIS. Please refer to <b>Section 3.10.5.2.2, Aesthetics and Scenic Resources, Operational Components</b>, for the impact assessment. Section 106 of the National Historic Preservation Act 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</p>

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			landholdings; d) failing to demonstrate credible evidence that private funds exist (even from Japan) for the proposed project's initial establishment and operation, resulting in high probability and likelihood that U.S. and Texas taxpayers would be left holding the bag for debt servicing. Moreover, taxpayers whose land would be condemned along proposed HSR corridors will not only lose their land and livelehoods but be required against their will to pay taxes to fill the deep financial hole dug in the heart of Texas for this unnecessary, uneconomical, and unwanted boondoggle.	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 <b>Section 3.19.6.2, Cultural Resources, Programmatic Agreement</b> , of the Final EIS.
Charles Pickett	1/31/2018	Oral	How are y'all? I'm Charles Pickett. I've been raised in Freestone County my wife and family. It's crazy I've listened to Texas Central crap for three or four years, I get three minutes to state my piece, I think that's nuts but I'm gonna state it. We own a small ranch compared to what most people here own and I've had notes on what I was thinking. It's -- the way they're doing our place they're running a dirt berm right through the middle of us. We built a house three years ago on this place, spent everything we had financially on fences --work, whatever. To make this place work for us and pay us back something. We got to a point where it's working and then they're gonna come right through the middle of my property. They offered me \$15,000, that's not enough to do anything with. Won't offer on our new home or anything else they got. They're land locking me exactly halfway from the back of my place. Which, in return, I have no water back there. My water's in the front of the tracks. So what's gonna happen now is we're selling half of our cattle if this comes through. That's the only way I can afford to do it. I can't -- I don't have grass 'cause I'm landlocked. They gave me the option of no easements through the dirt berm. I can go through the neighbor's place to go get me an easement, that's not gonna work. It'll hit fence, whatever else back there. Financially can't do. We sank everything we had into the place. My son loves to deer hunt, we deer hunt on this. Does anybody here deer hunt and pays for a deer lease you know \$1000 a gun would be a cheep deer lease somewhere. You figure that two times in ten years that's a lot of money. Can't afford to do that either. They -- if you haven't dealt with in central Texas, God bless you, it's been horrible. They're rude, they're inconsiderate and they just don't care at all about what's going on. They lied to us. We've been threatened to be sued. We've -- won't let them survey, won't let them on our property, yet the land man comes out and tells me, the track -- when we looked at the prints, this is all sky track here, when it gets to your property it's going through a 30-foot berm, whatever. I ask for easement under it, if that can happen for my cattle or maybe back and forth, no that's not gonna happen. Why is this going to dirt berm if it's sky track on this guy's property next door, then why is it all of a sudden changed? My soil sample. My soil sample, it's not gonna work for the track. It can't handle that so we have to build a dirt berm. How did you get the soil sample? Well somebody got it for us. Well you're not supposed to be out here anyway. So they've been trespassing. You know, I fought with surveyors, they've been rude, they've been short with us. It's just -- financially it's gonna hit us. Over the years of raising cattle, calves, every year through the years of my life, God bless me I live a long time, that's a lot of money, and anybody who ranches knows that if you're small ranches, you're not making much anyway. I make enough to keep going is all I do. To keep my place going. Tractor parts whatever it is. And anybody ranches knows that. So the bigger ranches seem to me like they're gonna get hit way more than the small people are. They got a lot more business than I have. But what I have is mine. What we have, we work for, we pay for, we sweat it, we're broke as hell and we keep on fighting the fight 'cause that's how I was raised. That's how I'm gonna keep going. That's how my kids are raised and these people don't understand that, they live on concrete. They don't know what it's like to have grass and cattle that have to be fed and work all day, your hands are cut 'cause I was building a fence all day yesterday. They don't know that. So I'm 100 percent against it, I'll fight it until they cut my fence, I'll be in front of them still fighting. I'm not giving it away for free and they're not paying me anything that's gonna get me anyway, so come on. Thank you.	Refer to ED-2, LU-11, SG-2, NE-8 and NR-6.
Charles Pickett	1/31/2018	Oral	Charles Pickett. I got one question I didn't have time to ask. I keep hearing that Central Texas can take or go as far up as two miles east and west of the actual line of the track. I want to know is that true? If our neighbors two miles away have to worry about their surface as far as dirt being taken off their place to build berms on the -- on the last line. That's a lot of dirt to be moved and what I'm being told is it's cheaper for them to remove the dirt from the landowners than it is to haul the dirt in by truck. That much track and hauling that much terminal around our county is gonna stop at every major road. It's gonna be crazy. They're gonna - they ain't got crap on what this is gonna do to our little county and I want to know if that's true. And they won't tell us. I can go ask them right now and they're gonna say well we're not sure we're still discussing that. That's their answer. We're still working out the kinks. Well I've been three years trying to figure out the kinks. What are me and my family gonna do? We're wanting to plan ahead too sometimes, but they won't tell us nothing. So I want to know whether it's going up two miles. 'Cause if it does there's a ton of people in these counties that have no idea this is fixing to hit them. They're fixing to get blindsided. At the last minute just like the rest of us had all the other information that slowly leaked. That we're still not 100 percent. So that's my question, is it gonna go two miles east and west of the line. Those people need to start planning and worrying about what their ranches are gonna go. Thank you.	Refer to ED-2 and LU-14.
Helen Pickett	1/31/2018	Oral	I, Helen Pickett, am adamantly opposed of the high speed rail through Freestone County. I live within two miles of proposed site. I would definitely object to any of the environmental impact and/or taking topsoil for the building of the rail, in addition to the sound and the obstruction of the surrounding property. I have family members and friends who live on the site, wrapped, who I am supporting also.	Comment noted.

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Willis Pickett	3/9/2018	Website	I greatly protest the Dallas to Houston High Speed Rail Project. I am extremely concerned about the noise effect from the High Speed Rail project. My wife & I live a little less than two miles west of the proposed site. Our farm and son (& family) are on the east side of the site and we are on the west side.. We live in the country and are affiliated with Teague, which is on the west side of the site. In other words, if implemented, we would be driving on highway 84, (over or under) the train many times day. We would defiantly be affected on multiple levels, one of which is the noise we would be forced to endure if the train goes through. Our nephew & family, along with our close friends, live very near it and the project would go through their property. We visit them regularly also. My nephew, Charlie Pickett, puts on ropings at his home site, which is by the proposed rail. When we make a run to rope the steers, the noise from multiple trains would frighten the horses & steers. This would make it virtually impossible to continue the sport we love at his home. I consulted someone who has great expertise in noise assessment. He has high tec. equipment to measure the noise. He informed me of potential problems from the noise the High Speed Rail will produce. The brochure titled "On Tract" dated January 2018, page 2, right side column states that the regulatory action of performing an environmental impact statement (EIS) constitutes a major federal action that significantly affects the quality of the human environment. Of particular concern is the impact of noise generated by this HSR project since both humans and livestock are affected by noise. The stated noise exposure criterion limit of 100 dBA is totally inappropriate. The noise criteria must be defined by both the decibel level and frequency(cies) in cycles per second for each frequency from 25 cps to 20,000 cps. The frequencies from 25 cps to 500 cps are the low frequency range; whereas, 500 cps and up to 20,000 cps is considered the hearing range. The Environmental Protection Agency (EPA) developed criteria for protecting human hearing in 1974. Low Frequency Noise, (LFN), was not addressed. The EPA delegated noise authority to state and local governments in 1982. Only six states picked up that authority. The Low Frequency Noise (LFN) Range is of particular significance because each of the human body systems operate at a different low frequency within the body. When the low "frequency" of a human operating system is increased to a greater intensity (decibel) by outside the body sources than is normal, that body system is affected causing abnormal operation of that system. A human's health can be severely affected to even cause death. Some of the symptoms include: restless leg syndrome, severe itching, numbness in the legs and fingers. dementia, thickening of the heart pericardium causing a heart attack, sexual dysfunction, brain damage and constriction of blood vessels. The LFN causes a whole body pathology and is not just a hearing issue. Thus, the LFN must be considered, as well as the overall noise. This will be impossible to do with the HSR with its intermittent pounding of the human body on a constant basis. This LFN is found to travel five to eight miles. The LFN will be harmful to every living thing in its path. It is not just a hearing issue. Although the hearing can be severely affected also. The LFN damage has been named Vibro-Acoustic Disease by the Human Development Center in Lisbon, Portugal. They have studied this for the past 35 years. My wife has extremely sensitive hearing and I cannot stand certain pitches. Not only do we live relatively near the site, but we will be passing under, or over the site very often. We'll be exposed to the noise at our home and while traveling near it multiple times a day. We also visit our family & friends very often, who live closer than us. It would pose an extreme hardship on our well-being and quality of life. Thank you for considering my concerns. Willis Pickett	Refer to NR-1. The criterion of 100 dBA (SEL) is from a U.S. Air Force study of the response of domestic turkeys to low-altitude aircraft overflights, supported by a literature synthesis of aircraft noise effects on animals by the U.S. Fish and Wildlife Service. With regard to LFN, 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.
Aidyn Pierce	2/27/2018	Website	This high speed rail will affect my community negatively. My neighborhood's property values will plummet with a high speed rail line barreling through it. I moved to the county for peace and quiet in an acreage community and now this. This will benefit no one in the long run and is becoming a ridiculous plan that will not be able to be funded privately. This plan for high speed rail needs to be eliminated.	Refer to VA-1.
Carol Pierce	2/16/2018	Website	As I live in Fort Worth, I wish you would give equal credit to Fort Worth by placing the Rail Station half-way between Dallas and Fort Worth. Your constant need to give preferential treatment to Dallas while treating Fort Worth as a step-child who should be ignored is insulting. It takes almost 45 min to an hour to drive to Dallas due to the traffic. I drive to the Houston-Clear Lake area every few months to visit family and see the Oncologist. If it is going to take me almost an hour just to drive to your station and then spend 90 min plus on train, etc., I might as well drive. When I first heard about the high-speed rail, I was excited about the prospect of being able to get from Fort Worth to Houston without the stress of driving. The question is what are you going to do to show Fort Worth the respect it deserves?	Refer to BA-1 and GN-7.
Daniel Pierce	2/27/2018	Website	This high speed rail will affect my community negatively. My neighborhood's property values will plummet with a high speed rail line barreling through it. I moved to the county for peace and quiet in an acreage community and now this. This will benefit no one in the long run and is becoming a ridiculous plan that will not be able to be funded privately. This plan for high speed rail needs to be eliminated.	Refer to VA-1.
Jennifer Pierce	2/27/2018	Website	This high speed rail will affect my community negatively. My neighborhood's property values will plummet with a high speed rail line barreling through it. I moved to the county for peace and quiet in an acreage community and now this. This will benefit no one in the long run and is becoming a ridiculous plan that will not be able to be funded privately. This plan for high speed rail needs to be eliminated.	Refer to VA-1.
Paxton Pierce	2/27/2018	Website	This high speed rail will affect my community negatively. My neighborhood's property values will plummet with a high speed rail line barreling through it. I moved to the county for peace and quiet in an acreage community and now this. This will benefit no one in the long run and is becoming a ridiculous plan that will not be able to be funded privately. This plan for high speed rail needs to be eliminated.	Refer to VA-1.

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Jennifer Jill Pigg	2/5/2018	Handwritten	I'm for the No Build Option. I do not want this train to be built in Texas, and especially not in Cypress.	Comment noted.
Joy Pike	1/29/2018	Website	I'm not sure how my comments will impact the project but felt compelled to comment. As a former New Yorker and supporter of public transformation I am completely for the high speed rail from Dallas to Houston. I'm proud to call Texas my home and I'm surprised by the group of citizens that is against this project. Texas is flourishing compared to many other states and continues to bring in people from other states. Texas is severely lacking when comes to public transportation. The gap is evident by the packed roads and highways. I think this railway will increase commerce and hopefully cut down on traffic related accidents. The project is not state or federally funded and will create jobs in both major metroplexes. Here's to hoping this project gets the green light.	Comment noted.
Suzy Pike	3/5/2018	Handwritten	I Suzy Pike want to go on record that I am against the High Speed train from Houston to Dallas. What will be done about my way of life, the train will be 500 feet from my front door. This is not the way I want to live. The noise and vibration will be unbearable. It has already affected the value of my property which can't be sold with the train coming. I have animals, grandkids, my kids which all will be affected. It is not safe to live next to a train that will be traveling 205 mph passed my house from 5am to 11pm. We will have no peace of mind. I do not see one good thing about this train. It will make my life's investment worthless and unlivable.	Refer to NV-1, SS-1, SS-12, SS-21 and VA-1.
Suzy Pike	3/9/2018	Email	I Suzy Pike want to go on record that I am against the High Speed train from Houston to Dallas. What will be done about my way of life the train will be 500 feet from my front door. This is not the way I want to live. The noise and vibration will be unbearable. It has already affected the value of my property which can't be sold with the train coming. I have animals, grandkids, my kids which all will be affected. It is not safe to live next to a train that will travel 205 mph past my house from 5am to 11pm. We will have no peace of mind. I do not see one good thing about this train. It will make my life's investment worthless and unlivable.	Refer to NV-1, NV-5 and SS-1.
Lisa Pineda	12/23/2017	Email	How does this train effect [...] [...] [...] The letter you sent doesn't tell me exactly how this high speed train will effect our properties. The website doesn't tell me either can you tell me exactly in words I can understand what all this means.	The addresses are located near stationing 747+00 on the engineering drawings. Page 24 of <b>Appendix G Volume 4.8</b> located here: <a href="https://www.fra.dot.gov/eLib/Details/L19253">https://www.fra.dot.gov/eLib/Details/L19253</a> displays the three address locations in relation to the project. The engineering drawings will show you the footprint and any information regarding how it will affect the three properties.
Gary Pinkerton	2/22/2018	Email	As a resident of Greater Houston and Spring Branch, I am writing to express my strong support for the proposed Northwest Mall passenger station location of the Texas Bullet Train and urge the Federal Railroad Administration to move forward with its timely review and approval. The station is in my part of town, and near what will be a newly reconstructed hub with easy access to Hwy 290 1-10, and Loop 610. The mall is an eyesore and replacing it with this tech marvel will be a huge boost for the west side. Texas needs new and innovative ways to help alleviate the growing strain on the state's existing infrastructure - and this project does exactly that. I fully support the entire project and the proposed Northwest Mall location, For these reasons and many more, I urge you to expedite the review process for the Texas Bullet Train	Comment noted.
Shandenia Piper	1/10/2018	Email	Can you share additional details about the upcoming meetings with our office?	Refer to PI-1.
Shandenia Piper	1/22/2018	Email	Hello Kevin, Council Member Edwards would like additional information about the upcoming meetings.	Refer to PI-1.
Shandenia Piper	1/22/2018	Email	Council Member Edwards would like additional information about the upcoming meetings.	Refer to PI-1.
Robert Pirtle	2/13/2018	Website	I cannot understand why there are so many negative comments about the high-speed rail! Hopefully, this option will be available a few years from now, and it will be used much more than people realize!	Comment noted.
Dr. David Pitre	2/20/2018	Website	For years Texas has desperately needed a high-speed passenger train service between Houston and Dallas. For years I have wanted such a forward-looking alternative to the dangerous drive between Houston and Dallas, and an economical (and convenient) alternative to the daily flights between the two cities. The proposed high-speed train service will provide Texas travelers (and visitors) the high-caliber rail service that already exists on the east and west coasts. It's long overdue for such a passenger-rail service that will benefit untold thousands of commuters and travelers. Let's get going!	Comment noted.
Dr. David Pitre	2/21/2018	Website	This project is years overdue! I've lived on the East Coast where high-speed trains run often between Washington, DC, and New York (and on to Boston). Many who live, for example, in the Baltimore-Washington area take the train on their trips to Philadelphia, New York, etc. It's more convenient, more economical, and frankly much more comfortable than flying. It also allows train-commuters to avoid the dreadful I-95 corridor. Similarly, a high-speed train between Houston and Dallas would function in the same way--especially avoiding the dangerous and	Comment noted.

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			inconvenient I-45 route. A high-functioning train-line would also dramatically reduce the carbon emission levels of so many thousands of vehicles traveling on I-45. (Eventually, there should be a Houston-Dallas-Austin-San Antonio high-speed train network.) With funding provided and planned accordingly, it's time to get this project going and completed!	
Renee Pitre	2/9/2018	Website	This is very sad, I am not happy this rail will be going through such country land. I recently started building a home in Saddle Creek Forest neighborhood, now to find out the rail will run along the main road into the neighborhood. I am so mad.	Refer to LU-3.
Timothy Pittman	3/9/2018	Email	My name is Timothy G. Pittman and I am a resident of Grimes County. I request that my comments be included in the record regarding the proposed high-speed rail between Houston and Dallas being considered. I moved into Grimes County in 2010 to escape the noise, pollution, crime and clutter of the Houston area. My wife and I built our retirement home in a private, gated community; the location was selected for the abundance of wildlife, security and serenity of country living. Our community will be divided in half if the high-speed rail is constructed. Our property values and lifestyle will be tremendously impacted by the noise and the enormous damage to our county and private roads caused by the construction. There is only speculation that Dallas and Houston will benefit. This project amounts to nothing more than a land grab by a private entity. The cost of the project is significantly under-estimated, the ridership is hugely over-estimated and when it fails, Texas taxpayers will be made to bear the cost of the failure. It is clear that the proposed rout of the project was selected as that which would meet the least resistance from property owners. While that may be true in that the majority of those properties negatively impacted are rural, the damage caused by the rail along it's route will be unrecoverable and a great many of those properties will become unmarketable. This project will sacrifice individual property owners rights for the sake of Japanese investors and Houston and Dallas political opportunities. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to BA-8, GN-2, ED-1, LU-3, NE-1, PI-7, SC-19, SC-22, TR-7 and VA-1.
Timothy G Pittman	3/9/2018	Email	My name is Timothy G. Pittman and I am writing on behalf of Saddle Creek Forest Property Owners Association. We are a gated, private, rural community, a portion of which is in Grimes County and a portion of which is in Waller County. I request that my comments be included in the record regarding the proposed highspeed rail between Houston and Dallas being considered. Our community will be divided in half if the high-speed rail is constructed. The economic impact to our community in terms of revenue lost due to expansion of the existing easement will be tremendous. The lost assessments will total well over \$1,000,000 over the several years due to confiscation of many properties. The DEIS has no significant mention of the security measures that must be put in place for normal operation of the trains. There is no evidence that the trains would be allowed to operate without security like that which is in-place currently at airports, yet the travel time between stops as well as the justification for train vs. plane vs. automobile has been stated premising no security related delays. This premise is totally unachievable and further illustrates the inaccuracies of the entire DEIS. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to ED-2, LU-3, SC-10 and SS-9.
Saddle Creek Forest Property Owners Association	3/9/2018	Email	My name is Timothy G. Pittman and I am writing on behalf of Saddle Creek Forest Property Owners Association. We are a gated, private, rural community, a portion of which is in Grimes County and a portion of which is in Waller County. I request that my comments be included in the record regarding the proposed highspeed rail between Houston and Dallas being considered. Our community will be divided in half if the high-speed rail is constructed. The economic impact to our community in terms of revenue lost due to expansion of the existing easement will be tremendous. The lost assessments will total well over \$1,000,000 over the several years due to confiscation of many properties. "No Build Alternative". (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8). The FRA must provide the public with documentable and measurable facts as back up to the premises stated in the DEIS. The claims by the FRA regarding 1-45 transportation predictions, traffic congestion, safety and transportation alternatives are speculative at best, extremely flawed at worst and are not supported with facts or even independent, objective analysis. It is irresponsible and self-serving of the FRA to make these claims with no independent study. Although construction along the 1-45 corridor is a better solution than that which is being proposed, the "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to EU-2, LU-3, SS-15, SS-18, SS-19 and VA-1.
Saddle Creek Forest Property Owners Association	3/9/2018	Email	My name is Timothy G. Pittman and I am writing on behalf of Saddle Creek Forest Property Owners Association. We are a gated, private, rural community, a portion Of which is in Grimes County and a portion Of which is in Waller County. request that my comments be included in the record regarding the proposed high- speed rail between Houston and Dallas being considered. Our community will be divided in half if the high-speed rail is constructed. The economic impact to our community in terms Of revenue lost due to expansion Of the existing easement will be tremendous. The lost assessments will total well over \$1,000,000 over the several years due to confiscation of many properties. "No Build Alternative". (Ref: DEIS Main Text I, sect. ES.8, Pg. 8).	Refer to LU-3 and VA-1.
Saddle Creek Forest	3/9/2018	Email	My name is Timothy G. Pittman and I am writing on behalf of Saddle Creek Forest Property Owners Association. We are a gated, private, rural community, a portion of which is in Grimes County and a portion of which is in Waller County. I request that my comments be included in the	Refer to BA-6, BA-8, BA-9, LU-3, PI-7, PN-3 and VA-1.

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Submitted By	Date Submitted	Submission Type	Comment	Response
Property Owners Association			<p>record regarding the proposed highspeed rail between Houston and Dallas being considered.</p> <p>Our community will be divided in half if the high-speed rail is constructed. The economic impact to our community in terms of revenue lost due to expansion of the existing easement will be tremendous. The lost assessments will total well over \$1,000,000 over the several years due to confiscation of many properties.</p> <p>"No Build Alternative". (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8).</p> <p>The FRA must provide the public with documentable and measurable facts as back up to the premises stated in the DEIS.</p> <p>The claims by the FRA regarding 1-45 transportation predictions, traffic congestion, safety and transportation alternatives are speculative at best, extremely flawed at worst and are not supported with facts or even independent, objective analysis. It is irresponsible and self-serving of the FRA to make these claims with no independent study.</p> <p>Although construction along the 1-45 corridor is a better solution than that which is being proposed, the "No Build Alternative" is the only responsible choice for the citizens of Texas.</p>	
Saddle Creek Forest Property Owners Association	3/9/2018	Email	<p>My name is Timothy G. Pittman and I am writing on behalf of Saddle Creek Forest Property Owners Association. We area gated, private, rural community, a portion of which is in Grimes County and a portion of which is in Waller County. I request that my comments be included in the record regarding the proposed high speed rail between Houston and Dallas being considered. Our community will be divided in half if the high-speed rail is constructed. The economic impact to our community in terms of revenue lost due to expansion of the existing easement will be tremendous. The lost assessments will total well over over the several years due to confiscation of many properties. "No Build Alternative". (Ref: DEIS Main Text I, Sect. FS.8, Pg. 8). The FRA is intentionally understating the significance of the damage to public and property. They are misleading the public with the premises of need for high-speed rail, the poorly developed and incomplete estimates of project costs and fundamentally flawed pmdictions of ridership. The only responsible analysis of the potential for high-speed rail success has been developed by the Reason Foundation. The DEIS totally ignores the comments made and the conclusions drawn hy this study. Other that the study done by the Reason Foundation, theJe have been no objective and unbiased evaluations as to the need for this or any other high-speed rail project. The FRA DEIS is intentionally deceiving the public by excluding the Reason Foundation study. The "No Build Alternative" is the only responsible choice ror the citizens of Texas.</p>	Refer to BA-6, GN-1, GN-2, GN-3, LU-3, NE-1, NE-9, PI-7, PN-3, SC-22 and VA-1.
Saddle Creek Forest Property Owners Association	3/9/2018	Email	<p>My name is Timothy G. Pittman and I am writing on behalf of Saddle Creek Forest Property Owners Association. We are a gated, private, rural community, a portion of which is in Grimes County and a portion of which is in Waller County. I request that my comments be included in the record regarding the proposed highspeed rail between Houston and Dallas being considered.</p> <p>Our community will be divided in half if the high-speed rail is constructed. The economic impact to our community in terms of revenue lost due to expansion of the existing easement will be tremendous. The lost assessments will total well over \$1,000,000 over the several years due to confiscation of many properties.</p> <p>"No Build Alternative". (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8). The No Build analysis totally ignored the huge increase in impacted acreage from 3,000 acres as communicated in writing by TCRR to 8,000 acres. I believe this data point has intentionally been hidden by the FRA. TCRR's current plan will result in the closure, re-routing, modification of yet to be counted private and public roads. The current plan will required increases to the road rights of way during and after the construction. The stated increase is a clear indication that the current plan was improperly prepared. TCCR and the FRA must be accountable to the citizens of Texas for these huge and significant changes to the earlier claims made by TCCR.</p> <p>There are significant public safety considerations that the FRA has stated such as to minimize the impact. Proper and due consideration must be given to emergency response times, traffic congestion during and after construction, protection of the public near the construction laydown and staging areas and the impact that the necessary re-routes will have on the public.</p> <p>The FRA appears to be intentionally misleading the public and the DEIS does NOT provide adequate documentation for elimination of the No Build Alternative.</p> <p>The "No Build Alternative" is the only responsible choice for the citizens of Texas.</p>	Refer to BA-3, BA-6, ED-2, LU-3, LU-14, SC-10 and TR-8.
Saddle Creek Forest Property Owners Association	3/9/2018	Email	<p>My name is Timothy G. Pittman and I am writing on behalf of Saddle Creek Forest Property Owners Association. We are a gated, private, rural community, a portion of which is in Grimes County and a portion of which is in Waller County. I request that my comments be included in the record regarding the proposed highspeed rail between Houston and Dallas being considered.</p> <p>Our community will be divided in half if the high-speed rail is constructed. The economic impact to our community in terms of revenue lost due to expansion of the existing easement will be tremendous. The lost assessments will total well over \$1,000,000 over the several years due to confiscation of many properties.</p> <p>Our property values and lifestyle will be tremendously impacted by the noise and the enormous damage to our county and private roads caused by the construction. There is only speculation that Dallas and Houston will benefit.</p>	Refer to BA-6, ED-1, ED-2, GN-2, GN-4, GN-5, LU-3, SC-10, TR-6, TR-7, TR-8 and VA-1.

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			<p>This project amounts to nothing more than a land grab by a private entity. The cost of the project is significantly under-estimated, the ridership is hugely over-estimated and when it fails, Texas taxpayers will be made to bear the cost of the failure.</p> <p>It is clear that the proposed rout of the project was selected as that which would meet the least resistance from property owners. While that may be true in that the majority of those properties negatively impacted are rural, the damage caused by the rail along it's route will be unrecoverable and a great many of those properties will become unmarketable.</p> <p>This project will sacrifice individual property owners rights for the sake of Japanese investors and Houston and Dallas political opportunities. The "No Build Alternative" is the only responsible choice for the citizens of Texas.</p>	
Timothy G Pittman	3/9/2018	Email	<p>My name is Timothy G. Pittman and I am a resident Of Grimes County. The DEIS has no significant mention Of the security measures that must be put in place for normal operation Of the trains. There is no evidence that the trains would be allowed to operate without security like that which is in-place currently at airports, yet the travel time between stops as well as the justification for train vs. plane vs. automobile has been stated premising no security related delays. This premise is totally unachievable and further illustrates the inaccuracies Of the entire DEIS. The "NO Build Alternative" is the only responsible choice for the citizens Of Texas. Regards, Timothy G. Pittman, PMP</p>	Refer to SS-9.
Timothy G Pittman	3/9/2018	Email	<p>My name is Timothy G. Pittman and I am a resident Of Grimes County. I request that my comments be included in the record regarding the proposed high-speed rail between Houston and Dallas being considered. "No Build Alternative". (Ref: DEIS Main Text I, sect. ES.8, Pg. 8). The FRA is intentionally understating the significance Of the damage to public and property. They are misleading the public with the premises of need for high-speed rail, the poorly developed and incomplete estimates Of project costs and fundamentally flawed predictions Of ridership. The only responsible analysis Of the potential for high-speed rail success has been developed by the Reason Foundation. The DEIS totally ignores the comments made and the conclusions drawn by this study. Other that the study done by the Reason Foundation, there have been no objective and unbiased evaluations as to the need for this or any other high-speed rail project. The FRA DEIS is intentionally deceiving the public by excluding the Reason Foundation study. The "No Build Alternative" is the only responsible choice for the citizens of Texas. Regards,</p>	Refer to GN-2, GN-3, NE-1, PI-7 and PN-3.
Saddle Creek Forest Property Owners Association, Inc.	3/9/2018	Email	<p>My name is Timothy G. Pittman and I am writing on behalf of Saddle Creek Forest Property Owners Association. We are a gated, private, rural community, a portion of which is in Grimes County and a portion of which is in Waller County. I request that my comments be included in the record regarding the proposed highspeed rail between Houston and Dallas being considered.</p> <p>Our community will be divided in half if the high-speed rail is constructed. The economic impact to our community in terms of revenue lost due to expansion of the existing easement will be tremendous. The lost assessments will total well over \$1,000,000 over the several years due to confiscation of many properties. "No Build Alternative". (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8). The public need is not established in the DEIS but neither has the true economic impact been studied. I believe it has been intentionally ignored by the FRA.</p> <p>The claims by the FRA regarding I-45 transportation predictions, traffic congestion, safety and transportation alternatives are speculative at best, extremely flawed at worst and are not supported with facts or even independent, objective analysis.</p> <p>There will be no positive value realized by hundreds of individual property owners, homes, cemeteries, schools, historic areas, public and private roads and lost county revenues. The ability of a significant number of property owners along the route to maintain their livelihood will cause many to lose their homes and properties that have been in families for generations. This is clearly a land grab. Quantification of the costs of the project has been attempted by the DEIS (although incomplete and fundamentally flawed) but the economic impacts to those along the route had been inadequately analyzed or totally ignored. The DEIS inadequately addresses the impacts and overstates the value. The "No Build Alternative" is the only responsible choice for the citizens of Texas.</p>	<p>Refer to BA-6, CR-3, CR-6, ED-2, GN-2, LU-3, NE-1, PN-3, SC-6, SC-10, SC-19, SC-21, SC-22, SS-23 and TR-8.</p> <p>A traffic impact analysis is included in <b>Section 3.11.3.3, Transportation, Intersections and Traffic Circulation.</b></p>
Timothy G Pittman	3/9/2018	Email	<p>My name is Timothy G. Pittman and I am a resident of Grimes County.</p> <p>A credible and comprehensive Risk Management Procedure has not been made a part of the DEIS. The current route has hundreds of road crossings, utility and pipeline crossings. The Health, Safety and Environmental impact of construction activities and ongoing operational activities has not been fully evaluated. A complete disaster plan developed by an independent third party must be completed before the proposed route can be selected. The "No Build Alternative" is the only responsible choice for the citizens of Texas.</p>	Refer to EU-2, SS-13, SS-18, SS-19 and TR-6.
Timothy G Pittman	3/9/2018	Email	<p>My name is Timothy G. Pittman and I am a resident of Grimes County. I request that my comments be included in the record regarding the proposed high-speed rail between Houston and Dallas being considered.</p> <p>"No Build Alternative". (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8).</p> <p>The FRA must provide the public with documentable and measurable facts as back up to the premises stated in the DEIS.</p> <p>The claims by the FRA regarding I-45 transportation predictions, traffic congestion, safety and transportation alternatives are speculative at best, extremely flawed at worst and are not supported with facts or even independent, objective analysis. It is irresponsible and self-serving of the FRA to make these claims with no independent study.</p> <p>Although construction along the I-45 corridor is a better solution than that which is being proposed, the "No Build Alternative" is the only responsible choice for the citizens of Texas.</p>	Refer to AQ-2, NE-1 and PN-3.

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Timothy G Pittman	3/9/2018	Email	My name is Timothy G. Pittman and I am a resident of Grimes County. I request that my comments be included in the record regarding the proposed high-speed rail between Houston and Dallas being considered. "No Build Alternative". (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8). The No Build analysis totally ignored the huge increase in impacted acreage from 3,000 acres as communicated in writing by TCRR to 8,000 acres. I believe this data point has intentionally been hidden by the FRA. TCRR's current plan will result in the closure, re-routing, modification of yet to be counted private and public roads. The current plan will required increases to the road rights of way during and after the construction. The stated increase is a clear indication that the current plan was improperly prepared. TCCR and the FRA must be accountable to the citizens of Texas for these huge and significant changes to the earlier claims made by TCCR. There are significant public safety considerations that the FRA has stated such as to minimize the impact. Proper and due consideration must be given to emergency response times, traffic congestion during and after construction, protection of the public near the construction laydown and staging areas and the impact that the necessary re-routes will have on the public. The FRA appears to be intentionally misleading the public and the DEIS does NOT provide adequate documentation for elimination of the No Build Alternative. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to BA-3, BA-6, ED-1, EJ-1, LU-14, NE-1, PI-7, SS-23, TR-6, TR-7 and TR-8.
Timothy G Pittman	3/9/2018	Email	My name is Timothy G. Pittman and I am a resident Of Grimes County. "NO Build Alternative". (Ref: DEIS Main Text I, Sect. ES.8, pg. 8). Claims suggesting that this project will result in one or more solutions to current traffic situation are flawed and even contradicted by statements made by TCRR, particularly near the big cities. There will be a devastating impact on traffic in the rural areas. There have been no independent evaluations of future traffic along the 1-45 corridor that support statements about the benefit Of the high-speed rail project. Traffic volumes Of 145 are currently much lower than predictions made in previous government sponsored studies. Independent and objective analysis must be authorized and completed before the need for this project can be established. The "No Build Alternative" is the only responsible choice for the citizens of Texas. Regards, Timothy G. Pittman, PMP Manager ot Estimating, Scheduling and Risk.	Refer to GN-1, NE-1, PN-1, PN-3, TR-1 and TR-8.
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. 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.	Refer to PI-1.
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. The DEIS is supposed to be an objective review of 20+ points of "environmental/social impact." Yet, it our understanding that FRA used data from Texas Central Partners (TCP) that was obtained from il egal 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-7, BA-9, GN-1 and NE-8.
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. 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 PN-3.
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. 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 PN-3 and PN-4.
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 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 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.
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. 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	Refer to SC-6, SC-7, SS-23 and TR-8. Refer to <b>Table 3.11-5: Waller County Roadway Modifications</b> , for details about roadway modifications in Waller County.

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			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.	
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 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, WW-1 and WW-2.
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. Our neighborhood's quality of life will be adversely impacted from the noise and vibration impacts to our people 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 Common structures. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to NV-5.
Linda Morris	3/8/2018	Email	Plantation Lakes objects to the proposed High Speed (HS) rail line between Houston and Dallas for the following reason. Our neighborhood's quality of life will be adversely impacted from the in convenience 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. Submitted on behalf of the Plantation Lakes Community Association Board of Directors,	Refer to SS-23 and TR-7. Design features were employed to avoid and minimize impacts to the natural, social, physical and cultural environment. In developing the Build Alternatives, TCRR identified colocation opportunities with transportation and utility corridors to minimize impacts to parcel and structure acquisition and land use conversion. In the Plantation Lakes area, the Project would travel adjacent to the existing high voltage utility line to minimize impacts.
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. 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 neighborhood. A slower response time for EMS and law enforcement will put our neighborhood and property at risk. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to SS-23.
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. 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 neighborhood. A slower response time for EMS and law enforcement will put our neighborhood and property at risk. The only reasonable choice in the final Environmental Impact Statement is the NO BUILD option.	Refer to SS-23.
Brad Plantz	2/21/2018	Website	There is absolutely no need or requirement for project. Flights are already faster and cheaper and require no further infringement on the citizens of Texas and their property. Furthermore, anyone who believes this project will be completed or maintained without public funds is either naive or disingenuous.	Refer to BA-12, ED-2, GN-4, GN-5 and PN-3.
John Plemons	1/29/2018	Website	I am opposed to the proposed railway on of the basis environmental, safety, and eminent domain concerns. I am opposed to the Texas High Speed Rail Project, which I think is detrimental to Navarro County. The environmental impact has not been addressed to my satisfaction. Everything from bees to white tail deer will be affected, and the impact cannot truly be determined since such a project has never been done here. I'm concerned that first responders won't be able to respond appropriately to emergencies in the county because of blocked and rerouted roads. And finally, and most importantly, taking private properties from citizens against their will can only be justified by the highest and most important needs of the greater good. This project does NOT meet that standard. Therefore, the taking of said property equates to theft. I am opposed to the Texas High Speed Rail Project, which I think is detrimental to Navarro County.	Refer to ED-1, NE-1, NE-9, NR-5 and SS-23.
John Plemons	1/30/2018	Email	I am concerned about the rail affecting those who suffer form epilepsy. What effect will the long term exposure to the sights of sunlight flashing off the train, combined with the sounds of the train, have on epileptic patients? I am opposed to the project.	Refer to EH-1.
John Plemons	1/30/2018	Email	White tail deer have begun to proliferate in Navarro County along the proposed route, and are increasingly depended upon by socioeconomically disadvantaged peoples as well as minorities. What will be done for those people?	Refer to EJ-1 and RF-2.
John Plemons	1/30/2018	Email	white tail deer have begun to proliferate in Navarro County along the proposed route, and are increasing property values. They are also providing income for land leases for hunting. What effect does the train have on white tail deer hunting and the economic growth of the Navarro county hunting industry?	Refer to NR-1 and RF-2.

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John Plemons	1/30/2018	Email	What effects will this project have on the socioeconomic well-being of rural African Americans in the project pathway ?	An assessment, discussion and mitigation for potential impacts to Environmental Justice (EJ) communities can be found in <b>Section 3.18, Environmental Justice</b> . The EJ analysis defines minority or ethnic communities in <b>Section 3.18.3, Environmental Justice, Methodology</b> . Potential impacts to rural African Americans are included in the definition of EJ communities.
John Plemons	1/30/2018	Email	What effects will this project have on freight rates of goods delivered to rural towns on either side of the rail? How will this affect socioeconomically disadvantaged rural citizens?	The Project does not include any at-grade crossings of road or freight rail, with the majority of crossings spanned by rail on viaduct. As a result of uninterrupted freight movement, no adverse impacts to freight shipping rates are expected to result from the Project.
John Plemons	1/30/2018	Email	What effects will the high speed rail have on minority customers of rural water systems?	No adverse impacts to water quality or public water supplies are anticipated as a result of the Build Alternatives; more information can be found in <b>Section 3.3, Water Quality</b> . The result is the same for Environmental Justice (EJ) and non-EJ populations.
John Plemons	1/30/2018	Website	What effects will the project have on buzzards and other vultures? Will they represent a danger to the train? Will it represent a danger to them? I am opposed to the project.	Refer to NR-2. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . For information regarding vegetation please see <b>Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation</b> and mitigation measures <b>NR-MM#2</b> and <b>NR-MM#4</b> in <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
John Plemons	1/30/2018	Website	What effects will the project have on groundwater? I am opposed to the project.	Refer to WW-6.
John Plemons	1/30/2018	Website	I am concerned about the rail affecting Canadian waterfowl species as the migrate annually. What research has been done and what has been learned? I am opposed to the project.	Refer to NR-2. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . For information regarding vegetation please see <b>Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation</b> and mitigation measures <b>NR-MM#2</b> and <b>NR-MM#4</b> in <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
John Plemons	1/30/2018	Website	What effect will the high speed rail project have on the migration of American-born waterfowl? I am opposed to the project.	Refer to NR-2. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . For information regarding vegetation please see <b>Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation</b> and mitigation measures <b>NR-MM#2</b> and <b>NR-MM#4</b> in <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
John Plemons	1/30/2018	Website	Can a wild hog, or a sounder of wild hogs, wreck the train if they breach the fence? What happens if hogs derail the train?	Refer to NR-6.
John Plemons	1/30/2018	Website	What happens to the needs of Texas citizens vs the needs of the rail system of electricity on peak use days? How many people that rely on home medical devices will die if the rail causes power outages?	Refer to EU-3 and EU-4.
John Plemons	1/30/2018	Website	What happens to the needs of Texas citizens vs the needs of the rail system of electricity on peak use days? How many people that rely on home medical devices will die if the rail causes power outages?	Refer to EU-3 and EU-4.
John Plemons	1/30/2018	Website	What effects will this project have on watersheds? Specifically the Trinity River watershed from west to east in Navarro county?	Refer to WW-1 and WW-2. Approximately 59 percent of the Build Alternatives in the Trinity

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				River Basin in Navarro County will be constructed on viaduct (bridge type structure).
John Plemons	1/30/2018	Website	What effects will the project have on burrowing owls, which nest in the project pathway?	Refer to NR-2. Burrowing Owls do not usually nest in this part of Texas. They may migrate through or winter in this area, utilizing abandoned mammal burrows to roost.
John Plemons	1/30/2018	Website	What effects will this project have on egrets?	Refer to NR-2.
Lora Plemons	1/29/2018	Website	I am opposed to the construction of a high speed rail in Navarro County for multiple reasons. This is a largely rural county. This project will not benefit the people whose land is on the chopping block. Members of my family, for example, live on a 50-acre property directly in the path of the train. There is no monetary compensation that could possibly ever make up for having the equivalent of jet engine scream past their house 68 times a day. Nor for separating them from other family members, living on the other side of the property. Nor for ruining their carefully developed wildlife habitat, where bees and butterflies and deer and other local flora and fauna currently live. Navarro County residents will not benefit from the jobs that will exist in Dallas and Houston. They won't have the option of getting on the train. They can, however, look forward to having their roads blocked, their property devalued, and their peace destroyed. The taking of private property can only ever be justified by the highest and best of common public needs. This train does NOT meet that standard. It is solely to benefit a private company. Save the arguments about convenience...everyone sees them for what they are: illusions to justify theft. Eminent domain was never intended to be stretched to such a ridiculous and immoral extent. Lora Plemons	Refer to ED-1, ED-2, PN-3, TR-8 and VA-1. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Mary Plemons	1/30/2018	Email	What is being done to allow the movement of hogs, deer, and wild turkeys across the rail line? The berms and fences will prevent their nomadic movement. What about people who depend on them for food? Poverty level people in Navarro County rely on them, so how do you plan to help them? Will you pay replacement compensation?	Refer to EJ-1, NR-1, NR-5, NR-6 and RF-2. As no significant impacts would be anticipated to wild game per <b>Section 3.4.2, Noise and Vibration, Regulatory Context</b> and <b>Section 3.6, Natural Ecological Systems and Protected Species</b> , no disproportionately high or adverse impact would be anticipated for Environmental Justice populations who depend on subsistence hunting.
Mary Plemons	1/30/2018	Website	What impact will the construction and use of the HSR have on my water well? What about community water lines?	Refer to ED-1 and ED-3.
Mary Plemons	1/30/2018	Website	Along one of the proposed routes is a great blue heron rookery. What provision is being made for that?	Refer to NR-2. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . For information regarding vegetation please see <b>Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation</b> and mitigation measures <b>NR-MM#2</b> and <b>NR-MM#4</b> in <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Mary Plemons	1/30/2018	Website	How do you propose to allow the movement of wildlife across the rail line? The berms and fences will impede their natural movement. What about people who depend on them for food?	Refer to NR-6.
Mary Plemons	2/12/2018	Website	Water drains west to east across Navarro County and eventually ends up in Richland Chambers Reservoir. The train berm would act as a giant dam across the county. What provisions are planned to alleviate this problem? What will be done to prevent flooding? What will be done when watershed for private lakes and stock ponds is interrupted? Where are the studies published to address this potential problem?	Refer to FP-1, NE-8, WW-1 and WW-2.
Mary Plemons	2/12/2018	Website	What provisions are being made to replace, augment, or duplicate first responders who are separated from the people they serve by the train tracks? In the event of a fire, auto accident, sudden illness, criminal activity, or other emergency, it will require first responder units to possibly go far out of route in order to get around the train track-caused road closures. Since these services will have to be duplicated on both sides of the tracks, how will the HSR reimburse communities and counties for the entire costs incurred?	Refer to SS-18, SS-23, SS-26 and TR-8.
Mary Plemons	2/12/2018	Website	Since there is a four mile wide band of land required for this train and the construction materials required for it, how much of a tract of land will you purchase when it passes through it? What reconstruction of the land will be done when you take soil or gravel? How will you handle interrupted fence lines? What will be done about private lakes?	Refer to ED-2, LU-10 and LU-14. Interrupted fence lines and private lakes would be discussed on a case-by-case basis with TCRR prior to construction.

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Mary Plemons	2/12/2018	Website	One of the proposed routes passes through our farm. How much of the land would be required? Will the requirement always be 4 miles wide? What provisions would be made for the fact that my husband and I are elderly and cannot replace our home? Since we are in poor health, what aid will you give us to move?	Refer to ED-2 and LU-14. As noted in <b>LU-MM#3: Acquisition and Relocation Mitigation Plan</b> , for elderly and handicapped persons with dwellings displaced or acquired, replacement housing shall meet or be functionally equivalent for specific accessibility needs to the displacement dwelling. Replacement dwellings should be free of any barriers which would preclude reasonable ingress, egress or use of the dwelling by that displaced person. If adequate dwellings that meets accessibility needs cannot be identified, TCRR shall provide funding for accessibility housing improvements of equal or better standard to those that were displaced.
Mary Plemons	2/12/2018	Website	I am concerned about the possible brown outs of our electricity. My husband uses oxygen, provided by an electric concentrator. We are elderly and cannot handle portable oxygen tanks. We have both been hospitalized for a total of four times in the past year. What do you propose to do about interrupting the electricity to our homes and hospital? With the many trips a day through our area, how do you plan to ensure an adequate supply of power? What will you do to ensure there is adequate electricity at a reasonable price?	Refer to EU-3 and EU-4.
Mary Plemons	2/12/2018	Website	Our property is a honeybee farm and also boasts many varieties of wild bees. It is all organic and has been allowed to regrow native plants and trees for the bees. Numerous kinds of wildlife have been seen, including burrowing owls, deer, bobcats, and other animals that have not been seen in this area. What protection are you prepared to offer for these living beings? We are on one of the proposed routes and near another. How do you plan to ensure the movement and safe environment of these animals and insects? What provisions will be made for the noise from the trains, which one of your representatives at an Ellis County meeting described as "like the sound of a low-flying jet"?	Refer to NR-6 and NV-1. Federal Railroad Administration (FRA) consulted with Texas Parks and Wildlife Department (TPWD) regarding environmental and land use constraints and other issues of interest to TPWD. TPWD made specific recommendations in regard to the Build Alternatives (Appendix C), which included mitigation measures to avoid and minimize impacts to vegetation, wildlife (both terrestrial and aquatic), Species of Greatest Conservation Need (SGCN) and protected species. These measures are consistent with TPWD recommendations, as well as applicable federal regulations. TCRR would implement measures to reduce adverse effects to natural ecological resources and protected species. Design features would be implemented to avoid and minimize impacts including aligning the Build Alternatives to maximize the use of disturbed lands and minimize habitat fragmentation by co-locating the Build Alternatives with existing transportation and utility corridors, where practicable. Any comparison of the noise from high-speed trains to the noise of a low-flying jet would be limited to locations within about 45 feet of the HSR tracks where there is the potential for increased annoyance due to the startle effect. However, because this distance is within the fenced ROW where access would not be permitted, increased noise annoyance due to startle would not occur.
Mary Plemons	2/12/2018	Website	Why is this company requesting federal loans? If their business is profitable, why would this be necessary? Since the plan has been proven by independent studies to be unprofitable, who get first claim on any repayment? The Japanese investors, or the federal government and state of Texas tax payers?	Refer to GN-4 and NE-1.
Mary Plemons	2/12/2018	Website	Since this company is owned 80% by Japanese investors and since the proposed equipment is all Japanese-made, as well as any future components, how does this fit with President Trump's America First/Buy American plan? The tracks are not compatible with American trains, so all equipment would be Japanese. Why would a foreign company be allowed to force themselves on us in Texas? They are not wanted, and eminent domain should never be granted to a foreign company at the expense of Americans.	Refer to ED-1 and TC-6.
F.K. Plous	2/7/2018	Website	The Texas Central project is essential because it will enable travel between Houston and Dallas that is faster, cheaper, safer and more environmentally responsible than the only two choices currently available, auto and air. The Interstate already is severely congested at both ends, making highway travel unreliable and dangerous, and adding more lanes can go forward only by a government taking of urban and suburban properties more valuable than the rural land needed by Texas Central. Historically, Texas has grown its economy by quickly adopting the most advanced travel technologies to promote mobility across its vast spaces. If Texans reject high-speed rail, they will sentence their	Comment noted.

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			state's economy to decades of underperformance as other states more favorable to high-speed rail surge past Texas in economic growth. Residents in many rural parts of Texas permitted government takings of their land for the Interstates. They should do no less for the next big advance in mobility, high-speed trains.	
Cynthia Plue	2/20/2018	Website	Yes, it's much easier on those who have a physical disability. Be sure it is fully ADA accessible, including the public service announcement with the use of visual displays is of both American Sign Language and Printed English captions. Thank you.	Refer to EH-1. Any Public Service Announcements performed for the Dallas to Houston High-Speed Rail project will be compliant with the above ADA requirements.
Shawn Poe	3/1/2018	Website	I want to support this project and encourage the timely delivery of this project. This project is very vital and important to the economic growth and sustainability to the DFW and Houston region.	Comment noted.
Terry Poeh	NA	Website	I found Indian artifacts Strawther Rd Kickapoo Creek	Refer to CR-5.
Robert Pohl	2/27/2018	Website	This project is laced with secrets and little transparency. I believe this group to be not sincere in disclosure. Too many families and businesses are being impacted by this plan that very few people believe can be profitable. The spin about reducing traffic congestion is a total misrepresentation of facts. Last, our community, the Historic First Ward remains anxious about a future plan of bringing this train to downtown Houston. There are very few options and the impact would destroy the historic First Ward and surrounding communities. This is a bad plan.	Refer to GN-7, GN-9, PI-1 and TR-4.
gale pollard	2/16/2018	Website	Please Commit to building the bullet train . Do not allow Japan , California and others to become any further ahead of us in Transportation Technology. !	Comment noted.
Gale Pollard	3/9/2018	Website	Please approve this much needed project for Texas. Do not allow Japan, Europe, and California to remain light years ahead of us any longer.!! !	Comment noted.
William Pollard	3/8/2018	Website	I support high speed rail in Texas, and I travel to Dallas frequently by both air and Amtrak. It is important that the new HSR station in Dallas be easily accessible to Amtrak and DART passengers. The chosen location is very inaccessible; a better location is adjacent to the present Dallas Union Station where extensive parking area is available for station development. In that location, it could provide seamless connection with both DART and Amtrak. From Union Station, DART and Trinity Railway Express provide service to both Dallas Love Field and DFW Airports.	Refer to GN-7, GN-8 and TR-3.
Frank Poluda	2/6/2018	Oral	First of all, I'm so proud of Waller County and the way they came out today and the rest of the people from Harris County and around us. And I appreciate Cecil Bell, our judge, County Judge, and the rest. They -- everybody here spoke well. I think they hit every high point you could. I have a couple more. This train will not bring economic development anywhere across the State of Texas. A highway at least brings revenue to everybody along the road. This thing, like everybody else says, it won't pay for itself, and it will hurt economically all the way through. We hit on the EMS, the fire department. And we know money talks. This thing had routes going certain ways. So we know people in a country club has money. A golf ball has more authority than we do as people. They didn't want it to go across the country club where they play golf. Somebody in the State's helping, because it all of a sudden was going down the fire line and went all the way around. Tell me, engineering-wise, the cost of something like that. And how many more people will it affect? This thing is not affecting me so don't think I'm here -- I feel for the small person and the big person. But this thing did affect some of my area through my neighbors and everything where if this thing was feasible, it should have went down the fire line. All of a sudden, it went around. Was it because of the country club people have the money that owns the place? Or I hate to say it was our comptroller family land, didn't want it to go through there. Tell me. And I'd like them to tell us who influenced them to go a different direction. Let's fight this. And I'm proud of y'all, but there's -- everybody tonight really hit every high point. I love to see it. But I think if we put pressure on our State people, put pressure on the federal people not to give us any land - if they get control of the federal money, don't give it to these people. And I wish they'd go home. And give me a list of anybody in Texas that's investing in a Japanese company. And I think we're entitled to that, just like we're entitled to any representative that represents us in federal and State that's backing this thing, too. And I thank y'all again for coming out, and let's keep fighting.	Refer to BA-3, BA-8, SC-19, SS-26 and TR-8.
Sandra Pongvacharak	2/16/2018	Website	I believe that it's high time that we had a quick and less expensive mode of transportation between here and Dallas. San Antonio should also be included in this way of travel as soon as possible. It just makes sense to me!	Refer to BA-2.
OLPH Auction Committee	2/23/2018	Website	I oppose the high speed rail crossing the morgan legacy farm at 709 and 3294 as this farm is donated to first responders, Boy Scouts and many other charitable purposes. I think moving this portion north of the existing power line should be considered.	Refer to LU-5.
OLPH Auction Committee	2/23/2018	Website	I oppose the high speed rail crossing the morgan legacy farm at 709 and 3294 as this farm is donated to first responders, Boy Scouts and many other charitable purposes. I think moving this portion north of the existing power line should be considered.	Refer to LU-5.
Alex Ponzio	2/23/2018	Website	I am opposed to the rail crossing Morgan Legacy Farm as it is an irreplaceable Navarro County asset.	Refer to LU-5.
Alex Ponzio	2/23/2018	Website	I oppose the high speed rail crossing the Morgan legacy farm at 709 and 3294. The route that more closely aligns with the power transmission lines, makes much more sense, and doesn't destroy a workable farm.	Refer to LU-5.

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Alex Ponzio	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. 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.
Alex Ponzio	2/24/2018	Website	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.
Alex Ponzio	2/24/2018	Website	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.
Alex Ponzio	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.	Refer to LU-5.
Alex Ponzio	2/24/2018	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.
Alex Ponzio	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.
Alex Ponzio	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.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 how the bald eagle habitat would be impacted.	Refer to LU-5 and NR-3.
Alex Ponzio	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.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 losing the charitable benefits that are gleaned from this property.	Refer to LU-5.
Alex Ponzio	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.A move to north of the already existing high power lines would have	Refer to LU-5.

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			less impact on the environment and prove less damaging to the county in the long term. Furthermore, I am concerned about benefits first responders are getting from this property, that are not offered elsewhere.	
Alex Ponzio	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. 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 water fowl and how this route impacts them.	Refer to LU-5.
Alex Ponzio	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. 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 water fowl and how this route impacts them.	Refer to LU-5.
Alex Ponzio	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.	Refer to LU-5.
Alex Ponzio	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. 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.
Alex Ponzio	2/27/2018	Website	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.
Alex Ponzio	2/27/2018	Website	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.
Alex Ponzio	2/27/2018	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.
Alex Ponzio	2/27/2018	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.

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

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Alex Ponzio	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 bald eagle habitat.	Refer to LU-5 and NR-3.
Alex Ponzio	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 migratory waters on the property.	Refer to LU-5 and NR-2.
Alex Ponzio	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 economical impact the farm has on the surrounding community.	Refer to LU-5.
Alex Ponzio	2/28/2018	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. 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.
Alex Ponzio	2/28/2018	Email	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.
Alex Ponzio	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. 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, NR-2 and WW-1.
Alex Ponzio	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 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 BA-5, BA-7, BA-8, LU-5 and TR-8.
Alex Ponzio	3/5/2018	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.	Refer to LU-5.
Alex Ponzio	3/5/2018	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.

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Alex Ponzio	3/5/2018	Website	"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.
Alex Ponzio	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. 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.
Alex Ponzio	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. 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.
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Diane Ponzio	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. 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.
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David Poole	2/7/2018	Website	I gladly support this project as an example of a private rail initiative that will be a taxpayer and not a tax drain. As other new rail projects, it will stimulate adjacent investment and broaden the tax base for all. It is a broadening of transport CHOICE and an example of expanded mobility for senior citizens such as myself. On a self contained fenced right of way, it will be safe and free of grade crossings. It will be more energy efficient than cars or flying and emit less carbon. It is an example for all America and has a chance to be a game changer in transportation initiatives.	Refer to GN-4.
Kit Poon	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>	
Suzanne Pope	1/22/2018	Email	I say no to this train. Please stand for us, the people who wish to keep Ellis County out of this plan. Suzanne Pope	Comment noted.
Amanda Porter	3/2/2018	Website	<p>Dear Mr. Wright, As a direct representative for the Federal Railroad Administration, I am reaching out to you for help. I became a resident of the White Oak Falls community as of December 2016. I bought a house in the community to begin my life with my husband and start a family. Now, all my plans to start my family have been completely set-aside while I closely watch the progress of this proposed High Speed Rail. I am always inclined to support any project that could positively affect the economy, but after careful review of all published material relating to the High Speed Rail, I do not feel as though the FRA is being completely transparent about all the facts. 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 the desired land at auction 4. Eminent domain to seize private land Then, Texas Central Rail should be placed in a no build status. Other than these issues that are a huge concern, I ask that you carefully read every opinion related to this project. You have a huge job on your hands, and please consider the life altering affect this High Speed rail will have on the following: 1. The families who will have to relocate their entire life due to the seizure of their land 2. The construction and impacts on traffic already terribly present in Houston 3. Your conscience. Can you really stand by something that will cause so many people distress? The future implications of this project weigh solely on you, as a main representative of the project. I would challenge you to take a close look at the proposed alignment, review the position of every home-owner you will be affecting, and ask yourself how you would feel if something similar happened to you. Thank you for taking the time to read my comment. Sincerely, Amanda Porter</p>	Refer to ED-1, GN-4, PI-7, TR-5 and TR-8.
Desi Burns Porter	2/19/2018	Email	<p>I have some questions regarding the sales tax information listed within the Dallas Houston HSR DEIS!m hopeful that you can answer these questions because they are likely to inform more questions that I would also include in a public comment. 1) Sales tax revenue is mentioned in the Executive Summary and then more specifically on 3.14-3 stating, "The study time period associated with the Economic Analysis is from 2016 (the start of project capital expenditures) through 2040." And on 3.14-4 that "Impacts associated with service provision (sales tax associated with ticket sales and the employment, earnings, and induced sales tax associated with increased permanent employment) would start in 2024 and recur once a year for 17 years during the study time period." But then on 3.14-29, it states that "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." Question: For the table found under the explanation on 3.14-29 (Table 3.14-22: Annual Ticket Revenue Impacts for all Build Alternatives), what does "while it is in operation" mean? The numbers are incredibly high, so I want to better understand the timeframe for raising the \$15-39 billion in sales tax revenue. 2) In section 3.14.3.2.2 on page 3.14-5 it states "Airfare and HSR fares were based on the average Dallas to Houston ticket airfare of \$199. Potential gains in sales tax revenue from HSR ticket sales would be offset by the potential loss of sales tax revenue for ticketed air or bus travel and gas taxes generated through auto travel, based on TCRR's estimated mode share (see Appendix F, TCRR Conceptual Engineering Design Report)." Question: While gas does have a sales tax associated with it, airline tickets and bus tickets do not have a state sales tax charged to the purchaser. Where does the potential loss of sales tax revenue come from in regard to the anticipated decrease in air and bus tickets? 3) Regarding Table 3.14-22: Annual Ticket Revenue Impacts for all Build Alternatives, on page 3.14-29 it states, "As shown in Table 3.14-22, HSR ticket sales could generate between \$15 billion and \$39 billion in sales tax for the state plus \$5 billion to \$12 billion in local tax revenue. Local sales tax is assumed to be collected at the point of sale, roughly split between Dallas and Houston jurisdictions. Tax revenue for ticket sales would be identical for all Build Alternatives." Question: What are the assumptions associated with the \$15-39 billion dollars? A 6.25% state sales tax and a 2% local tax on a \$199 ticket at 5 million and 7.2 million tickets annually? 4) Regarding 3.14.4.2.2 Tax Revenues, "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. The state collects a 6.25 percent state sales and use tax on all retail sales, leases and rentals of most goods, as well as taxable services. Local taxing jurisdictions (i.e., cities, counties, special purpose districts and transit authorities) can also impose up to 2 percent sales tax for a maximum combined rate of 8.25 percent. Within the Study Area, only Navarro, Leon, Madison, and Grimes Counties collect a county sales tax." Question: Under what Texas tax code are train tickets eligible for sales tax? As I'm sure you are aware, the public comment period will end March 9, so I'm hoping I can get these answers quickly so I can review the rest of the document with a better understanding of the projected sales tax revenue. Many thanks!</p>	<p>Refer to SC-3 and SC-17.</p> <p>As described in <b>Section 3.14.3, Socioeconomics and Community Facilities, Methodology</b>, the time frame used to calculate net tax benefits was dependent on the nature of the revenue source. Revenue generated from service operations was included for 17 years through 2040.</p>

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Desi Burns Porter	2/27/2018	Email	<p>I'm quite disappointed in this reply as I was promised answers to my questions and had an AECOM employee with this information been available at one of the public hearings, I would have been able to ask my questions and get my answers. Should I assume that one of my questions creates a conflict with the information within the DEIS? Namely, we've been unable to find any place in the tax code that makes train tickets eligible for sales tax, which in turn would make everything Texas Central has been selling about sales tax revenue benefits to Dallas and Houston completely false. OR, it was intended to be a different type of tax that was just labeled sales tax and won't yield the same return when profits are dismal. Or perhaps there is simply no current way to tax the tickets at this time so Texas Central will have to ask the legislature to create a tax to make good on their promise of benefits? That's not going to go over well in the Legislature. I guess none of that is really the concern of the FRA since economic feasibility has been removed from the purpose and need. Kevin, I appreciated your candor and report we had at the previous public meetings. You know very well that Texas Central is doing everything they can to paint this project in a very different light than reality (ie- preempting the FRA recommendation on station location). We aren't crazy train haters...we are regular families with all our worldly treasure wrapped up in land that is more than just dirt and buildings to us. In many cases it's sole income, inheritance and home wrapped up in one. Obviously, we don't want this project to proceed but, at the very least, if it does and homes are taken and land and livelihoods destroyed, we deserve to know the facts. And if Texas Central is promoting a \$15-39 BILLION dollar sales tax benefit to our state that doesn't exist and in the same breath saying that the \$199 ticket price is just something FRA made up and it's not true, which numbers are we supposed to believe? Please, at least, help me understand this. Truly for Texas, I have some questions regarding the sales tax information listed within the Dallas Houston HSR DEIS. I'm hopeful that you can answer these questions because they are likely to inform more questions that I would also include in a public comment. 1) Sales tax revenue is mentioned in the Executive Summary and then more specifically on 3.14-3 stating, "The study time period associated with the Economic Analysis is from 2016 (the start of project capital expenditures) through 2040." And on 3.14-4 that "Impacts associated with service provision (sales tax associated with ticket sales and the employment, earnings, and induced sales tax associated with increased permanent employment) would start in 2024 and recur once a year for 17 years during the study time period." But then on 3.14-29, it states that "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." Question: For the table found under the explanation on 3.14-29 (Table 3.14-22: Annual Ticket Revenue Impacts for all Build Alternatives), what does "while it is in operation" mean? The numbers are incredibly high, so I want to better understand the timeframe for raising the \$15-39 billion in sales tax revenue. 2) In section 3.14.3.2.2 on page 3.14-5 it states "Airfare and HSR fares were based on the average Dallas to Houston ticket airfare of \$199. Potential gains in sales tax revenue from HSR ticket sales would be offset by the potential loss of sales tax revenue for ticketed air or bus travel and gas taxes generated through auto travel, based on TCRR's estimated mode share (see Appendix F, TCRR Conceptual Engineering Design Report)." Question: While gas does have a sales tax associated with it, airline tickets and bus tickets do not have a state sales tax charged to the purchaser. Where does the potential loss of sales tax revenue come from in regard to the anticipated decrease in air and bus tickets? 3) Regarding Table 3.14-22: Annual Ticket Revenue Impacts for all Build Alternatives, on page 3.14-29 it states, "As shown in Table 3.14-22, HSR ticket sales could generate between \$15 billion and \$39 billion in sales tax for the state plus \$5 billion to \$12 billion in local tax revenue. Local sales tax is assumed to be collected at the point of sale, roughly split between Dallas and Houston jurisdictions. Tax revenue for ticket sales would be identical for all Build Alternatives." Question: What are the assumptions associated with the \$15-39 billion dollars? A 6.25% state sales tax and a 2% local tax on a \$199 ticket at 5 million and 7.2 million tickets annually? 4) Regarding 3.14.4.2.2 Tax Revenues, "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. The state collects a 6.25 percent state sales and use tax on all retail sales, leases and rentals of most goods, as well as taxable services. Local taxing jurisdictions (i.e., cities, counties, special purpose districts and transit authorities) can also impose up to 2 percent sales tax for a maximum combined rate of 8.25 percent. Within the Study Area, only Navarro, Leon, Madison, and Grimes Counties collect a county sales tax." Question: Under what Texas tax code are train tickets eligible for sales tax? As I'm sure you are aware, the public comment period will end March 9, so I'm hoping I can get these answers quickly so I can review the rest of the document with a better understanding of the projected sales tax revenue. Many thanks!</p>	Refer to PN-4, SC-3 and SC-17.
George Porter	2/18/2018	Website	<p>As it stands, not only has Texas Central been denied approval to construct, it has not yet established itself as a "railroad" with eminent domain authority in Texas. Amazingly, recent sworn testimony from a Texas Central representative revealed that Texas Central does not even have the money to buy the land it needs for the project, or even buy one train. Texas Central also admitted that it does not have sufficient financing in place for construction. Despite these undisputed facts, Texas Central continues to bully and has filed lawsuits against landowners across Texas in an attempt to enter private property, knowing full well it does not have that legal right. All the while, no Texas court has ruled in Texas Central's favor, nor has any court ordered an injunction against a landowner to allow Texas Central access to private property. For a company that preaches fairness to landowners and respect for private property rights, Texas Central's actions certainly speak louder than its words.</p>	Refer to ED-1.

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Jack Nusan Porter	2/7/2018	Website	Rail is important. Do you want to sit in auto gridlock for hours? It is really simple. we need rail. Thank you. Dr. Jack Porter	Comment noted.
Randy Potter	2/27/2018	Website	I am writing to express my concern that this train project, will not become a tax burden on the taxpayer, although I would like to see this project come to fruition. I would like this project and its leaders to be held accountable for the organization's actions, and that the general public would not pay for anything other than patronage to the transport. Thanks for your consideration	Refer to GN-2, GN-4 and NE-1.
BJ Pouncey	3/8/2018	Email	<p>Dear FRA,</p> <p>this rail is a joke for the following reasons:</p> <p>1) the rail will never turn a profit-this project has been designed to fail from the very beginning. it has nothing to do with alleviating the traffic problems from dallas to houston. several non-biased third party companies that specialize in high speed rails have all stated what a catastrophic failure this rail will be in Texas</p> <p>2) the DEIS is extremely flawed and thrown together. did you guys even discuss pipeline and what does the FRA know about pipelines. were pipeline experts even consulted?</p> <p>3) this is not a time saver. by the time you drive to a station on 290, which is in one of the most heavily congested parts of town, go through security, get off the rail, and catch a ride it would be about the same time if you just drove.</p> <p>4) cost of a ticket is ridiculous. no one i know will pay \$200 one way to go to dallas. it will only serve a very small class of people. not the masses like TCR claims</p> <p>5) this will do nothing to alleviate houston traffic or our mass exodus issues. TCR even admitted personally this train will do nothing to alleviate mass exodus problems. in fact they probably won't even run the train with an impending hurricane coming. the rail only goes to 290, which is outside the inner city limits so people will still have to take a vehicle to get into the city, which is where our main traffic issues are. not in the rural areas. it makes absolutely no sense</p> <p>6) this will destroy Texans way off life and not conducive to texans way off life. Texas is a spread out state. houston alone is bigger than several states. spending billions to put in this concrete monstrosity makes no sense. we're way to spread out for this to be beneficial. if this was in new york it would make more sense where the cities are closer together. even japan is smaller than california. thousands of people will be rehomed from places they have lived for years and once beautiful hunting grounds will be ruined with concrete monster.</p> <p>7) TCR is full of lies and threats and has no transparency at all. the only safety measures they have put in place was because of TAHSR. they even went as far as handing out toy trains in an attempt to get positive reviews. who is going to pay for the extra EMS and fire dept workers that will be needed. what security measures will they take? this is a terrorist attack waiting to happen!! not only that they have threatened the elderly for right to survey property and obtained several surveys illegally. the numbers of passengers have been over inflated and they have lied about the amount of property obtained. they false advertise about it not costing the tax payers and the FRA(You) have been spreading the same lie. this just shows you the caliber of people running this company. they don't give shit about public safety and they definitely don't give a shit about Texans.</p> <p>i literally could write 20 more reasons. this is just the tip of the iceberg of how disgusting this project is and FRAs involvement is even more repulsive. this project is to make a few people rich and steal land from the people. there is absolutely no benefit to the people who will eventually end up paying for it if TCR has its way.</p> <p>tax payer and registered voter</p>	Refer to EU-1, ED-2, GN-2, NE-1, PI-4, PN-3, SC-3, SS-1, SS-7 and SS-23.
BJ Pouncey	3/8/2018	Email	<p>3) this is not a time saver. by the time you drive to a station on 290, which is in one of the most heavily congested parts of town, go through security, get off the rail, and catch a ride it would be about the same time if you just drove. 5) this will do nothing to alleviate houston traffic or our mass exodus issues. TCR even admitted personally this train will do nothing to alleviate mass exodus problems. in fact they probably won't even run the train with an impending hurricane coming. the rail only goes to 290, which is outside the inner city limits so people will still have to take a vehicle to get into the city, which is where our main traffic issues are. not in the rural areas. it makes absolutely no sense 6) this will destroy Texans way off life and not conducive to texans way off life. Texas is a spread out state. houston alone is bigger than several states. spending billions to put in this concrete monstrosity makes no sense. we're way to spread out for this to be beneficial. if this was in new york it would make more sense where the cities are closer together. even japan is smaller than california. thousands of people will be rehomed from places they have lived for years and once beautiful hunting grounds will be ruined with concrete monster.</p>	Refer to GN-6, PN-3, RF-2, SS-17, TR-3, and TR-4.
Andy Powell	2/7/2018	Website	Consider this comment as vote against the train. The current proposed route will go within .5 miles of the Katy Prairie Conservancy which my family frequents multiple times per year. There are few places located so close to a population where you can find untouched prairie and excellent bird watching. The noise pollution is another large concern. To have the train going right behind our house every hour is crazy. People move to Cypress to raise a family and have peace and quiet. This train will do anything but bring peace and quiet. Please do not build this train.	Refer to NV-1 and RF-4.

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Carolyn Powers	2/9/2018	Website	I'm wondering if so many people are objecting to the train if you will go ahead and do it anyway and make us pay for something we don't want, and aren't using, of course after taking our land.	Refer to ED-1, GN-4 and PI-1.
Jeremy Powers	12/19/2017	Email	I was looking at the planned route for this train it is going to be right next to my father's 50 acres near he and my mom build there dream house in the country 20 years ago. This would devastate them and devalues their home and property. No one in the county wants the sounds of a train rolling by their house at 100+MPH. Plus we can't even get on the damn train in our town. Please scrap this terrible idea. I'm available for any question from your end. When are the public hearings? All of them?	Refer to PI-1 and VA-1.
Scott Powers	1/29/2018	Oral	My name is Scott Powers. I am an instructor at Navarro College. I didn't realize there was just going on in that campus, so I've learned a lot. I would also like to say and address Mr. Penque's comments about the high speed rail being a new technology. It's actually an old technology. One of the things I've heard almost my whole life is that hydrogen is the fuel of the future and it always will be. I think high speed rail is the hope of the future and it will never be a financial reality. I teach economics at Navarro College, and so the things that I looked at really had a lot to do with economics. But I did notice something in reading the initial statement you-all handed out, and that is that at the bottom of the second page it says or continued on page 2, the bottom of the first page, it says, "It reviewed alternatives, the FRA, Federal Railroad Administration, evaluated four potential high speed rail corridors that were presented to the public and agency during scoping and reviewing alternative transportation modes, high speed, and conventional speed rail services, direct bus service, and expansion of interstate highway." You know, it's just amazing that with the proliferation of air flight that it was never considered. The Federal Railroad Commission is a railroad-only viewpoint. If you look at the if you are a hammer and you look at the rest of the world, it all appears to be a nail to you, so your only solution to fix it is to build more railroads. Your only solution if you're just a hammer is just to beat it into the ground, and I think this is exactly what we're going to do. It was already mentioned sometime tonight about California. It is now \$130 million per mile built. They're estimating this one is going to be 50. I agree the financial information is really tough to get out of it. \$50 million for a 250-mile track. They estimate, I heard tonight, \$199 for a ticket. California original estimate for their ticket was \$50 from San Francisco to Los Angeles. It is now estimated to be \$86. They are ten years away from completion. It probably will be double that. If you go to the East Coast and travel on train, it is often a subsidized 50 cents a mile, and every one of those trains is losing money. If we do the same thing with high speed rail, it's not going to be \$189 or \$199. That is expensive. The problem with the East Coast railroad, even at 50 cents a mile, is they cannot compete against air travel. The problem that California is going to have at a dollar a mile for their travel is not going to be able to compete against air travel. You know, as we look back, air travel is still the preferred route. I have just one statement that I would like to read. Tiffany, I can't keep track of time like you are. And why do we fly? It is safer, cheaper, faster, and more comfortable than a train will ever be. Thank you.	Refer to BA-12, NE-1, PN-3, SC-3 and TC-2.
George Prat	3/9/2018	Website	The corridor route should be moved back to I45. Leave the landowners alone when it comes to eminent domain. I would love to see the train and further extensions of the program, but not at the cost of the land owners. George Prat	Refer to BA-9.
Richard Prater	3/9/2018	Website	Having family in the Ft Worth area, being able to zip up or down would be fantastic!	Comment noted.
Vicky Prater	1/29/2018	Oral	First I'd like to thank you-all because I got to meet both of you-all before I spoke to you tonight, and I did find you to be very caring and attentive people. And I don't think you have an opinion one way or the other as far as this project goes, and I think you're -- you know, I appreciate the part that you play in it, and I want you to understand that. But it's very important that you understand that there's a great difference between people who live in cities and people who live in the rural areas. We put great value on our space, our land, our crops, our cattle, our neighbors living far enough away from us. We put a lot of value in that kind of thing. We put a lot of value in the fact, too, that we don't want to have a lot of traffic to deal with everyday. It's not our fault that the people in the Metroplex are happy with a lot of traffic, a lot of concrete, and the fact that they can pass a cup of coffee to their neighbors house by house from their kitchen window. They don't care about the space. And we don't need to pay for them to have a free ride through our country because we have a culture here and our culture is important to us. So we have had to put up with a lot of damaging industries in our rural counties over the decades, but in exchange for that we got jobs out of the deal. So that was what we call in Texas a good trade, a fair trade, we'll take that trade. But this is not a good trade for us. We have rights. We can ask and expect answers from these people, and we should be able to expect to get an honest answer. I'm about to give you an example of something that happened to me tonight with Texas Central in this building. It changed everything that I was going to say up here tonight, and I'm just going to repeat it. I was having a nice conversation with a young man. He was telling me all the great benefits of this railroad coming to Texas and what a great thing it was going to be for us. I said, Are you going to pay a fair market value for the property? He said, Oh, we're going to pay more than that. I said, Ten percent more? He said, Oh, no; more than that. I said, Well, what if somebody doesn't want to sell you that property for more than that? He goes, Well, we haven't had to use our right to eminent domain yet. And I said, Oh, do you have the right to eminent domain in Texas? And he goes, All railroads have the right to eminent domain in Texas. I walked him right over to my county judge, and I said, does this Texas Central have the right to eminent domain? And of course the judge explained it to me quite plainly that no, they did not. I turned right around and looked at the young man, and I said, That's why we don't want your ass here, because you're not transparent, we don't believe you, and we don't trust you. Thank you.	Refer to ED-1 and SC-4.

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Vicky Prater	1/29/2018	Oral	<p>First I'd like to thank you-all because I got to meet both of you-all before I spoke to you tonight, and I did find you to be very caring and attentive people. And I don't think you have an opinion one way or the other as far as this project goes, and I think you're -- you know, I appreciate the part that you play in it, and I want you to understand that. But it's very important that you understand that there's a great difference between people who live in cities and people who live in the rural areas. We put great value on our space, our land, our crops, our cattle, our neighbors living far enough away from us. We put a lot of value in that kind of thing. We put a lot of value in the fact, too, that we don't want to have a lot of traffic to deal with everyday. It's not our fault that the people in the Metroplex are happy with a lot of traffic, a lot of concrete, and the fact that they can pass a cup of coffee to their neighbors house by house from their kitchen window. They don't care about the space. And we don't need to pay for them to have a free ride through our country because we have a culture here and our culture is important to us. So we have had to put up with a lot of damaging industries in our rural counties over the decades, but in exchange for that we got jobs out of the deal. So that was what we call in Texas a good trade, a fair trade, we'll take that trade. But this is not a good trade for us. We have rights. We can ask and expect answers from these people, and we should be able to expect to get an honest answer. I'm about to give you an example of something that happened to me tonight with Texas Central in this building. It changed everything that I was going to say up here tonight, and I'm just going to repeat it. I was having a nice conversation with a young man. He was telling me all the great benefits of this railroad coming to Texas and what a great thing it was going to be for us. I said, Are you going to pay a fair market value for the property? He said, Oh, we're going to pay more than that. I said, Ten percent more? He said, Oh, no; more than that. I said, Well, what if somebody doesn't wasn't to sell you that property for more than that? He goes, Well, we haven't had to use our right to eminent domain yet. And I said, Oh, do you have the right to eminent domain in Texas? And he goes, All railroads have the right to eminent domain in Texas. I walked him right over to my county judge, and I said, does this Texas Central have the right to eminent domain? And of course the judge explained it to me quite plainly that no, they did not. I turned right around and looked at the young man, and I said, That's why we don't want your ass here, because you're not transparent, we don't believe you, and we don't trust you. Thank you.</p>	Refer to ED-1 and SC-4.
Vicky Prater	1/29/2018	Website	<p>First I'd like to thank you-all because I got to meet both of you-all before I spoke to you tonight, and I did find you to be very caring and attentive people. And I don't think you have an opinion one way or the other as far as this project goes, and I think you're -- you know, I appreciate the part that you play in it, and I want you to understand that. But it's very important that you understand that there's a great difference between people who live in cities and people who live in the rural areas. We put great value on our space, our land, our crops, our cattle, our neighbors living far enough away from us. We put a lot of value in that kind of thing. We put a lot of value in the fact, too, that we don't want to have a lot of traffic to deal with everyday. It's not our fault that the people in the Metroplex are happy with a lot of traffic, a lot of concrete, and the fact that they can pass a cup of coffee to their neighbors house by house from their kitchen window. They don't care about the space. And we don't need to pay for them to have a free ride through our country because we have a culture here and our culture is important to us. So we have had to put up with a lot of damaging industries in our rural counties over the decades, but in exchange for that we got jobs out of the deal. So that was what we call in Texas a good trade, a fair trade, we'll take that trade. But this is not a good trade for us. We have rights. We can ask and expect answers from these people, and we should be able to expect to get an honest answer. I'm about to give you an example of something that happened to me tonight with Texas Central in this building. It changed everything that I was going to say up here tonight, and I'm just going to repeat it. I was having a nice conversation with a young man. He was telling me all the great benefits of this railroad coming to Texas and what a great thing it was going to be for us. I said, Are you going to pay a fair market value for the property? He said, Oh, we're going to pay more than that. I said, Ten percent more? He said, Oh, no; more than that. I said, Well, what if somebody doesn't wasn't to sell you that property for more than that? He goes, Well, we haven't had to use our right to eminent domain yet. And I said, Oh, do you have the right to eminent domain in Texas? And he goes, All railroads have the right to eminent domain in Texas. I walked him right over to my county judge, and I said, does this Texas Central have the right to eminent domain? And of course the judge explained it to me quite plainly that no, they did not. I turned right around and looked at the young man, and I said, That's why we don't want your ass here, because you're not transparent, we don't believe you, and we don't trust you. Thank you.</p>	Refer to ED-1 and SC-4.
Vicky Prater	1/31/2018	Email	<p>I am not an unreasonable rural Texan citizen and not against progress in Texas, unless that progress becomes to personal and will have a major impact on our rural culture and way of life here. Rural Texans have lived with damaging and dirty industries for decades, in order to survive here. The only decent jobs we have ever been offered in rural Texas are companies who needed to get an air permit from the EPA to operate. Their only chances to get those air permits meant moving into our rural part of Texas. We allowed those damaging industries to set up shop here, in exchange for the work. As sad as it is, we considered it a fair trade and a good deal for us. The Texas Central Bullet train is not meeting that good job &amp; fair deal trade, but that is not the reasons us in rural Texans do not want this train. We are totally against anyone violating our property rights in rural Texas, as property owners. There is a great difference between rural Texans and Texans who live in the big cities in Texas. Rural Texans respect space, land, crops, cattle &amp; livestock that feeds the USA. We love our neighbors even better, if they live a few acres away or a mile or two down the road. We love the personal service we get when we deal with each other and we hate any</p>	Refer to GN-1, GN-4 and NE-1.

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			kind of traffic jam on our county roads. It would be very wrong to not consider rural Texas cultures into this factor. City people in Dallas and Houston also have their own cultures. They are well adapted to their concrete jungles, traffic jams and the crime they must deal with everyday. Their homes are so close together, they can pass a cup of coffee out their kitchen windows into the house next door to them. They have no idea what this mega train will do to their rural neighbors between Dallas & Houston, because this bullet train is just a novelty RR to them. Every RR in the USA to this date can not make a profit and is now supported by our USA federal tax dollars. Please do not allow this Texas Central RR company to set up shop in Texas and borrow billions of dollars from our banking systems in America. They will not have a damn thing to lose when they walk away from those loans, (with the majority of that loaned money going back to Japan in the process to build & ship the trains back to us here to set up for them), and I greatly fear Texans will get raped twice in this deal. Once when our lands are raped 1st to build this RR and the 2nd time when us Texans have to pick up their defaulted loans. Closing statement here FRC: rural Texans can smell a skunk in our hen houses and this train deal smells just like a skunk to us. We shot skunks in Texas FRC	
Surabhi Presse	2/5/2018	Handwritten	More important to the city of Houston would be infra-city trains taking you from hubs like the Woodlands, Katy, Sugar Land, Humble into the city. It would boost Houston economy for the theatre/restaurants/business. It would also enable Houstonians to work in jobs that previously were too far. Why exactly are we worried about Dallas? I get helping College Station students but are they our first priority or the adults within Houston?	Refer to GN-7, BA-8 and PN-3.
Michela Prestigiovanni	1/29/2018	Email	The bullet train will be great for the tourism in Texas Austin Houston San Antonio Galveston and Corpus Christi should be part of the train route. Tourists will flock from every where.	Refer to BA-1 and BA-2.
Liz Prestridge	2/5/2018	Website	As a born and raised Texan, I am strongly opposed to the Texas bullet train. I live in the rural area and do not want to see the beautiful countryside destroyed with a high speed train running through it with forests and farms plagued by its presence. The natural habitat for all the multiple species of animals and birds that inhabit this beautiful countryside would be ran out of their homes with their lives destroyed. We live out in the country for a good reason: to avoid the elements of the city, such as this bullet train, and to be able to enjoy the environment and land in its quiet and natural beauty. None of my household, neighbors, friends or even acquaintances want this train cutting through our Texas countryside. The city-dwellers may be interested in having it but we, as tax paying citizens who are the actual Texans who chose to live in the countryside to avoid horrific scenery-killing elements like this high speed train do not want this cutting through our countryside peaceful view. Our voice should be the deciding factor since we are the one's who would be sacrificing everything we moved to the country to be away from the city structures and elements for. The deer, raccoons, squirrels, opossum, woodpeckers, cardinals, blue jays, bluebirds, chickadees, nut hatches, wrens, tit mouse, hummingbirds, etc would have their natural habitat encroached upon and destroyed, along with all of our human lives who live in the country. Besides all of these extremely important reasons there should not be a high speed train built from Houston to Dallas, there is the huge problem of us Texas taxpayers having to possibly pick up a part of the bill. Whether it is because the train doesn't end up making enough to sustain itself financially once it's built or no matter what the reason is, I refuse to fund any part of this train with my tax dollars because there is no dire need that it's going to fix. There is no impending emergency situation that this train is going to correct. On the contrary. It is essentially being built for the convenience of those already living in the city who choose to live in the midst of all this type of structural nuisances just so they can cut their travel time down, leaving those of us who choose to enjoy the quiet, peaceful country life and scenery to suffer the horrific bullet train being right in our faces just for them. It is not right and I am dead set against it. We, as citizens, should at the least be able to vote on whether it is going to be built or not and not have it forced upon us.	Refer to AS-1, GN-4, NE-1, NE-9, NR-1, NR-2, NR-6, NV-1, PI-1, PN-3 and NR-6. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
J. R. Price	2/6/2018	Website	If not now, when? When is the United States going to start catching up with the rest of the industrialized world with cleaner, faster transportation alternatives. This country needs more passenger trains between cities to move people. Dallas and Houston are ideal cities for creating a high-speed rail system that will work. Once it is built, and people through out the U.S. see how well it works, other natural city-pairs will want to have the same thing. This country cannot build its way out of the traffic congestion with more lanes of highways.	Comment noted.
Crystal Prices	3/9/2018	Website	The rail will impact many homeowners requiring them to find new properties to build homes. These families will be placed under stress of relocation while homes are built if they can find a replacement equivalent to properly and homes taken from them and possible not receive proper and justice compensation. The impact will also cause possible loss of employment and children losing their schools and friends. Would you want to lose your property, home, livelihood, friends, school to a high speed rail when the proposed route/ towns can now be easily accessible by air or vehicle? I have family facing the prospect of losing their home. Other property/homeowners will lose property that has been in their families for 100 years. Please do not allow this high speed rail in our state.	Refer to ED-2 and PN-3.
Deborrah Prince	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.	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 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>	
Linda Pringle	2/26/2018	Website	The proposed high speed train will provide significant benefits to the state as well local communities upon its completion. As Texas grow, our infrastructure is being continually stressed. The train will be beneficial to all TexansT	Comment noted.
Andy Prior	1/29/2018	Oral	My name is Andy Prior, and I'm coming here not as a resident who's being personally affected, but as someone who is looking at the political landscape across Texas and seeing people, the property owners of Texas, are not being properly protected in this situation. I lived in Arlington, Texas, and two years ago we had a massive battle in our city that involved city leaders telling us one thing and doing something entirely different, spending billions of taxpayer dollars on something we did not need and didn't want. And what I see here with this high-speed rail is something very similar, only difference is this time it's coming from a private group who claims that they won't be using public taxpayers funds. Who claims that they won't need eminent domain.&#183; Who claims they are benefitting all the people with new high-speed rail. The gentlemen, several of them, have mentioned that high-speed rail is the future. Unfortunately, I think they're still living in the 18th century. We've got new technology coming, they're gonna make transportation in the United States the true marvel of the world and we do not need another fixed-rail system that will not be adaptable and changeable down the road. Now, we have a number of politicians in the State of Texas who've been sitting on the sideline and not doing anything so I'm very pleased to see the County Commissioner here from Ellis County standing up for his residents and speaking out on this matter. Because I'm so disappointed in the statewide elected officials in the State of Texas and their inaction and their lack of response on this issue -- excuse me -- I'm actually running for public office for the first time in my life this year as well. I'm running for Texas Land Commissioner, which means I will be fighting for Texans when it comes to eminent domain and private property rights, unlike the last couple of Texas Land Commissioners who've been in office for the last 16 years. We've had Texas Land Commissioners who have lost court battles on the definition of private property versus public property, multiple court battles. It's time for that to end in Texas. It's time for Texans to stand up for each other, for our property rights, and protect ourselves from people who do not care and want to spend money that they don't have.	Refer to BA-4, ED-1, GN-4, NE-1, PN-3 and SC-19.
George Procter-Smith	1/29/2018	Oral	My name is George Procter-Smith, and I'm speaking for myself and my wife Marjorie. We oppose in general the routing of this rail through Navarro County due to the loss or disruption of natural resources, rural farm land, destruction of wildlife habitat, and valued rural lifestyle of our county with absolutely no benefit to the county, to us, or to our neighbors. Beyond those concerns, however, we must object on personal grounds. We live at [...], which is directly on the route proposed for the East Navarro Section, Section 3-B. If the rail were to be built on this route, we would lose our retirement house and farm. We have both worked hard all our lives and saved for many years to be able to buy our 44 acres of land, encompassing prairie, woods, and ponds. We built our retirement home in 2005, and we enjoy our quiet life with horses, a barn full of rabbits, a small flock of hens, two big vegetable gardens, and plenty of local wildlife. We've worked hard on a prairie restoration process with our back acreage, and we've been pleased to see a return of some of the major grasses and forest. We work hard, we're careful stewards of our land, and we love it. To lose this property, which would be the result of this rail line, would destroy us. It would be a catastrophic financial, personal, and environmental loss. We are too old to start over, and we cannot make up the financial losses this would cause us.	Refer to LU-11, NE-9, NR-5 and SC-19. This property is impacted by Segment 3B. The Preferred Alternative, as outlined in the Final EIS Executive Summary, is Alternative A, which does not include Segment 3B. The Preferred Alternative is approximately 2 miles west of this location. Therefore, no impacts are anticipated at this property as a result of the Preferred Alternative.
George Procter-Smith	1/29/2018	Oral	<p>We live at [...], which is directly on the route proposed for the East Navarro Section, Section 3-B.</p> <p>-- If the rail were to be built on this route, we would lose our retirement house and farm. We have both worked hard all our lives and saved for many years to be able to buy our 44 acres of land, encompassing prairie, woods, and ponds.</p> <p>-- We built our retirement home in 2005, and we enjoy our quiet life with horses, a barn full of rabbits, a small flock of hens, two big vegetable gardens, and plenty of local wildlife.</p> <p>-- We've worked hard on a prairie restoration process with our back acreage, and we've been pleased to see a return of some of the major grasses and forest.</p> <p>-- We work hard, we're careful stewards of our land, and we love it.</p> <p>-- To lose this property, which would be the result of this rail line, would destroy us.</p> <p>-- It would be a catastrophic financial, personal, and environmental loss. We are too old to start over, and we cannot make up the financial losses this would cause us.</p>	This property is impacted by Segment 3B. The Preferred Alternative, as outlined in the Final EIS Executive Summary, is Alternative A, which does not include Segment 3B. The Preferred Alternative is approximately 2 miles west of this location. Therefore, no impacts are anticipated at this property as a result of the Preferred Alternative.

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Submitted By	Date Submitted	Submission Type	Comment	Response
Marjorie and George Procter-Smith (Serenade Farm)	1/4/2018	Letter	We are writing in regard to the Draft EIS for the Dallas-to-Houston High-Speed Rail Project, in opposition. We oppose in general the routing of this rail through Navarro County due to the loss or disruption of natural resources, rural farm land. destruction of wildlife habitat, and valued rural lifestyle of our county, with absolutely no benefit to the county, to us, or to our neighbors. Beyond those concerns, however, we must object on personal grounds. We live at [...]. which is directly on the route proposed for the East Navarro section (section 3B). If the rail were to be built on this route, we would lose our retirement house and farm. We both worked hard all our lives and saved for many years to be able to buy our 44 acres of land, encompassing prairie, woods, and ponds. We built our retirement home in 2005, and we enjoy our quiet life, with horses, a barnful of rabbits, a small flock of hens, two big vegetable gardens, and plenty of local wildlife. We have worked hard on a prairie restoration project with our back acreage, and have been pleased to see a return of some native grasses and forbs. We work hard, we are careful stewards of our land, and we love it To lose this property, which would be result ofthis rail line, would destroy us. It would be a catastrophic financial, personal. and environmental loss. We are too old to start over, and we cannot make up the financial losses this would cause us.	Refer to ED-2, LU-7 and NE-9.
Deanne Prusak	1/30/2018	Letter	The DEIS does not include a comprehensive risk management system. There was no mention of specific risk assessments to identify disaster scenarios, the likelihood of occurrences, as well as Mitigation Steps to be taken to reduce or eliminate the risk. This must be done for the utility corridor crossing and any other potentially dangerous crossings for a credible understanding of the safety risks.	Refer to SS-19.
Deanne Prusak	1/30/2018	Letter	TCR is required to obtain a county permit for construction. Those permits require proof of Eminent Domain powers. TCR has been unwilling or unable to prove it has eminent domain. No further work should be done towards the DEIS until this is proven.	Refer to ED-1, ED-3, NE-1 and NE-8.
Deanne Prusak	1/30/2018	Handwritten	Amtrak's proposal from 8/2016 includes a map on page 9 showing projected road congestion in 2035. The Houston to Dallas route is not shown as critical. In fact, it is the Houston to San Antonio and San Antonio to Dallas that is critical. The TCR project is not meeting that need.	Refer to BA-2, GN-3, NE-1, PN-2 and PN-3.
Deanne Prusak	1/30/2018	Handwritten	In the Record of Decision (10/2012) for the Texas Oklahoma rail project, it states in the purpose and need that the requirements for the project are that be a cost-effective investment where the projected train service meets or exceeds a certain percentage of operations and maintenance. For high speed rail that standard is 100%. I have concerns this project with TCR will not meet that. A lot of costs have not been considered or included in the DEIS such as moving pipelines, maintaining roads and cleaning up hazardous waste.	Refer to EU-1, HZ-5, NE-1, SC-22 and TR-7.
Deanne Prusak	1/30/2018	Handwritten	TCR has not adequately shown a "need and purpose" for high speed rail between Dallas and Houston. There has been no regulatory body that has established a credible public need. The rail does not provide a more convenient transport than driving or plane, considering the lack of stations to access it. From my home in Waller, it would take an hour to get to the terminal in Houston, allow time to park and check in (30 min), then 1.5 hours on the train to a terminal where would have to rent a car and drive to final destination. This does not offer any time saving versus flying or driving. In fact with driving, it only takes me 3.5 hours to get to Dallas and then I have the advantage of my own car. In addition the HSR has a high ticket price that results in no savings to the customer over alternative transportation.	Refer to PN-3, SC-3 and SS-5.
Deanne Prusak	1/30/2018	Handwritten	The technology of the proposed high speed rail track accommodates only one type of outdated Japanese coach and will be obsolete before the project is finished, if it isn't already obsolete.	Refer to BA-4 and TC-2.
Deanne Prusak	1/30/2018	Handwritten	The construction of the rail will take an enormous amount of aggregate. The DEIS is too general and does not appropriately address the full impact to the supply chain and how it impacts other current construction such as delays or cancellations due to lack of aggregate.	Refer to SG-4.
Deanne Prusak	1/30/2018	Handwritten	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.
Deanne Prusak	1/30/2018	Handwritten	The DEIS is too general when addressing impact of the rail on flooding and drainage. In my area the train will pass through the Spring Creek watershed where 5 creeks cross the track. We have experienced major flooding of these creeks historically.	Refer to FP-1, NE-8, WW-2 and WW-8.
Deanne Prusak	1/30/2018	Handwritten	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.	Refer to NV-1. 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.
Deanne Prusak	1/30/2018	Handwritten	The DEIS includes evaluations about property values around the HSR stations but does not include an evaluation on properties several miles from the route. These properties must be evaluated to credibly and fully understand the effect of the rail on property value. The proposed rail will cause properties to lose value, thus leading to a severe loss of tax revenue.	Refer to VA-1.
Deanne Prusak	1/30/2018	Handwritten	The DEIS has not addressed environmental expectations or requirements regarding the return of any temporary construction sites to their original or better condition. Please add me to the project mailing list.	Refer to LU-10.

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Deanne Prusak	1/30/2018	Handwritten	The DEIS does not include a risk assessment on the ability of emergency response vehicles to reach any remote area along the 240 mile route.	Refer to SS-19, SS-3, SS-18 and SS-23.
Deanne Prusak	1/30/2018	Handwritten	There is a potential that some of the land and environmental survey data used in the DEIS was obtained without approval of the landowner. The majority of landowners chose to not allow access to their property on the permission form from the surveying company. The FRA should request an affidavit from the Landowner that they did or did not allow data to be obtained on their property in order to validate use of this data in the report, otherwise it needs to be removed.	Refer to NE-8.
Deanne Prusak	1/30/2018	Handwritten	Amtrak's proposal from 8/2016 includes a map on page 9 showing projected road congestion in 2035. The Houston to Dallas route is not shown as critical. In fact, it is the Houston to San Antonio and San Antonio to Dallas that is critical. the TCR project is not meeting that need.	Refer to BA-2, GN-3, NE-1, PN-2 and PN-3.
Deanne Prusak	1/30/2018	Handwritten	The technology of the proposed high speed rail track accommodates only one type of outdated Japanese coach and will be obsolete before the project is finished, if it isn't already obsolete.	Refer to BA-4 and TC-2.
Deanne Prusak	1/30/2018	Handwritten	The construction of the rail will taken an enormous amount of aggregate. The DEIS is too general and does not appropriately address the full impact to the supply chain and how it impacts other current construction such as delays or cancellations due to lack of aggregate.	Refer to SG-4.
Deanne Prusak	1/30/2018	Handwritten	The DEIS does not address the environmental impact when fill materials 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-16.
Deanne Prusak	1/30/2018	Handwritten	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 opposed location. On chart 3.4-8 LT-20 is the closets to my property and has a current noise level of 49-51, yet the DEIS states construction nose 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 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.	Refer to NV-1, NV-5 and NV-10.
Deanne Prusak	1/30/2018	Handwritten	The DEIS includes evaluations about property values around the HSR stations but does not include an evaluation on properties several miles from the route. The properties must be evaluated to credibly and fully understand the effect of the rail on property value. The proposed rail will cause properties to lose value, thus leading to a severe loss of tax revenue.	Refer to VA-1.
Deanne Prusak	1/30/2018	Handwritten	The DEIS has not addressed environmental expectations or requirements regarding the return of any temporary construction sites to their original or better condition.	Refer to LU-10.
Deanne Prusak	1/30/2018	Handwritten	There is a potential that some of the land and environmental survey data used in the DEIS was obtained without approval of the landowner. The majority of landowners chose to not allow access to their property on the permission form from the surveying company. The FRA should request an affidavit from the Landowner that they did or did not allow data to be obtained on their property in order to validate use of this data in the report, otherwise it needs to be removed.	Refer to NE-8.
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Deanne Prusak	1/30/2018	Handwritten	TCR has not adequately shown a "need and purpose: for high speed rail between Dallas and Houston. There has been no regulatory body that ha established a credible public need. The rail does not provide a more convenient transport than driving or plane, considering the lack of stations to access it. from my home in Waller, it would take an hour to get to the terminal in Houston, allow time to park and check in (30 min), then 1.5 hours on the train to a terminal where I would have to rent a car and drive to final destination. this does not offer any time saving versus flying or driving. In fact with driving, it only takes me 3.5 hours to bet to Dallas and then I have the advantage of my own car. In addition the HSR has a high ticket price that results in no savings to the customer over alternative transportation.	Refer to PN-3, SC-3 and SS-5.
Deanne Prusak	1/30/2018	Handwritten	The original HC-4 route through Waller and western Harris Counties was moved 3 miles west with no public notice or ability for public comment. There were also other alternative routes originally evaluated. For example, the route along I45 was dismissed due to the need for a barrier for auto/train separation. This would be feasible but costly. Cost should not be the controlling parameter to eliminate a route alternative. The dismissal of the I45 route would likely be less harmful to the environment and should be reconsidered.	Refer to BA-9 and PI-1.
Deanne Prusak	1/30/2018	Email	There is a potential that some of the land and environmental survey data used in the DEIS was obtained without approval of the landowner. The majority of landowners chose to not allow access to their property on the permission form from the surveying company. The FRA should request an affidavit from the Landowner that they did or did not allow data to be obtained on their property in order to validate use of this data in the report, otherwise it needs to be removed. 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 NE-8.

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Deanne Prusak	1/30/2018	Email	TCR is required to obtain a county permit for construction. Those permits require proof of Eminent Domain powers. TCR has been unwilling or unable to prove it has eminent domain. No further work should be done towards the DEIS until this is proven. 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 ED-1, ED-3, NE-1 and NE-8.
Deanne Prusak	1/30/2018	Email	The DEIS does not include a comprehensive risk management system. There was no mention of specific risk assessments to identify disaster scenarios, the likelihood of occurrences, as well as Mitigation steps to be taken to reduce or eliminate the risk. This must be done for the utility corridor crossing and any other potentially dangerous crossings for a credible understanding or the safety risks. 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 SS-19.
Deanne Prusak	1/30/2018	Email	The DEIS includes evaluations about property values around the HSR stations but does not include an evaluation on properties several miles from the route. These properties must be evaluated to credibly and fully understand the effect of the rail on property value. The proposed rail will cause properties to lose value, thus leading to a severe loss of tax revenue. 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 NE-1 and VA-1.
Deanne Prusak	1/30/2018	Email	The DEIS does not include a risk assessment on the ability of emergency response vehicles to reach any remote area along the 240 mile route. 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 SS-3, SS-18, SS-19 and SS-23.
Deanne Prusak	1/30/2018	Email	The DEIS failed to address the damage to many sources of water. Surface springs or spring fed creeks potentially would be destroyed by soil disturbance and the movement of fill material on top or excavation of fill material. These springs are essential to crops and livestock. 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 NE-1, NE-8, WW-1 and WW-2.
Deanne Prusak	1/30/2018	Email	The DEIS failed to address the damage to many sources of water. Surface springs or spring fed creeks potentially would be destroyed by soil disturbance and the movement of fill material on top or excavation of fill material. These springs are essential to crops and livestock. 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 NE-1, NE-8, WW-1 and WW-2.
Deanne Prusak	1/30/2018	Email	The DEIS failed to address the damage to many sources of water. Surface springs or spring fed creeks potentially would be destroyed by soil disturbance and the movement of fill material on top or excavation of fill material. These springs are essential to crops and livestock. 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	Refer to NE-1, NE-8, WW-1 and WW-2.
Deanne Prusak	1/30/2018	Email	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' away from the tracks. 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 0, so this is a huge increase over the norm.	Refer to NV-1 and NV-10. 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.
Deanne Prusak	1/30/2018	Email	The DEIS is too general when addressing impact of the rail on flooding and drainage. In my area the train will pass through the Spring Creek watershed where 5 creeks cross the track. We have experienced major flooding of these creeks historically. 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 FP-1, NE-8, WW-2 and WW-8.
Deanne Prusak	1/30/2018	Email	The DEIS has not addressed environmental expectations or requirements regarding the return of any temporary construction sites to their original or better condition. 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 LU-10.
Deanne Prusak	1/30/2018	Email	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. 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 LU-10 and LU-14.
Deanne Prusak	1/30/2018	Email	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 and NE-1.

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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.	
Deanne Prusak	1/30/2018	Email	TCR has not adequately shown a "need and purpose" for high speed rail between Dallas and Houston. There has been no regulatory body that has established a credible public need. The rail does not provide a more convenient transport than driving or plane, considering the lack of stations to access it. From my home in Waller, it would take an hour to get to the terminal in Houston, allow time to park and check in (30 min), then 1.5 hours on the train to a terminal where I would have to rent a car and drive to final destination. This does not offer any time saving versus flying or driving. In fact with driving, it only takes me 3.5 hours to get to Dallas and then I have the advantage of my own car. In addition the HSR has a high ticket price that results in no savings to the customer over alternative transportation.	Refer to PN-3, SC-3 and SS-5.
Deanne Prusak	1/30/2018	Website	The DEIS is using a large amount of regional non-specific data versus specific studies and field inspections. The DEIS is fatally flawed when not using project specific data such as identification of endangered species. The areas where the endangered Houston toad and Navasota Ladies Tresses reside were not inspected.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-4. NEPA does not require 100 percent of the Project to have field surveys conducted.
Deanne Prusak	1/30/2018	Website	The construction of the rail will cause damage to existing private, city, county, state and Federal road and highway infrastructures. 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-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 NE-1, PI-1, SS-23 and TR-6.
Deanne Prusak	1/30/2018	Website	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. 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 NE-1, PI-1, SS-23 and TR-6.
Deanne Prusak	1/30/2018	Website	The construction of the rail will take an enormous amount of aggregate. The DEIS is too general and does not appropriately address the full impact to the supply chain and how it impacts other current construction such as delays or cancellations due to lack of aggregate. 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 SG-4.
Deanne Prusak	1/30/2018	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, EU-7 and NV-5. The Project will be designed and constructed based on PHMSA requirements for where there are pipeline crossings and interactions with pipeline facilities.
Deanne Prusak	1/31/2018	Handwritten	TCR has not adequately justified financials to support the project. In fact, there is a great concerns 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 426 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 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 in the final drafts of the EIS. Also the DEIS does not cover the situation of project failure and abandoned infrastructure responsibility.	Refer to GN-2, GN-3 and NE-1.
Deanne Prusak	2/2/2018	Email	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 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.	Refer to GN-2, GN-3 and NE-1.
Deanne Prusak	2/5/2018	Handwritten	The original HC-4 route through Waller and western Harris Counties was moved 3 miles west with no public notice or ability for public comment. There were also other alternative routes originally evaluated. For example, the route along I-45 was dismissed due to the need for a barrier for auto/train separation. This would be feasible but costly. Cost should not be the controlling parameter to eliminate a route alternative. The dismissal of the I-45 route would likely be less harmful to the environment and should be reconsidered.	Refer to BA-8, BA-9 and PI-1.

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

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Deanne Prusak	2/5/2018	Handwritten	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.	Refer to EU-1, EU-2, EU-6, EU-7 and NV-5. The Project will be designed and constructed based on PHMSA requirements for where there are pipeline crossings and interactions with pipeline facilities.
Deanne Prusak	2/5/2018	Handwritten	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.	Refer to PI-1, SS-23 and TR-6.
Deanne Prusak	2/5/2018	Handwritten	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.
Deanne Prusak	2/5/2018	Handwritten	The construction of the rail will cause damage to existing private, city, county, state and Federal road and highway infrastructures. 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-7.
Deanne Prusak	2/5/2018	Handwritten	The DEIS is using a large amount of regional non-specific data versus specific studies and field inspections. The DEIS is fatally flawed when not using project specific data such as identification of endangered species. The areas where the endangered Houston toad and Navasota Ladies Tresses reside were not inspected.	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 <b>Section 3.6, Natural Ecological Systems and Protected Species</b> of the EIS.
Deanne Prusak	2/5/2018	Handwritten	The DEIS failed to address the damage to many sources of water. Surface springs or spring fed creeks potentially would be destroyed by soil disturbance and the movement of fill material on top or excavation of fill material. These springs are essential to crops and livestock.	Refer to WW-2 and WW-9.
Deanne Prusak	2/5/2018	Handwritten	TCR is required to obtain a county permit for construction. Those permits require proof of Eminent Domain powers. TCR has been unwilling or unable to prove it has eminent domain. No further work should be done towards the DEIS until this is proven.	Refer to ED-1, ED-3, NE-1 and NE-8.
Deanne Prusak	2/5/2018	Website	The DEIS identifies 121 hazardous materials sites in Harris County alone that will be disturbed by the route. There is no mention in the DEIS what is the impact to the environment if these sites are disturbed. The route along 290 may not be viable due to the concentration of hazardous sites. Clean up would be cost prohibitive yet there is no mention of costs in the DEIS. 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 HZ-1.
Deanne Prusak	2/5/2018	Website	Amtrak proposal from 8/2016 includes a map on page 9 showing projected congestion to 2035. The Dallas to Houston route is not shown as critical. In fact, it is the Houston to San Antonio and San Antonio to Dallas that is critical. TCR's HSR project does not address this need. There is not a need for the route as they currently have it placed.	Refer to BA-2, GN-3, NE-1, PN-2 and PN-3.
Deanne Prusak	2/5/2018	Website	In the Record of Decision (10/2017) for the TX Oklahoma rail project, it states in the purpose and need that the requirements for the project are that it be a cost-effective investment where the projected train service revenue meets or exceeds a certain percentage of operations and maintenance. For High Speed Rail that is 100%. The DEIS leaves out a lot of costs, such as covering moving pipelines, maintaining roads and cleaning up hazardous waste sites. 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 BA-6, EU-2, EU-3, GN-4, HZ-5, NE-1 and TR-7.
Deanne Prusak	2/6/2018	Handwritten	The DEIS identifies 121 hazardous materials sites in Harris county alone that will be disturbed by the route. There is no mention in the DEIS, what is the impact to the environment if the sites are disturbed? The route along 290 may not be viable due to the concentration of hazardous materials sites. Clean up would be cost prohibitive yet there is no mention of costs in the DEIS.	Refer to HZ-1.
Deanne Prusak	2/6/2018	Handwritten	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.	Refer to EU-1, EU-2, EU-6, EU-7 and NV-5. The Project will be designed and constructed based on PHMSA requirements for where there are pipeline crossings and interactions with pipeline facilities.
Deanne Prusak	2/6/2018	Handwritten	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.	Refer to PI-1, SS-23 and TR-6.
Deanne Prusak	2/6/2018	Handwritten	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 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 qualified.	Refer to TR-6, WW-1 and WW-6.

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Deanne Prusak	2/6/2018	Handwritten	The construction of the rail will cause damage to existing private, city, county, state and Federal road and highway infrastructures. 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 periods 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-7.
Deanne Prusak	2/6/2018	Handwritten	The DEIS is too general when addressing impact of the rail flooding and drainage. In my area the train will pas through the Spring Creek watershed where 5 creeks cross the track. We have experienced major flooding of these creeks historically.	Refer to FP-1, WW-2 and WW-8.
Deanne Prusak	2/6/2018	Handwritten	The DEIS is using a large amount of regional non-specific data versus specific studies and field inspections. The DEIS is fatally flawed when not using project specific data such as identification of endangered species. The areas where the endangered Houston toad and Navasota Ladies Tresses reside were not inspected.	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 <b>Section 3.6, Natural Ecological Systems and Protected Species</b> of the EIS.
Deanne Prusak	2/6/2018	Handwritten	The DEIS failed to address the damage to many sources of water. Surface springs or spring fed creeks potentially would be destroyed by soil disturbance and movement of fill material on top or excavation of fill material. These springs are essential to crops and livestock.	Refer to WW-2 and WW-9.
Deanne Prusak	2/6/2018	Handwritten	The DEIS identifies 121 hazardous materials sites in Harris County alone that will be disturbed by the route. There is no mention in the DEIS what is the impact to the environment if these sites are disturbed. The route along 290 may not be viable due to the concentration of hazardous materials sites. Cleanup would be cost prohibitive yet there is no mention of cost in the DEIS.	Refer to HZ-1.
Deanne Prusak	2/6/2018	Oral	Good evening. My name is Deanne Prusak and I am opposed to this project. My topic that I want to discuss right now is my environmental concerns. The draft EIS identifies 121 hazardous material sites in Harris County alone that will be disturbed by the route. There is no mention in the draft EIS what is the impact to the environment if these sites are disturbed. The route along 290 may not be viable due to the concentration of hazardous sites. Clean-up would be cost prohibitive, yet there is no mention of these costs in the draft EIS. The draft EIS is using a large amount of regional non-specific data versus specific studies and field inspections. The draft EIS is fatally flawed when not using project-specific data, such as identification of endangered species. The areas where the endangered Houston toad and Navasota ladies-tresses reside were not inspected. It is required to have boots on the ground for inspection of wetlands. I know this was not done, as there are three wetlands behind my house on property that was not given permission to survey. There is a potential that some of the land and environmental survey data used in the draft EIS was obtained without approval of the landowner. The majority of landowners chose not to allow access to their property on the permission form from the surveying company. The FRA should request an affidavit from the landowner that they did or did not allow data to be obtained on their property in order to validate use of this data in the report; otherwise, it needs to be removed. The draft EIS failed to address the damage to many sources of water. Surface springs or spring-fed creeks potentially would be destroyed by soil disturbance and the movement of fill material on top or excavation of fill material. These springs are essential to crops and livestock. The draft EIS is too general when addressing impact of the rail on flooding and drainage. In my area, the train will pass through the Spring Creek Watershed where five creeks cross the track. We have experienced major flooding of these creeks historically. The draft EIS has not addressed environmental expectations or requirements regarding the return of any temporary construction sites to their original or better condition. The draft EIS 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 FP-1, GN-1, NE-8, NR-4, HZ-1, LU-10, LU-14, WW-1, WW-2 and WW-8.
Deanne Prusak	2/6/2018	Oral	Good evening. My name is Deanne Prusak_ I am a landowner here in Waller: and I oppose this project. My topic is environmental concerns that are lacking in the Draft EIS_ The Draft EIS identifies 121 hazardous material sites in Harris County alone that will be disturbed by the route. There was no mention in the Draft EIS of what is the impact to the environment if these sites are disturbed? The route along 290 may not be viable due to the concentration of hazardous sites. Clean-up would be cost prohibitive, yet there is no mention of these costs in the Draft EIS_ The Draft EIS is using a large amount of regional nonspecific data versus specific studies and field inspections. The Draft EIS is fatally flawed when not using project-specific data, such as identification of endangered species. The area where the endangered species — the Houston Toad and Navasota Ladies' Tresses reside were not inspected. There is required to have boots on the ground for inspection of wetlands. I know this was not done as there are three wetlands behind my house on property that was not given permission to survey. There is a potential that some of the land and environmental survey data used in the Draft EIS was obtained without approval of the landowner. The majority of landowners chose not to allow access to their property on the permission form from the survey. The FRA should request an affidavit from the landowner that they did or did not allow data to be obtained on their property in order to validate use of this data in the report; otherwise, it needs to be removed The Draft EIS failed to address the damage to many sources of water: Surface springs or spring-fed creeks potentially would be destroyed by soil disturbance and the removal of fill material on top or excavation of fill material. These springs are essential to crops and livestock The Draft EIS is too general when addressing impact of the rail on flooding and drainage. In my area: the tram will pass through the Spring Creek watershed where five creeks cross the track We have experienced major flooding of these creeks historically _ The Draft EIS has not addressed environmental expectations or requirements regarding the return of any temporary construction	Refer to FP-1, GN-1, HZ-1, LU-10, NE-1, NE-8, NE-9, NR-4, SG-4, WW-1, WW-2 and WW-8. NEPA does not require 100 percent of the Project to have field surveys conducted.

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			sites to their original or better condition. The Draft EIS 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. None of these costs are addressed in the Draft EIS. I support the no-build option. Thank you.	
Deanne Prusak	2/9/2018	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 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. 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 HZ-5, WW-1 and WW-6.
Randy Pryde	3/9/2018	Website	In order for the state to move forward into the 21st century, provide safe fast alternative transportation between major Texas cities, construction of the high speed rail is imperative to our future. Every other developed country offers high speed efficient rail service. It should be available to us as well	Comment noted.
Jane Pryor	2/17/2018	Email	"Counting the Cost" is first and foremost in any business venture. A business that makes no sustainable profit will fail on it's own. The below reasons are why I believe the Dallas/Houston HSR project is not for Texas: 1. Ridership - to reach the estimated 5.9 million riders expected annually by the TCRR, an estimated 55% or higher car riders would have to make the switch. This is unrealistic when on average only 5% exists for most established railroads. Even at a prediction of 1.4 million riders (\$200/ticket) TCRR would never break even. The airlines would step up to these numbers and provide lower rates and faster times if this ever was built. 2. Dallas/Houston is not "densely" populated to sustain ridership on a daily basis. 3. Very low public transit system exists in Dallas/Houston. How will riders get around after they have leached their destination? 4. Private ownership - no railroad system exists to date that the government has not stepped in to financially 5. Railroad access - with only one stop in Grimes county (low population station) - not feasible for other riders to ride the TCRR if not already in Dallas/Houston. 6. Eminent Domain - There is none! 7. Utility corridor - the "A" route chosen is a utility corridor and not a "transportation" corridor... which is "mute" in comparison to building it. 8. Not an established railroad - TCRR in only what you see here. words on paper/computer white screen! There are no trains, tracks or stations anywhere!!! Just a foreign country wanting a piece of Texas the WRONG WAY! In addition, putting a HSR through homes that generations have built, cemeteries that are historical land marks and ranch/farm lands that will be lost for a "faster ride" to Dallas/Houston is not the Texas Way! Therefore, I am against the Dallas to Houston High-Speed Rail Project.	Refer to BA-12, BA-4, ED-1, GN-2, GN-4, GN-6, NE-1, PN-3, SC-3, TR-3 and TR-4.
Olga Pryor	2/22/2018	Website	I definitely support this project, that would be such a relief for commuters, and it will upscale Texas to advanced level overall. There is no developed train system in Texas, and not even in USA as to compare to Europe, not mentioning Japan. The only concern I have is, if my property is to be effected by this project, or falls within limit of disturbance mark, then, there should be decent compensation package to make mutual benefits for High Speed Train project and for property owners.	Refer to ED-2.
Schuyler Pulford	2/16/2018	Website	The Time is NOW! Our Railroads are decades behind Europe, China and Japan. WE now have an opportunity in my home state in my home Town of Houston to travel on a train to Dallas like the rest of the developed world. There so many ways this train system benefits Texas and the US. ENVIRONMENTALLY IT REDUCES CAR AND BUS POLLUTION. Its electric. Its fast. Its not costing Tax payers a dime. It will bring jobs short term and long term. It will bring Texas largest cities closer economically It will inspire other states and cities to do same. PLEASE APPROVE! Respectfully, Sky Pulford Houston, Texas 77077	Comment noted.
Christian Purnell	2/16/2018	Website	Please start building this as soon as possible.	Comment noted.
Robert Putney	3/9/2018	Website	The Texas high speed rail is an ill-advised plan to provide a means of travel between two Texas cities. These rails may work well in Europe and other smaller countries but there is just not the need or want for this line between Dallas and Houston. Does this project really think that people will abandon planes in mass numbers to take the train? Or forego the convenience of having their own vehicle when they travel? The answer is No. In addition, the privately funded project assumes many of the landowners will just be willing to sell their property, this is not the case as Texans are very strong willed about their rights and their property. The larger issue is once this train route comes towards Houston along the 290 corridor. Construction is being completed on the 290 expansion with no plans for the ROW this train would require. It would cause gridlock and hatred towards the project by having to reroute traffic, roads, and utilities. How much property and businesses does this project expect to be able to buy without a fight? This would be tied up in litigation for years with home and business owners. I live in the Stone Gate neighborhood and Central rail has provided no solutions or insight into how they may alleviate noise pollution, flooding	Refer to BA-12, ED-1, GN-2, NV-1, PN-3, SS-16 and VA-1. Analysis of aesthetics and scenic resources impacts and mitigation are included in <b>Section 3.10.6.2, Aesthetics and Scenic Resources, Mitigation Measures</b> and <b>Section 3.10.7, Aesthetics and Scenic Resources, Build Alternatives</b> Comparison of the Final EIS. As detailed in these sections, TCRR shall continue to incorporate stakeholder input into the Project's design from individual neighborhoods, including Stonegate, and may include context-

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			<p>abatement, or visual tracks above our tree lines. My back door is 500ft from the potential location of the rail and it would not only ruin property value, it would ruin many peoples lives. Just because politicians and businessmen think a rail line is good idea, it does not mean the location they want to put it is, or will ever be. Houston could use a commuter rail along the main freeways to alleviate congestion in the city before they would ever need a rail line like this. This would be a huge failure reflecting on anyone who approves its construction.</p>	<p>sensitive solutions or vegetation planting to limit the views of the Project.</p>

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<b>Q</b>				
Carrie Quinn	2/5/2018	Handwritten	<p>JBQ 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)</p> <p>The undersigned submits this response on behalf of the heirs of Maggie Zula Dawkins James, who are collectively known as "JBQ Ranch". JBQ Ranch is comprised of three parcels but the Draft EIS identifies two parcels of land totaling 450 acres (-) that are within the corridor identified as the "Utility Corridor" in the Dran EIS for the HSR proposed to be built by Texas Central. ARGUMENT AGAINST "UTILITY CORRIDOR" JBQ 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 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 JBQ Ranch. We ask the FRA not to approve an alignment because it's the cheapest route for HSR. 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 preatening 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 &amp; 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 Micle 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 "WV. Also, only two property owners objected to the Route 18 alignment where over 30 property owners Objected to the transmission line going along route "WV. It is difficult for the owners of JBQ 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." 21 p 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</p>	<p>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.</p> <p>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 <b>Section 3.2.3, Air Quality, Methodology</b>, and is detailed in <b>Appendix E, Technical Memoranda</b>. 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 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</p>

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			<p>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 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 gases in the atmosphere trapping heat from the sun. As trees grow, 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 (-) [250 acres] and the Randall Place (-) [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 I-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. 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</p>	<p>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 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. 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>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. 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 " " 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 " " 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 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-faire attitude of Texas Central.</p>	
Dalton Quinn	2/6/2018	Oral	<p>My name is Dalton Quinn: and I oppose this bullet train First off I would like to share what it would cost for me: who will be in Tomball: Texas: to ride the bullet train from Houston to Dallas to see my aunt and uncle who live in Arlington: Texas right in between Dallas and Fort Worth First: in order for me to even get down to the station: I would have to get on the Beltway: which is a toll road: buy a ticket And then once I get there: I would have to rent a car to get to my aunt and uncle's house. All of that added up to together would roughly cost a little over \$300 if I were to ride the bullet train; whereas if I were to just drive my truck straight from my house to their house: it is 246 miles. And at 2.20 a gallon and 19 miles per gallon, it would cost me about \$30 to get there if I were to just drive. So a much better option. Secondly: if you look in their Frequently Asked Question packet, they have a question that is: How will this project impact hunters: slash: hunting? And the response is. This project is not expected to result in a change of hunting regulations within the ten-county study area. While: yes: they answered the question: they really didn't fully answer the question. Because if you know anything about hunting: you would know that deer really don't like loud noises or a lot of people around. So if they were to put this train on our property that we hunt on regularly, it would drive the deer totally off of the place: and we would not be able to hunt at all. Lastly: I would like to say that I by a freight train that reaches top speeds of 60 to 65 miles per hour all of my life. I always hear them and feel the vibrations within my house. So I find it hard to believe Texas Central Rail, when they say that severe vibration impacts would not extend beyond 275 feet from the track of a train that is going 205 miles per hour I oppose this bullet train no matter how quiet they think it may be. Thank you.</p>	Refer to NR-1, NV-1, NV-5, PN-3, RF-2 and SC-3.
Greg Quinn	2/6/2018	Oral	<p>Thank you. My name's Greg Quinn. That's my beautiful wife Right? I married way above my head. So I have a big long laundry list of items that I wanted to talk about tonight when I got here; and as I've listened to everybody speak: each of them have been crossed off my list Judge Duhon, Congressman Bell: I really appreciate you guys being here. The commissioners that have been here tonight: your support of this county is amazing. We're not Waller — we're not Waller County residents: we are Harris County residents who own land also in Leon County. I'm a former principal in Tomball Independent School District: and one of the things that has not been crossed off the list tonight: yes: schools were mentioned and the impact is how they may go by the schools. But one of the things that was not mentioned that I want to make sure that I touch on is transportation of those children to and from school. Waller ISD is one of the largest square-mileage school districts in our area: okay? Most definitely in Region IV _ And the time that these children spend on buses I know Dr. Merrill very well: right: and the time that they spend on buses to get to and from school is considerable, considering the size of the school district that they in. You put a train through the middle of the school district, and all of the things that been mentioned in regards to EMS and emergency services hopefully not having an increase or a significant increase in travel time: you're looking at the same thing as far as buses and transportation is concerned. So you have to make a choice. Do they spend more time on buses or do you add routes? Well: guess what? When you add routes: what do you have to add in order to add routes? You have to add buses. Buses cost in the neighborhood of \$250 to \$300,000 apiece. So where does that hit you? Texas Central Rail is not going to buy those buses for you. That's going to come from your school taxes: right? You're going to have to pass a bond: right? You have a beautiful stadium that sits right out here. Many of you that are residents that pay your Waller ISD taxes: that was a part of — you voted to pass the bond to add that to your community. You'd have to do the same thing So the thing that I would ask is that we take into consideration all those things that go outside of just the things that we've talked about. The economic viability of this project is a no-brainer. It doesn't work. And the last thing that I want to add is: As Texans, we like to drive. It's what we do. else would an organization</p>	Refer to NE-1, SC-5 and SC-7.

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			and a company and a gas station chain like Buc-ee's, right, survive? Okay? In Texas: we do things big. Buc-ee's is the perfect example of this. And they continue to thrive: they continue to grow because of how we go about moving from one place in this great state to the other. The no-build is no doubt the alternative_ Thank you for your time.	
Carey Quinn	2/6/2018	Oral	Reason number three, one that we have touched on very little tonight: My family's future. One final blow to my family's forefathers mentioned previously, J.T. Bud Dawkins, my great-uncle who purchased part of the land that this train will be stealing, is actually buried in 10-Mile Cemetery at the historic Union Baptist Church in Normangee. As we learned at last night's meeting in Madisonville from Pastor Stroud, their church can no longer even be found on those maps in the back made available by TCR. And it is highly likely that all or parts of the cemetery will be moved. What does that mean for us as heirs of the Dawkins family?	Refer to <b>Appendix D, Community and Cultural Resources</b> Set 3 of 3 page 21 which displays the cemetery and church within relation to the LOD and the centerline on viaduct. <b>Table 3.19-4: Previously Recorded and/or Designated Historic Resources within the APE in Section 3.19.4.1, Cultural Resources, Cultural Resources Investigations</b> lists out the cemeteries and churches with distances in relation to the LOD.
Lester Quinney	2/21/2018	Website	I believe that the High Speed Rail project should be approved as soon as possible . This type of transportation is needed . It is more Efficient than air travel and private auto travel This is a railroad and should be given the legal means to acquire right of way and construct. The land owners who oppose this are all too happy that due to their proximity to Houston their lands value is inflated many times over. I live in the approach path for Bush airport If I listen carefully I can be annoyed by the sound of the jet engines. Also I live on Highway 30 Lots of trucks. Build the damn Train	Comment noted.
Marco Quintanilla	2/6/2018	Oral	I'll make this kind of quick because a lot of people have already covered a lot of things that I wanted to say. But there's something else that caught my attention here with this big 5,000 sheet of paper they say they want. That reminds me of something like with Pelosi and that insurance company or something like that where we really didn't know what we had until it was already passed. That didn't fill out too well. And another thing: Because the railroad itself won't viably sustain itself -- and I'm sure there's a lot of people know that's true. We've got three ways to get to Dallas: We got airplane, we got bus, and we got car. Why do we need a bullet train? Because somebody up at the top is going to make a fortune while we pay for it.	Refer to BA-4, NE-1 and PN-3.

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Sarah R	2/26/2018	Website	As a Dallas resident but a Houston native, I feel the bullet train is a necessary addition to the transportation options between Houston and Dallas. The Texas Bullet Train is a safe and quick alternative to flying, with proven technology and structure from Japan's Shinkansen. I currently go to Houston dozens of times a year, and if the bullet train were in operation, I would opt to use it over flying as the stations will be closer to my destination than the Houston airports and would choose use it over driving as it should be safer.	Comment noted.
Richard Rabe	2/26/2018	Website	The sooner this project is complete the better I will like it. I wish we had one from Huntsville connecting with Conroe, the woodlands, and spring. I wish there was one from the Richmond-Rosenberg area connecting with Sugarland. I WISH WE HAD ONE COMING IN FROM BAYTOWN. I wish we had one coming in from Porter, New Caney, Kingwood and Humble. I wish we had one coming in from Hempstead, or Brenham and picking up at Prairie view, Waller and Hockley. Something has to be done to get all these vehicles off the freeways.	Comment noted.
Mike Rader	3/7/2018	Letter	Dear Mr. Wright: 255 PRL LP ("PRL") is writing to provide comments to the December 2017 Draft Environmental Impact Statement ("DEIS") for the Dallas to Houston High-Speed Rail project (the "Project"). 255 PRL LP owns 255 acres located on Pleasant Run Road in the City of Lancaster. Mike Rader is principal in 255 PRI- LP and also developer of Prime Pointe, an adjacent 3,000 acre rail served industrial park. PRL purchased the 255 acres to be developed for large distributions centers of 300,000 sfto over 1 million square feet. Attached development layout and marketing brochure Of 255 PRL property. We are presently in discussion with national building developers for sites Of 1 million square feet and larger. Mike Rader has been involved in development of the South Dallas County area for 20 years and in the last few years aware of the high speed rail project and has discussed the project with Texas Central Railroad (TCR). While we want TCR to be successful, 255 PRL LP objects to the Service Center plan to be located on PRL property and the grade crossings of Greene Road on Our south boundary and Pleasant Run Road on our north boundary. TCR plans have a detrimental affect on development of PRL property. We are agreeable to work with TCR on elevated track across our property within minimum right of way and elevated tracks across the roads on the north and south sides of our property. Road crossing elevations should also be discussed with local governments. We appreciate the efforts of TCR to accommodate PRL and 100k forward to continuing to work with TCR regarding the Project. Please advise if you have any questions or require additional information.	Refer to ED-2, LU-3, LU-12 and TR-8.
Mike Rader	3/8/2018	Email	Dear Mr. Wright: 255 PRL LP ("PR L") is writing to provide comments to the December 201 7 Draft Environmental Impact Statement ("DEIS") for the Dallas to Houston High-Speed Rail project (the "Project"). 255 PRI- LP owns 255 acres located on Pleasant Run Road in the City of Lancaster. Mike Rader is principal in 255 PRI- LP and also developer of Prime Pointe, an adjacent 3,000 acre rail senred industrial park. PRL purchased the 255 acres to be developed for large distributions centers of 300,000 sfto over 1 million square feet. Attached development layout and marketing brochure of 255 PRL property. We are presently in discussion with national building developers for sites Of 1 million square feet and larger. Mike Rader has been involved in development of the South Dallas County area for 20 years and in the last few years aware of the high speed rail project and has discussed the project with Texas Central Railroad (TCR). While we want TCR to be successful, 255 PRL LP objects to the Service Center plan to be located on PRL property and the grade crossings Of Greene Road on our south boundary and Pleasant Run Road on our north boundary. TCR plans have a detrimental affect on development of P RL property. We are agreeable to work with TCR on elevated track across our property within minimum right of way and elevated tracks across the roads on the north and south sides of our property. Road crossing elevations should also be discussed with local governments. We appreciate the efforts of TCR to accommodate PRL and look forward to continuing to work with TCR regarding the Project. Please advise if you have any questions or require additional information.	Refer to ED-2, LU-3, LU-12 and TR-8.
Ethel Radovich	3/9/2018	Website	My sister lives in Houston and being able to get there by train would be wonderful and as a senior citizen I wouldn't have to fight the highways and for the cattle call airline impositions. Rail is a much more civilized way to travel and a plus is being able to see the countryside refreshing. Dallas station is not near DART despite comments that it will connect - it just does not make any sense to not use the vacant land owned by the city (put it back on the tax rolls to help us out) that is next to Union Depot built so travelers could connect. We need a different transportation center like we need a new outlet mall. Please make it convenient for Dallas citizens and our visitors coming to town. If they want suburban stop like our trains did decades ago fine but put the terminal in the city center.	Refer to GN-7 and TR-3.
John Radovich	1/30/2018	Email	I support the privately funded HSR project and look forward to other cities being connected. I do think the Dallas station is not positioned properly - it would be best suited adjacent to Dallas Union Station served by Amtrak/DART now. The adjoining property is vacant, owned by the city of Dallas and has substantial parking structure in place left unused since the demolition of Reunion Arena. The proposed station 1 mile away will negate many transit options and cause much more congestion as is not easily accessed. It is owned by a TCRR investor who should	Refer to GN-7, GN-8 and TR-3.

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			work out a land swap w/city to put the North terminus in the city center where anyone intelligent (and honestly concerned w/connectivity) would want it to be. I do wish this form had a way to send a copy back to me thank you.	
Justin Raine	2/16/2018	Website	I strongly support the Dallas to Houston High-Speed Rail project by Texas Central. This project would be an immeasurably valuable asset to Texas' infrastructure, improve transportation opportunities for millions of residents in the two cities and communities in-between, and provide an environmentally sustainable mode of transportation for inter-city travel. The Texas Central project is an incredibly important step in proving that the concept of true high-speed, elevated rail is feasible in the United States, and that it doesn't have to be organized by the government. Houston and Dallas are two of the fastest-growing, most economically powerful regions in the United States. As Texas continues to flourish, it is important that we take advantage of cutting-edge infrastructure solutions where they are appropriate. Few corridors are more appropriate for high-speed rail than Interstate 45.	Comment noted.
Debbie Raines	1/31/2018	Email	I am a resident of Navarro County and I highly appose this Bullet Train coming through our County! There are MANY Farmers and Ranchers in Navarro County and this Rail would destroy Farms and Farm and Ranch land. WE DO NOT WANT IT! Debra Raines	Refer to LU-2 and LU-11.
Kyle Rains	1/29/2018	Website	100% in favor of this project which will give millions of people a choice other than driving on a dangerous high traffic highway or going to the time, hassle, and expense of air travel. It's time Texas caught of (sic) the Europe and Japan.	Comment noted.
Kyle Rains	2/22/2018	Website	This project will greatly benefit almost 14 million living in the Dallas and Houston areas. We will have an alternative to a dangerous, polluted and congested highway and expensive and time consuming air travel. The train will link up with the longest light rail system in the US, DART, and be a boon for the depressed southern sector of Dallas, along with students going to A&M and the past its prime NW Houston area. I eagerly look forward to riding frequently, as I cannot drive.	Comment noted.
Joel Ramirez	3/9/2018	Website	I am for the High-Speed Rail. I only ask that you do your diligence. Think how the above rails in New York City have impacted its neighborhoods. We need to work together, collaborate to figure out not only the negative environmental impact, but how with S.T.E.M. fundamentals in our world today; we can adjust to the impact.	Comment noted.
Rosymar Ramirez	1/30/2018	Email	My son's family's property is seriously affected. They're losing their home, therefore; we are against the Speed Rail if it means for people to be put out of their property. This is devastating for so many families and our home's in Palmer, TX.	Refer to ED-2.
Manuel Ramos	2/26/2018	Website	The completion of this project will have a great economic impact on the region and will deliver fast and efficient transportation so riders can save time, energy, and money. It is time that this technology (HSR) is implemented in the US and the Dallas to Houston High Speed Rail could become the reference for the rest of the Country. Thank you. Manuel Ramos	Comment noted.
Harold Ramsey	NA	Website	I support the comments listed below and offer as evidence o 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.
Kent Ramsey	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, ED-1, NE-1 and NE-9.
Rodney Ramsey	1/30/2018	Email	The citizens of Ellis County strongly oppose the high speed rail going through Ellis County. Our local governments oppose it; our Governor opposes it; and I oppose it as well. There is no direct benefit to the people of Ellis County from this rail, only the trampling or our property rights for the benefit of others.	Comment noted.

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Tom Ramsey	3/5/2018	Oral	My name's Tom Ramsey. I currently am the mayor of Spring Valley Village. You say where is that? It's five miles from here on the Katy Freeway. I'm also president of the Harris County Mayor Council Association, that's 33 cities in Harris County not named Houston. We'll let Houston speak to that in a minute. Okay. Our association, a number of months ago, has gone on record in support of the project so let me just say that from the outset, that we support the project for economic reasons that Mr. Brown referred to earlier, also, for transportation reasons. If you travel in any of the cities in Harris County, you have traffic issues. When you travel from here to Dallas to Fort Worth, pick a freeway, pick the time of the day, there are transportation issues. We think it's critically important that we provide options for folks to get from Houston to Dallas. There's a lot of business. There's a lot of -- of reasons why people in the Houston area want to go to the Dallas-Fort Worth area. We think this gives them good options. That's another thing. And then I want to end it on a personal note. I grew up in a small county north of here. Worst drought ever to hit Texas was in the '50s, '52 to '59. My grandparents voted to tax themselves so that we would build 26 reservoirs in the state of Texas; and because they sacrificed -- yes, some of my relatives sacrificed their property, some of my relatives sacrificed their tax money -- but because they made sacrifices, my grandchildren have water to drink in 2018. I think major infrastructure projects, when you put it in this kind of category, you've got to look further than 30 days down the -- you got to look 30 years down the path. So Harris County Mayors Council Association, we're in support of the project.	Comment noted.
Morgan Creek Ranch	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.
Morgan Creek Ranch	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 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.
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Morgan Creek Ranch	3/3/2018	Website	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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Brett Ranger	1/25/2018	Website	Traffic on 1-45 between Dallas and Houston is terrible on a good day. There needs to be additional alternatives than just adding more highway lanes and cement. Rail offers a convenient and efficient way to travel between the two cities. I feel that this would also be very popular with the business community as well as leisure travelers. Texas needs this rail option. Thank you!	Comment noted.
Jerry Ratliff	2/7/2018	Website	I am delighted that you have a private firm leading your high speed rail project in our country. I am jealous as it will be a tax payer and lead to more jobs in your state. It will allow me to quickly move from Dallas airport/downtown area to Houston- faster than a car or plane with less down time. I can read, relax, or have a business meeting on the train unlike a car or plane. Thank you for being a leader in our country. Jerry Ratliff Veteran	Comment noted.
Troy Ratterree	1/29/2018	Oral	Hello, everybody. My name is Troy Ratterree, and I am one of the candidates for Congress right here in your county. And I want to tell you something, folks. I have fought this fight. The whole reason I'm here, I was a small business owner going about my business, just like you farmers do everyday, just like the small business owners do, when somebody weaponized one of our regulatory agencies in Washington, D.C. against my business. And I'll tell you one thing, that I fought and fought and fought and I won. I'll tell you how you win. You have got to read that 6,000 page document. You have to. And you have to comment on everything you don't like about it. If you fail to comment on it, they assume you like it. Do not let them assume you like it. Folks, if you sit here listening to us all talk today and do nothing with that and don't make those comments, they will go right through the neighborhood with the high speed train, and they will sit there and claim, Well, nobody complained about this or brought it to our attention. Read that document. These guys know. That's what they want you to do. You can hold them accountable, and she knows it. And it's the only way you hold your federal government accountable. I did it, I fought, and fought. It was a two-year battle, people. And I want to be your congressman because I have had it. When they put my 37-year-old third generation business out and I began to fight, I learned one thing, that something's wrong with America. You need better people representing you and I'm that kind of guy. I will go up there, I will fight for you, I will do everything I can as a congressman to stop this thing. It's wrong, it's overreached, and we can't allow it. Thank you.	Comment noted.
Jerry Ray	3/9/2018	Website	The Federal Railroad Administration (FRA) is preparing an Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail Project, The project would connect Dallas and Houston with a dedicated High-Speed Rail (HSR) system proposed by a private company, Texas Central Railway (TCR)_ The FRA in furtherance of this EIS is soliciting comments on the project. SNCF, the French National Railway, is one of the largest operators of high-speed, as well as traditional passenger rail services, in the world. With 270,000 employees, it transports approximately 14 million passengers on an average day. SNCF, through its various subsidiaries, carries almost twice the number of daily passengers in the U.S. as Amtrak does. Subsidiaries of SNCF currently employ approximately 15,000 people in the US. producing more than \$2.2 billion in annual revenues. SNCF America, Inc. offers the following comments to the Dallas to Houston High-Speed Rail Draft Environmental Impact Statement (Draft EIS): A Modern Texas Passenger Rail System Must Be Planned as a Network Modern passenger rail services can only be successful if they are conceived and planned as networks. For this to be a credible EIS, it is necessary to determine what is the best transportation system for the people of Texas who live on the Texas triangle defined as the Dallas'Fort Worth (DFW) Metroplex to the north, San Antonio to the southwest and Houston to the southeast. Further, the primaty and secondary environmental impacts on this same geographical area must be considered as well Given the enormous costs involved in building rail infrastructure, it is crucial, before making a decision, to analyze and disclose the financial/economic parameters and environmental and societal implications of the proposal for the entire Texas triangle area. The Draft EIS Starts Off on the wrong foot by adopting an artificially constrained framing Of the project's "purpose and need" — one that assumes a need for high-speed rail connection between Dallas and Houston, rather than examining that corridor in the	Refer to BA-4, GN-2, GN-9, NE-1, PN-3 and TC-7.

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			<p>context of the rail transportation needs of the Texas triangle as a whole. See, e.g., Draft EIS 24.3 (Corridor Screening Methodology) (concluding that higher speed and conventional speed passenger rail service will not meet the project's purpose merely because they "would not be able to employ the Tokaido Shinkansen HSR system as proposed" by TCRR). Furthermore, by viewing the Dallas- Houston corridor in isolation, rather than as one link Of a larger interconnected network, the Draft EIS's "purpose and need" section arbitrarily narrows the range of alternatives to be studied, contrary to NEPA's directives TO ensure as high a return as possible on the infrastructure investment to both the citizens Of Texas as well as private investors and owners, the customers traveling between the DFW Metroplex and the southeastern and southwestern corners of the triangle should use the same rail infrastrmcture between the DEW' Metroplex, through Waco to Temple. From Temple, a southeastern track should go to College Station continuing to Houston. A southwestern track should go from Temple to Austin and then San Antonio at conventional speeds. With this indirect routing, the additional traveling time required between the DFW Metroplex area and Houston would be slightly less than 30 minutes at high speeds. However, the advantages of this "T-Bone" network configuration are numerous: All major cities on the Texas Triangle (Houston — College Station — Dallas — Fort Worth — Waco — Temple — Georgetown — Austin — San Marcos — San Antonio) would be connected with 480 miles of tracks instead of 763 miles of tracks if the entire Texas triangle were to be built. At \$45 million a mile, the savings are <math>(763 - 480) \times 45 = \\$12.7</math> billion By having a common "backbone" for travel from the DFW Metroplex to the southeast and the southwest, the Federal Government 1-35 project becomes financially more viable, Without the southeastern traffic, the 1-35 corridor most likely cannot financially stand on its own and cities located on the 1-35 corridor will not be connected by rail to Houston and the DEW Metroplex. Utilizing the Texas Triangle would provide high-speed rail access to 2.6 million more Texas residents than the Dallas-Houston route It would also provide for future linkage to points further south. For example, the NEPA guidance issued by the Depafiment of Transportation, Federal Highway Administration, explains that the purpose and need section Of an EIS "should clearly demonstrate" — and not just assume — "that a 'need' exists and should define the •need' in terms understandable to the general public. This discussion should clearly describe the problems which the proposed action is to correct." In particular, in demonstrating and articulating the need for the project, the agency should take into account issues such as Capacity ("Is the capacity of the present facility inadequate for the present traffic? Projected traffic? What capacity is needed?"); Transponation Demand (including relationship to any statewide plan); System Linkage (how does the proposed project "fit in the transportation system"); and Modal Interrelationships (how will the facility interface with and complement Other transportation services). FHWA TECHNICAL ADVISORY T 6640.8A, VD (October 30, 1987), available at' <a href="https://www.environment.thwa.dot.gov/legislation/nepa/guidance_preparation/pn2">https , envi ronment_ thwa.dot, gov/legi slation/nepa/gui dance_ prepari x//pn 2</a></p> <p>The cities of College Station, Fort Worth, Waco, Temple, Georgetown, Austin, San Marcos, San Antonio and even points south, would be severely disadvantaged with the proposed TCR point- to-point system, The Draft EIS ignores reality by not considering any comprehensive network-based alternatives, notwithstanding the obvious environmental advantages and economic efficiencies of a more compact rail footprint for the Texas triangle area as a whole. The Draft EIS omits consideration Of network-based alternatives because it unreasonably limits the purpose and need for the project based on an assumed need for high-speed rail on this one segment. This unduly narrow perspective renders the Draft EIS fundamentally flawed. See Cilizens Againsl Burling/on, Inc. v. Busey, 938 F.2d 190, 196 (DC. Cir. 1990) ("an agency may not define the objectives of its action in terms so unreasonably narrow that only one alternative from among the environmentally benign ones in the agency's power would accomplish the goals of the agency's action, and the EIS would become a foreordained formality"). FRA should correct this problem by broadening the purpose and need to facilitate analysis and consideration Of reasonable network-based alternatives. Speed High-speed passenger rail trains operate from 125 to 210 miles per hour. Higher-speed train Systems operate at speeds no higher than 125 miles per hour. These are very different technologies. In the United States, any discussion about new passenger rail infrastructure most always defaults to the more expensive high-speed technology In some cases, due to passenger ridership, the distances between stations, and other factors, high-speed technology serves no logical purpose, cannot be justified by the potential market and may be impractical, if not impossible. The Draft EIS is flawed because it fails adequately to address the comparative advantages and disadvantages of high-speed versus high-speed technologies for the Dallas-Houston corridor, whether considered in isolation or as part of a larger Texas triangle rail network. Indeed, the Draft EIS fails to consider the relative environmental, economic and social impacts Of any alternatives that involve rail technology other than high-speed. As with the Draft EIS's failure to consider any network-based alternatives (discussed above), the omission Of any non-high-speed alternatives is grounded in the myopic definition of the project's "purpose and need," which assumes the need for high-speed rail from Dallas to Houston and hence arbitrarily excludes other technologies from its array Of alternatives. Eminent domain is always a difficult issue when building a new high-speed infrastructure. High speeds can't be accommodated on tight curves and steep slopes. However, higher speeds (max 125 mph) can take tighter turns and can use much more of the existing rights of ways, thus reducing the need to use eminent domain. The Draft EIS fails adequately to consider the potential for higher-speed technologies to reduce eminent domain impacts, because it omits consideration Of any higher-speed alternatives. 3 When the terrain along a route is flat and stable, it is relatively "cheap" to build new rail infrastructure. But cheap means \$23 million per mile for two conventional electrified tracks, compared</p>	

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			<p>to \$45 million per mile for two high-speed tracks. A higher-speed train would take three hours to go from Dallas downtown to Houston downtown through Temple. The present driving time from DFW to downtown Houston is four hours, Before doubling the infrastructure costs and using abundant eminent domain, there should be a hard look at whether high-speed is possible, needed or expected for each segment of a proposed route. FRA should correct this flaw in the Draft EIS by broadening the purpose and need to facilitate analysis and consideration of reasonable alternatives based on higher-speed technologies. This Draft EIS Ignores Previous Texas Passenger Rail Policy The Texas Central Partners, LLC (TCP)/Japanese project would only connect the outskirts of Dallas to the suburbs of Houston roughly along the route of Interstate 45. In 2008 and again in 2016, the USDOT and the FRA issued at the request of the U.S. Congress a Request for Expressions Of Interest and a Request for Proposals (2016)<sup>3</sup> for high-speed rail systems within I I corridors in the United States. In these requests responders were asked to study a new rail infrastructure along the Interstate-35 (1-35) corridor. The first phase of the Texas Oklahoma Passenger Rail Study was completed in November Of 2017. Sponsored by the Texas Department of Transportation (TXDOT), the study determined that upgraded passenger rail service between Oklahoma City and South Texas using the 1-35 corridor was feasible. This \$7 million Texas-Oklahoma Passenger Rail Study sponsored by Texas Department of Transportation covers an 850-mile conidor broken into three segments going from Oklahoma City to Dallas-Fort Worth; Dallas-Fort Worth to San Antonio; and San Antonio to South Texas. Before building a direct link between the outskirts of Dallas and the outskirts of Houston, the Federal Government's Interstate-35 Corridor and the full Texas T-Bone passenger rail network must be an alternative that is seriously considered Moreover, the draft EIS is flawed because it does not adequately analyze the various interrelationships between the proposed high speed rail project between Dallas and Houston and the 1-35 rail conidor alternatives analyzed in the Texas-Oklahoma Passenger Rail Study, Combined Service-Level Final EIS and ROD (2017). NEPA prohibits a decision-making agency from viewing proposed projects in isolation; rather, the agency must take a hard look at both the 2 vol. 73, No. 242, 76443-76448 on December 16, 2008, by the U.S. Department of Transportation (USDOT) and the Federal Railway Administration (FRA). 3 vol 81, No. 51 / Wednesday, March 16, 2016 ("RFP") by the U.S Department of Transportation (USDOT) and the Federal Railway Administration (FRA). 4 "indirect effects" and the "cumulative effects" of the proposal, 4 Yet the Draft EIS fails to consider, for example, how moving forward with the Dallas-Houston high speed rail project could alter, modify or foreclose options for the 1-35 rail corridor; how a network-based approach that combines certain aspects Of both projects could produce more economically efficient and environmentally beneficial outcomes (see discussion of network-based alternatives above); or the cumulative environmental, economic and social impacts of proceeding with the Dallas-Houston high-speed corridor and the 1-35 rall corridor as separate and independent projects. The FRA should correct this flaw by expanding its analysis to take a hard look at the cumulative impacts, indirect effects and interrelationships of these projects in the context of Texas Passenger Rail policy as a whole. To our Knowledge, the Draft EIS is Not Supported by a Published Investment-Grade Ridership Study Given the enormous costs involved in building rail infrastructure, it is crucial, before making a decision, to fully analyze and disclose the financial/economic parameters of all alternatives. Such measurement can be achieved by performing investment-grade ridership studies where the total market can be assessed and reasonable market share estimated. TO our knowledge, these investment-grade ridership studies have not been done and/or made public. Investment-grade ridership studies for each possible alternative must be made a part of this EIS public process. This Project Fails the Crucial Interoperability Test Interoperability is a broad array of passenger-rail infrastructure standards that allow conventional, higher-speed and high-speed rail operations over common rail networks within urban areas. The Draft EIS fails adequately to address these issues. The Amtrak Acela Express operating in the Northeast Rail Corridor is a perfect example Of an interoperable network. It is highly successful because it serves the hearts of Boston, New York City, and Washington, DC Going to city centers allows a rail system to be time-competitive with air travel that operates from the outskirts of cities. Ifthe trains also depart from the outskirts Of the cities, they can't compete with air travel, which also departs from the city outskirts. A new passenger rail system must be able to use existing tracks into the city center. Obviously, at high speeds, the rolling stock must be operated in a fully sealed rail corridor, but this is not true CEQ regulations define "indirect effects" as effects " _ which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. 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." 40 1508.8, Cumulative impacts are defined as "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." 40 C.F.R. 1508.7. Of the "last miles" when penetrating into densely populated areas, The Acela express shares the same tracks as commuter trains when penetrating in the three densely populated urban areas cited above. The Acela Express is an interoperable system. If such tracks do not exist, they must be built at substantial costs. Construction costs close to and within city centers are financially extravagant, and it is doubtful that any private funding can be found Ifthe taxpayers provide the funding, then these urban infrastructures must be made available to the highest number of people aggressively managed for the highest efficiency possible</p>	

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			<p>If high-speed intercity trains are the only trains using the new infrastructure penetrating in the city center because of monopoly technology, the new infrastructure system will only serve a selected few but will have been paid for by a vast majority New and Old infrastructure must be able to accommodate commuter trains as well as long- distance high-speed trains on the "final miles" located within urban areas, Interoperability Failure Multiplies Consequences and Risks The Draft EIS fails to take a hard look at the full array of environmental, economic, and social impacts that could result if the proposed project fails to account for these critical interoperability issues. While the Japanese N70() Series Shinkansen technology is safe, reliable and comfortable, the interoperability standards currently used in the United States, the United Kingdom, and in the European Union are not compatible with this Japanese technology. Should the U S, abandon these pending interoperability FRA Tier III standards for this project in Texas, there will be consequences and risks There are operational consequences. New train sets won't be able to use existing tracks and rights-of-way to penetrate the urban-core or commuter trains will not be able to use newly built urban rail infrastructure, There are significant economic consequences. Accepting an incompatible proprietary technology creates a monopoly, Local populations will face an element Of monopoly pricing since only the proprietaw technology used can be operated on the newly built track infrastructure There are taxpayer risks, If a privately funded system with incompatible infrastructure and rolling stock, financed with government loans or loan guarantees, becomes financially troubled, the taxpayers are left with no choice but to pay for the monopoly technology The probability of financial weaknesses is significant considering that, unless we are mistaken, and to our limited knowledge, worldwide there are only two high-speed systems that cover infrastructure amortization with the revenues they generate, These two systems (Tokyo-to-Osaka and Paris-to-Lyon) have low infrastructure amortization costs because they were built approximately a half-century ago. There are national security risks. It could be dangerous to allow incompatible infrastructure and rolling stock engineered and manufactured by foreign entities to be used for critical transportation, Ifthe entities supplying the monopoly technology decide to stop providing the technology or block the systems with software changes, passenger traffic between major Texan cities could be severely disrupted, and the remedy would be extremely costly and time-consuming (measured in years, rather than months). 6 The EIS Must Consider the Characteristics of Interoperability On April 5, 2017, at a hearing in the Texas State Senate, Senator Lois Kolkhorst asked Tim Keith, president of Texas Central Partners (TCP), the company developing the Dallas to Houston high-speed rail project, "These tracks are compatible with multiple types of trains, correct?" Keith responded."Correct. Would also. Standard gauge of 4 feet and 8.5 inches." For tracks to accommodate different train technologies, track gauge, or more precisely, the width between the two rails Of a track, is only one Of many technical parameters that must be met. While Mr. Keith's response was factually correct, it was not complete and perhaps purposefully left the impression that track gauge is the only important factor. Other parameters must be taken into consideration for a rail technology to be interoperable</p> <ul style="list-style-type: none"> <li>• Spacing between two sets Of tracks</li> <li>• Width of rolling stock</li> <li>• Space between the tracks and station platforms</li> <li>• Electromagnetic compatibility</li> <li>• Crashworthiness specifications</li> <li>• Signaling systems</li> <li>• Safety systems such as Positive Train Control (PTC)</li> <li>• Communications sy stems</li> <li>• Door mechanisms (an issue in conventional train stations with the Japanese technology)</li> <li>• Power supply specifications</li> </ul> <p>This Project Does Not Serve City Centers Neither higher-speed rail Systems (maximum 125 mph) nor high-speed rail systems (above 125 mph) should be expected to be successful and profitable if they do not serve city centers of their primary destinations or connect to established commuter train networks serving city centers To address these issues, SNCF America makes the following recommendations: Ensure that high-speed trains are compatible with the pending FRA Tier III standards. Ensure that urban infrastructure to be built can be used by long-distance trains as well as commuter trains Ensure that downtown residents who wish to travel long distance by rail can avoid city tramc by using higher- and high-speed trains from downtown locations. At a minimum, the FRA must consider, analyze, and disclose the potential environmental, economic, and social impacts Of the project's failure to serve city centers. A Realistic Funding Plan Must be Considered in this EIS On its website, TCP is very straightforward by declaring that: 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," While TCP may be 100 percent privately funded as long as the loans are being repaid to the lenders, should future revenues not allow for the lenders to see their loans (principal plus interest) being repaid in compliance with the initial plans, Federal taxpayers could end up being liable if the loans were contracted under RRIF and/or TIFIA as cited in I. 1.2.2 of the Draft EIS, This would result in taxpayer funding of equipment and infrastructure not obtained through competitive methods, that would have been required if federal funding had been initially used, even though there could be a funding activity which "constitutes a major federal action As previously stated, revenues from high-speed rail operations are seldom sufficient to pay back infrastructure costs. Under such circumstances, claiming that the project is not backed by public funds seems daring. As with the Other issues discussed above, the FRA at a minimum must supplement its Draft EIS to consider, analyze and disclose the risks and potential impacts of an inadequate private funding plan.</p>	
Gary Rayl	2/7/2018	Website	<p>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</p>	Comment noted.

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			the Texas economy Re-enforces importance of investment in a balanced transportation system Creates vital piece of a 21st century transportation system Living in one of the US centers for railroads I have learned the value of fast passenger rail service. Quality passenger service is used and economy benefits the cities where stations receive and board passengers. The following is true and valuable to us all: 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	
Benjamin Read	1/30/2018	Email	No land for the project should be acquired through eminent domain. Let the developers buy out the landowners' fair and square, but the developers should not have the authority of the state to steal private real property.	Refer to ED-1 and ED-2.
John Reasons	1/30/2018	Website	I am opposed to the high speed rail. It does not provide enough unique benefit to justify placing another visual scar on the land. Has the psychological cost of further allowing technology to intrude on open countryside been studied? What is it? Why do we continue to choose to benefit the urban over the rural?	The psychological impact of transportation infrastructure is not germane to the NEPA process; however, in <b>Section 3.14.1.1, Socioeconomics and Community Facilities, Socioeconomics</b> , new infrastructure in the project area was evaluated to determine the impact on community cohesion.
Carolyn Rebbert	2/17/2018	Website	I support the Dallas to Houston High-Speed Rail. By taking cars off the interstate, it will reduce carbon emissions, traffic accidents and run-off of highway pollutants. It also makes use of existing infrastructure to reduce impact. I also supported the Eugene to Portland light passenger rail line, and am sorry that it is not currently under consideration.	Comment noted.
Jeff Rebenschied	2/5/2018	Oral	Last name is R-E-B-E-N-S-C-H-I-E-D. First name is Jeff. I want to know what they're planning on doing about sound mitigation for the high speed rail when these trains go 200 miles an hour. And sound DBA is greater than 100 DBA, which could travel -- sound can travel up to several miles at that high level. What are they going to do about that to mitigate it.	Refer to NV-1.
Gordon Reed	2/24/2018	Website	I totally support The High Speed Rail. I feel the more cars that can be removed fro I45, the better. People that have never been on a trail need to. I have grown around trains, both big ones and models. I had one grandfather that worked for Union Pacific and the other grandfather worked for Southern Pacific.	Comment noted.
John Reed	1/30/2018	Oral	How are ya'll doing? I am one of the crazy people down on (?) Road. I'm here to talk to these people. They don't care about you. Politicians don't care about you. They care about money. If I was you I would contact every single one and let them know they will be voted out of the next election. Get out and do it. The next thing is animals. There's a lot of bald eagles flying around and one of the nests down in the deep neck area. I don't know about you but that is our symbol and if you don't stand for that you're not ready to fight for this and if that is true you need to get up and leave this room now. Okay? You have to express this. We all care about it and we have to get more people to care about it like we do. Once we do that if we got one, two, three people that don't know about this situation they care about it like we do because of the eagles. Because of the taxes, we will have to pay for the roads. Taxes that will be lost for education. When we get others involved they start calling Congress people and Senators. They are going to lie to you. I am not talking about county people, okay. I am talking about the state people and the federal people. They tell you one thing. I don't want to get real political. I voted for Donald Trump and the best thing he has done for us is to allow people to see who is for our country and who is against our country. Who are true Republicans and who are true Democrats. Okay? If I were you contact five people tonight and five people tomorrow and tell these people they will be looking for a different route besides Texas.	Refer to NR-3 and TR-7.
Lynn Reed	2/20/2018	Letter	Mr. Wright, Concerning the High Speed Rail Project in Texas; Please consider building a tunnel or using the giant excavations from the closed local lignite mines to dig a trench and cover the train where needed. Please consider this. A property owner and taxpayer in Madison County.	Refer to GN-7.
Reagan Reed	1/31/2018	Oral	Good evening, my name is Reagan Reed and I work for Empower Texas, which is a conservative advocacy organization of the state. I'm also Republican Precinct Chair in Montgomery County, and I drove up here all the way from Montgomery County tonight because I was so passionate about opposing this rail and making sure this boondoggle dies. There's serious concerns about this project, whether this project is gonna be profitable or the state might have to bail it out. Which is why Empower Texas strongly advocated for Senate bill 977 which prohibits state funding from going to private rail. But tonight I want to get to the heart of the matter and that is that it is fundamentally immoral for private land to be taken from landowners, when it's often been in their family for generations, and given to some big company to benefit these corporations and cities and to benefit these foreign Japanese investors. It's fundamentally immoral. Our country was founded upon the principle that all men are created equal and that they are endowed by their Creator with certain unalienable and among others the life, liberty and pursuit of happiness, which basically means property, and this rail is a direct violation of property rights. But not only is it against our founding documents, the principle of private property rights is enshrined in the holy scriptures. If we turn to the book of First Kings, Chapter 21, we read a story of the wicked King Ahab, who basically coveted a man's vineyard, Naboth's vineyard, and essentially performed eminent domain in order to stake this man's family land because he wouldn't sell. King Ahab was judged by God, not just because he stole Naboth's, but because scripture explicitly says he took his lands without commission. I don't see Texas Central as being very different at all from King	Refer to ED-1, GN-3, GN-4 and NE-1.

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			Ahab. This was a study done by the -foundation, 65 pages I read all of it. They said that this rail boondoggle is gonna run an over \$21 billion deficit in the next 40 years. That's something that's gonna have to be paid for by my generation and so my generation has more at stake in this than anyone else, because this is gonna have to come from tax dollars. Look what's happening in California. There's only two of these rails in the entire country that are profitable. Paris to Leon and Tokyo to Osaka. Last time I checked Texas has a few differences from France and Japan, thank goodness. It's not gonna work here. We don't want it here. I'm here to fully oppose this rail because it threatens to destroy my heritage and also threaten my generation's future. Thank you.	
Sandra Reese	2/6/2018	Website	<p>I am against the construction of the high speed rail. I am a land owner in Waller County and this high speed rail will devalue the worth of my property. It will also impact the traffic and routes in and around my home and the immediate area. Additionally, I am in fear of my safety and terroristic threats that could evolve.</p> <p>There is a conflict of interest for a private company that will financially benefit from the construction of the high speed rail that produces its own economic and environmental study justifying its construction.</p> <p>The rail design only allows use of one manufacturer excluding use of other high speed rail trains which operate on a universal platform. This is anti-competitive and increases tax payers cost.</p> <p>Many citizens voiced, engaged, and wrote their concerns to FRA, speaking in the 2-6-18 hearing and yet have not received nor heard any solutions or a viable plan to their concerns. We speak to deaf ears. Communication is one way. This treatment of citizens serves as another data point in the corrupt handling in the justification of the construction of the high speed rail.</p> <p>This project is an atrocity.</p>	<p>Refer to GN-4, NE-1, SS-6, TR-6 and VA-1.</p> <p>No public roads in Waller County would be closed as a result of the Project. Refer to <b>Table 3.11-51: Waller County Roadway Modifications</b> for more information about impacts to roadways.</p>
James D. Reeves	2/25/2018	Website	<p>Dear Sirs:</p> <p>I am a property owner very near the proposed THSR location in Grimes County. I am against the project and it should not be approved. The proposed path location through Waller, Grimes, MADISON, and Leon goes through some of the more prolific oil and gas areas in our state. I have attached an oil and gas base map showing the number of wells drilled along the proposed path. Attached is a google map showing the path in relationship to our property. The THSR path would cross County Road number 176 that I need to utilize to access our property. Also attached is an excel spreadsheet showing the number of oil and gas wells permitted in several effected counties. In Texas Railroad District 3, 10.6% o the wells permitted since January 2012 are in Madison County alone. That's 674 wells permitted. The economic impact alone that the oil and gas industry creates is extremely substantial to the area. Lease money, road building, welders, fence builders, restaurants, hotel rentals, road construction, water wells drilled, ROYALTY INCOME GENERATED TO THE STATE AND INDIVIDUALS and TAXES far outway the revenue generated from a train that will have little use. It is easier for me to drive to Dallas than than drive into Houston from Katy, Texas, then go through security have a stop in Roans Prairie and still have no car in Dallas. Won't happen. Very seldom do I even fly for a 4 hour drive. Please no approval, no tax payer funding for th THSR Thanks James D Reeves</p>	Refer to GN-4, PN-3 and TC-4.
Tim Regalado	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"> <li>1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.</li> <li>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.</li> <li>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.</li> <li>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</li> <li>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.</li> <li>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.</li> </ol>	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.
Tina Regier	3/7/2018	Website	Are there government guaranteed loans funding this project?	Refer to GN-4.
Tina Regier	3/7/2018	Website	How will Lake Bardwell and other water sources be affected by this project? Train will go west of lake bardwell in Ellis Co. and may divert natural water runoff and flow from the lake, how is this addressed?	<p>Refer to WW-1 and WW-2.</p> <p>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 Executive Summary (ES.7) which allows for free movement of water in those areas and would</p>

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				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.
Tina Regier	3/7/2018	Website	EIS says no displaced businesses, why is farming not considered a business? How is this statement correct? How can this be guaranteed?	See <b>Section 3.13.7, Land Use, Build Alternatives Comparison</b> for a review of the displaced and acquired businesses for each proposed Alternative. All alternatives would displace or acquire businesses. The Preferred Alternative would displace 42 primary commercial structures and would potentially acquire 12 commercial primary and secondary commercial structures. Displaced structures would be removed because they are directly within the Project footprint. See <b>Section 3.13.3.2, Land Use, Data Collection</b> for more information about the 13 distinct land use categories that were used for the structural analysis. Both agriculture and commercial/business are pre-defined land use code types. Agriculture uses are defined as active farmed cropland and specialty crop production. Agriculture structures include barns, sheds, livestock facilities, etc. Commercial/business uses are more retail in nature. Both agriculture and commercial uses can be private income-generators but have different environments and income generation methods so the land uses were reviewed separately and were not combined into one general "business" code.
Tina Regier	3/7/2018	Website	Define "rerouted" when referring to roads. Does this mean closed/dead end/no longer a through street?	Refer to TR-7, TR-8 and TR-10. Private road closures are proposed where private properties served by the private road would be purchased to construct the Project, or where new access to private properties adjacent to the HSR ROW is proposed. Driveways and private roads were not usually provided grade separations and alternative access was proposed.
Tina Regier	3/7/2018	Website	Please elaborate on how numbers were calculated of estimated users/customers/riders of the train.	Refer to GN-2.
Tina Regier	3/7/2018	Website	Why is it such OLD technology? Why not a train/technology from this decade?	Refer to BA-4 and TC-2.
Tina Regier	3/7/2018	Website	How will emergency services be affected by the project / road closings/ etc.	Refer to SS-23.
Tina Regier	3/7/2018	Website	How will school districts be affected by train project / road closings / etc.?	Refer to SC-6.
Tina Regier	3/7/2018	Website	How will existing utilities and other right of way and easements be affected by the project?	Refer to EU-2.
Tina Regier	3/7/2018	Website	What research has been conducted on how high speed trains are affected by animals on the train track? Collision and damage/derailing estimates for train impacting feral hogs, deer, livestock, and other large animals of Texas especially with considerations of animals being in large groups. What would happen if train impacted multiple sow and boar feral hogs?	Refer to SS-2 and SS-12.
Tina Regier	3/7/2018	Website	Why are underpasses in EIS only 14ft high? Was farm equipment that travels these roads regularly not considered? How could this be addressed?	Refer to TR-8.
Tina Regier	3/7/2018	Website	what is the estimated reduction in economy from farming ground loss, road closures and reduced travel between towns. Most of Ellis county is dependent on resident utilization of resources in surrounding towns, from jobs/employment, schools, shopping, utilities, and other daily living activities; residents depend on access to multiple towns for various needs. What is the expected impact from road "reroutings" (closings) and what is the economic impact of this?	Refer to ED-2, LU-2, SC-13 and SC-15.
Tina Regier	3/7/2018	Website	What does train do to property values within 10 miles of train track? Please provide how it has affected property values in/around other high speed trains for examples, high and low values with averages.	Refer to VA-1.
Tina Regier	3/7/2018	Website	How will this project realign school districts boundaries affecting student allocations and school property tax revenues?	Refer to SC-6.
Tina Regier	3/7/2018	Website	When this project goes bankrupt who is property owner of railway? what are other possibilities of this land after railway? Who decides this?	Refer to NE-1, NE-9 and SS-5.
Tina Regier	3/7/2018	Website	How will water run off be addressed after soil is removed along/beside railway? What will be done to ensure other property nearby is not flooded or damaged?	Refer to WW-1.

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Tina Regier	3/7/2018	Website	What are the social implications? Will this create a food desert anywhere along the route, cutting off people from resources?	Refer to TR-6 and TR-8. Access to grocery stores would remain because no public roads would be closed as a result of the Project.
Tina Regier	3/7/2018	Website	How does safety of project and train meet safety standards of US and Texas? What are procedures to ensure consumer safety in riding and living nearby train tracks?	The potential for the Project to impact the safety or security of employees, passengers or adjacent residents as well as the compliance and mitigation measures required to avoid potential impacts are documented in <b>Section 3.16, Safety and Security</b> . The Project must comply with all federal and state safety regulations described in <b>Section 3.16.2, Safety and Security, Regulatory Context</b> as well as any applicable local regulations. Specifically, mitigation and compliance measures documented in <b>Section 3.16.6, Safety and Security, Avoidance, Minimization and Mitigation</b> are intended to minimize safety and security impacts as a result of Project operations or construction.
Tina Regier	3/7/2018	Website	No modern high speed rail has ever been built with just private investment capital; this EIS is incredibly misleading when stating "no public monies" will be involved with this project, if no public money, how is that guaranteed? Especially when TxDOT and NCT-COG have already contributed funds and assistance.	Refer to GN-4 and NE-1.
Tina Regier	3/7/2018	Website	Who pays for maintenance and upgrades of the train and the project as a whole? Who is responsible?	Refer to GN-5.
Tina Regier	3/7/2018	Website	How is this economically feasible?	Refer to NE-1.
Tina Regier	3/7/2018	Website	US in time of economic strain, how is this good use of our money? Where is the study showing this is economically feasible?	Refer to GN-4, NE-1 and PN-3.
Tina Regier	3/7/2018	Website	What are the positive and negative impact to ALL communities and counties this HSR passes through?	Refer to TR-6 and TR-8. No public roads would be closed as a result of the Project.
Tina Regier	3/7/2018	Website	How will eminent domain affect the county? will it/this project split counties into multiple mutually exclusive sections?	Refer to ED-1 and ED-3.
Tina Regier	3/7/2018	Website	How will this affect the canebrake rattlesnake and other endangered species in Texas?	The canebrake rattlesnake or timber rattlesnake is listed by state and not federally. State-listed species are afforded protection from take, but not their habitats. For information regarding impacts to protected species please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.4.4.2, Natural Ecological Systems and Protected Species, Protected Wildlife Species</b> . For information regarding the Endangered Species Act (ESA) please see <b>Section 3.6.2, Natural Ecological Systems and Protected Species, Regulatory Context</b> . Mitigation measures to avoid impacts to endangered species and comply with the ESA are described in <b>Section 3.6.6, Natural Ecological Systems and Protected Species, Avoidance, Minimization and Mitigation. Section 3.6.5.2.3, Natural Ecological Systems and Protected Species, Build Alternatives</b> states "These impacts could be minimized and/or avoided by deploying qualified biologists to conduct surveys prior to construction and during construction activities within or near protected species and their habitat to ensure implementation and compliance with environmental protection measures. These qualified biologists could also identify these protected species and relocate individuals so direct mortality is avoided. " Impacts to the timber rattlesnake will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> including <b>NR-MM#1, NR-MM#2</b> and <b>NR-MM#5</b> .
Tina Regier	3/7/2018	Website	What are the direct and indirect costs associated with this project to the taxpayers in the counties in which the HSR will pass through?	Refer to SC-19.

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Tina Regier	3/7/2018	Website	Who will profit from this project? Who is accountable when the project fails?	Refer to NE-1, NE-9 and SS-5.
Tina Regier	3/7/2018	Website	If HSR project is estimated to close over 30 state, county, and rural roads in Ellis County alone, how can HSR project not be liable to construct overpasses to ensure roads remain through streets? Can overpasses be built for these roads and who is responsible to pay for these overpasses?	Refer to TR-7, TR-8 and TR-10. Private road closures are proposed where private properties served by the private road would be purchased to construct the Project, or where new access to private properties adjacent to the HSR ROW is proposed. Driveways and private roads were not usually provided grade separations and alternative access was proposed.
Scout Register	2/16/2018	Website	Especially with the Trump administration talking about infrastructure, yet gutting Amtrak, we need to show the government and the rest of the country that we stand behind great new infrastructure projects in America, regardless of who is in office. Jobs, economic growth, and fast safe and affordable transportation. That's what this project brings to the great state of Texas, and that's what this state needs to show that we are a leader, and a place where people want to be.	Comment noted.
James Reid	2/7/2018	Website	High speed rail is long overdue in our state. It is very forward looking and may be the tipping point that changes the future of transportation in Texas. Now lets also work on rebuilding some of the other routes in Texas. I am getting older and like driving less and less. Don't stop now. There are always strong objections to progress. Thanks for listening.	Comment noted.
James Reid	2/16/2018	Website	We need to join the 21st century transportation and high speed trains are one way to get it accomplished. We can only build so many highways and trains take up less space and are less polluting. Please approve Dallas-Houston high speed train. Thank you.	Comment noted.
Laura Reid	3/5/2018	Website	This project is very expensive waste of time and money that will eventually fall on the shoulders of tax payers. It will do nothing to ease the traffic on the highway between Dallas an Houston because you are going to have to get on highway to board train in Dallas or Houston. Texans live their cars and are not going to quit driving, especially at the price of these tickets. The route goes through less than 1/2 mile from our front door and it not something we want to see or hear while relaxing on our front porch. Have yet to see anything positive with this project.	Refer to AS-1, GN-4, GN-6, PN-3, SC-19, TR-3, TR-4 and NV-1.
Patricia Reiff	2/27/2018	Website	I have ridden many high speed trains around the world and they do NOT bother the cattle nearby! Texas needs to lead the way to bring US passenger rail into the 21st century. The only thing missing is an "auto-rail" car - if a Texan can drive his car aboard, hitch a ride and save 3.5 hours of driving AND HAVE HIS CAR ON THE OTHER SIDE, He/she is MUCH more likely to take advantage of this opportunity. Otherwise, it only competes with flying. If there are auto/rail cars, it will also compete with DRIVING. (AND TEXANS LOVE THEIR CARS). I was in favor of it even when it appeared it would go through our ranch (in Waller county). I still am!!	Comment noted.
Chris Reinhardt	2/5/2018	Oral	Hi. My name is Chris Reinhardt. I live in Copperfield. Even though you see a lot of paper, I didn't prepare anything. I just have some random thoughts. The first random thought is back in August we had a little rain event. A lot of people got a little water up in their property. Right? Well, who allowed people to build there? Politicians and developers. So what's running this? Politicians and developers. Okay? So what are they not telling us? And if you look at all the paperwork and other stuff -- and let's start with some of their exhibits down there. One of the industrial -- the industrial site that's determined to be the one of the stops, the endpoint for Houston, is some property that I have a little connection to--not that I own it, but I wish I did--but if you look at that, on that outline there's one square of property that's not being taken. It's surrounded by property being taken. Who owns that property? I don't know. Who's getting the big money out of that? Who's holding onto that for bucks? Probably somebody who's connected. Right? I'm a safety guy, so I look at things from a safety aspect. If you look back at that center panel right next to the one to the left of the door, they show a pretty little graphic of Hempstead Highway, and next to Hempstead Highway is that rail line going down with all the pilings. And what's missing there? Protective barriers. How did Princess Diana die? She smacked into a piling at a bridge. So it's all pretty and nice and fluffy and looks really great, but what's it going to be like in the end? Who knows. To my paperwork. I got to put glasses on for this. I'm not getting old. TxDOT in December 2013 published a state-wide ridership analysis report that said this line would cost -- up-front capital cost \$16.8 billion. Back in December they were telling us \$12 billion. Now they've upped it between December and now to anywhere between \$15 billion to \$18 billion. Right? So who's not giving us the whole story? Where is the rest of it? If you look at California, California's way over. Okay? The Reason study, if you get a chance to look it up on the internet and read it, it talks it could be up to \$21 billion. It debunks everything. But TCR likes to come back and try to debunk the study, but if you read it you'll see that the guy that wrote the report says, well, he would have used their data, but he had to sign a confidentially agreement or non-disclosure agreement so he wouldn't be able to write about it. So read the article from the Reason report. It's a pretty good article that basically casts a little doubt in there. And what else do I have? Now, the main thing is I don't think it covers everything. TCR's not been up-front with us. Why will they not tell us how much it's going to cost? Why will they not tell us anything accurately that can be verified? It's all fluff and big Texas stuff. Right? I'm a multi-generational Texan, but I don't buy into that BS That's really about all I have to say, and I'm running out of time, but I will save my seven seconds for somebody else. Thank you.	Refer to FP-4, GN-2, GN-3, GN-7, GN-9, SS-1 and SC-22.

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Christopher Reinhardt	2/7/2018	Website	This project makes no economic sense, so there is no reason to allow it and its impact on the environment to eight of the ten counties through which it would pass. In 2003, a new runway was added to Houston's George Bush airport at a cost of \$300 million. In 2015, Southwest Airline opened an new 5 gate terminal at Hobby airport at a cost of \$156 million. Using those two examples and rounding up to be conservative, a dedicated runway and terminal could be added at each of the cities airports (DFW, DAL, HOU, and IAH) for \$2 billion. The newest Boeing 737 MAX10 lists for \$129 million (although the prices are discounted up to 50% fr large orders). Twenty of those, at list price would cost \$2.58 Billion. The 737 MAX10 carries 230 passengers. Flights leaving every 15 minutes out of the four airports (fyi, generally Southwest operates on a 30 minute basis between Houston and Dallas) could transport 3,680 passengers/hour. All of the above could be done for less than \$5 billion. Projections for the cost of the rail system are anywhere from \$15 billion to \$21 billion. This rail project makes no economic sense to spend \$21 billion when a comparable result could be achieved for \$5 billion, and have no environmental impact on the eight counties in the project that don't contain the four airports? It makes no environmental sense to do this when there is a better alternative.	Refer to BA-4, BA-12, GN-4, NE-1, PN-3 and SC-19.
REM3 Enterprise	2/27/2018	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.
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.
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REM3 Enterprise	3/8/2018	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.
Ashley Renner	2/5/2018	Handwritten	I'm writing in proposition of the building of this project. I believe the people being impacted by this need an extension to review the draft [sic]. I also feel that this project will negatively effect their families emotionally. This will cause distress on them when asked to leave their homes. This has environmental impact by endangering animals, destroying habitats and depleting the beautification of Texas. In conclusion, I feel this project will hurt our community economically.	Refer to SC-19 and PI-3. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
MW Resnick	3/9/2018	Website	> Relieves highway congestion; > Lessens Jet pollution; > Increases Property Tax base; > Increases Employment; ONLY an airline, or a rigged/dysfunctional system would fail to support high speed rail.	Comment noted.
Randall Ressel	NA	Website	DO NOT BUILD	Comment noted.
Lydia Reyes	3/6/2018	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, SS-24, 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 <b>Table 3.6-8: LFSV Habitat by Segment</b> 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 <b>Section 3.14.1, Socioeconomics and Community</b>

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				<b>Facilities, Introduction.</b> As discussed in <b>Section 3.15.4, Electromagnetic Fields, Methodology:</b> "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."
Paul Reyes	1/30/2018	Email	I vote against it because it affects my family friends hometown.	Comment noted.
Andrew Reynolds	2/27/2018	Website	FRA et al; I want to voice my show of support for the high speed rail line in Texas and for it to quickly pass the environmental impact portion of approvals. These bullet trains are standard in Japan where I have ridden them and they provide some of the safest, quickest, consistent, and quietest transportation methods around. Similar systems in Europe make for extremely easy transportation across Europe. While I am sure there will be some local negative impact, the net positive of displacing the emissions of vehicles on the road, reduction in their noise pollution, reduction in their oil and other emissions, and the potential to use the line for light freight operations should far outweigh the local effects of the line. As well, Texas is slowly using more wind and solar energy assets for its grid, producing even better displacement of carbon emissions over time. While it would be new for the US to have a high speed rail line of this type, there is no better place but Texas and Dallas/Houston to be the first movers on this type of transportation in the US. Thank you for your time! Andrew D. Reynolds, MBA	Comment noted.
Mary Reynolds	3/9/2018	Website	I support privately funded HRS project. I do think the Dallas station is not positioned properly. A better site is adjacent to the Dallas Union Station served by Amtrak/DART. The adjacent property is vacant and owned by the City of Dallas, and has substantial parking. The proposed site is one mile away with no connectivity to any other transit options. Additionally the proposed site is difficult to access causing increase in traffic congestion.	Refer to GN-7, GN-8 and TR-3.
Rick Reynolds	3/9/2018	Website	I support privately funded HSR. I do not support the proposed location of the Dallas rail site. The location is one mile from Union Station served by Amtrak/DART. The proposed location provides no connectivity, and will create additional traffic congestion. The Dallas Station should be adjacent to Union Station. The City of Dallas already owns the land, and there is ample room for parking.	Refer to GN-7, GN-8 and TR-3.
Alireza Rezaee	2/19/2018	Website	I support the train. I live in Dallas and I would love to have an easy, reliable and fast means to travel to Houston. This train will help me to travel to Houston more frequently.	Comment noted.
Joshua Rhodes	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.	Comment noted.
Sandra Ricca	3/5/2018	Website	I think it is short-sighted to reject this proposal. There is a definite need to travel between Dallas & Houston other than via vehicles and airplanes. In fact, I hope to see the train connect Dallas, Houston, Austin & San Antonio someday. More and more people come to Texas every day. The major cities have a high amount of traffic congestion. If the train is not built, the highways will become more congested and will require eventual expansion anyway. Widening the roads for more cars does not increase safety & efficiency or reduce pollution. After weighing all the pros and cons, I think the pros outweigh the cons and I sincerely hope the train is built.	Comment noted.
David Rice	1/30/2018	Email	It is a national disgrace that the United States does not have a high-speed Rail network spanning the country from East to West at a minimum. Air Travel is unreliable due to all the security measures and has become a real drudge. I spent most of my working career when Air Travel was reliable, relatively inexpensive and a real pleasure. Hurrah for Texas.	Comment noted.
Robert Rice	2/17/2018	Website	The Bullet Train should be a Texas high priority. It is a must for our economy, environment, and convenience.	Comment noted.
Debores Richards	1/29/2018	Handwritten	How will TCR compensate the Landowners who make a living from the land? Loss of Income	Refer to ED-2 and LU-11.
Delores Richards	1/23/2018	Email	TCR has stated and at several town hall meetings they would not use tax paying dollars, this project is a private adventures. WHY is MY tax dollars being used???????????????	Refer to GN-4 and NE-1.
Delores Richards	1/24/2018	Email	This was not what I read when I started reading this epic document. .... Madisonville scheduled meeting was to be held at the high school and now moved to the event center? Great notice!	Refer to PI-11.
Delores Richards	1/29/2018	Handwritten	How can you conduct an accurate environment impact analysis without having surveyed or had access to a large portion of the proposed route??	Refer to GN-1, NE-1 and NE-8.
Delores Richards	1/29/2018	Handwritten	How was an environmental survey accomplished without access to our landl?	Refer to GN-1 and NE-8.
Delores Richards	1/29/2018	Handwritten	What kind of interest will TCR condemn from landowners if the build the train?	Refer to ED-4.

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Delores Richards	1/29/2018	Handwritten	True or False TCR plans to condemn natural resources, such as soil within a 2 mile with either sides of proposal rail.	Refer to LU-14.
Delores Richards	1/29/2018	Handwritten	Can you point me to an authoritative document that establishes TCR has been determined to have the right to eminent domain?	Refer to ED-4.
Delores Richards	1/29/2018	Website	How can you conduct an accurate environment impact analysis without having surveyed or had access to a large portion of the proposed route??	Refer to GN-1, NE-1 and NE-8.
Delores Richards	1/30/2018	Website	What effect will this have on the students who attend school 100 yards or less from this Train? Derailment would be like a school shooting	Refer to SC-8, SS-12 and SS-13.
Delores Richards	1/30/2018	Website	Where is this massive DEIS Report Do I find that this Train can go over a pipeline? Pipelines run all through Texas.	Refer to EU-1 and EU-2.
Delores Richards	1/30/2018	Website	How was a survey accomplished without access to our land?	Refer to GN-1 and NE-8.
Delores Richards	1/30/2018	Website	I see nothing in this Report addressing the congestion in Dallas and especially Houston. I think this needs to be in place before TCR starts trying to connect the to cities.	Refer to PN-3.
Delores Richards	1/30/2018	Website	If TCR has its way The Texas landowners will be the most threatened species. Progress is great But we have rights and there is 45 or existing tracks.	Refer to BA-9 and BA-10.
Delores Richards	1/30/2018	Website	How will TCR compensate the lost of Income from landowners and business?	Refer to ED-2.
Delores Richards	1/30/2018	Letter	I ask how does TCR think that using the utility corridor will reduce the congestion of Dallas and Houston. The infrastructure in both cities needs to be fixed. Congestion is San Antonio and Houston which a project has already been approved by the FRA. Why is my tax dollars being used so TXDOT can increase 45 to an 8 lane (which is in progress) and TCR is trying to put a train? The cities are growing but not enough to support both projects. Especially when a round trip ticket is at this time quoted per TCR \$398.00 I know that their creative math look great on paper but the reality is they were in the RED before they started their project. An as a land owner and a tax payer I will have to pay twice for their project which will leave me nothing and the investors richer.	Refer to BA-2, BA-4, BA-5, GN-4, PN-3 and SC-3.
Delores Richards	1/30/2018	Handwritten	Who paid for This DEIS Report? TAX Payers??	Refer to GN-4.
Delores Richards	1/30/2018	Handwritten	Who paid for the DEIS report? Tax payers??	Refer to NE-5.
Delores Richards	1/30/2018	Handwritten	Why is the 100/500 year Flood Plain Not an issue?? DEIS states that this construction will increase the changes of flood I have seen first hand what happens after a small rain with new construction. A Lot of people flooded out of their Homes.	Refer to FP-1, WW-1 and WW-2.
Delores Richards	1/30/2018	Handwritten	Why is I-45 Not Being Considered??? This route would still need a right of way. But less impact on the TEXAS Land.	Refer to BA-9.
Delores Richards	1/30/2018	Handwritten	2015 Robert Eckels stated they only need 80ft, TCR states 100ft Now DEIS states 70-300ft with average of 275. Another example of lies to land owners.	Refer to LU-14.
Delores Richards	1/30/2018	Handwritten	Why has the acres gone up from TCR original request?? They don't tell the truth.	Refer to LU-14.
Delores Richards	1/30/2018	Handwritten	TCR stated in town meeting there would be no TSA security. The FRA is not concerned with the safety of passengers on land owners.	Refer to SS-9.
Delores Richards	1/30/2018	Handwritten	DEIS clearly states that no matter what measures TCR takes to minimize the impact It will greatly Damage the environment.	Refer to NE-9.
Delores Richards	1/30/2018	Handwritten	How can TCR continue to pursue the project when it has not established the right to the power of eminent domain?	Refer to ED-1.
Delores Richards	1/30/2018	Handwritten	Need more time to review DEIS Report. We do not have internet nor a smart phone. Have to go to the library between chores.	Refer to PI-3.
Delores Richards	1/30/2018	Handwritten	Need more time to review the information presented in the DEIS for the high speed rail from Dallas to Houston. 75 days is not enough time to review its properties.	Refer to PI-3.
Delores Richards	1/31/2018	Letter	March 24, 2015 To Whom It May Concern, I would like to introduce myself my name is Delores Richards I am a land owner and grandmother. My husband and I own a tract located at 8491 FM 978 which we purchased several years back. We purchased this tract of land for the following reasons: 1. To Retire from the rat race, enjoy nature, have peace and quite 2. A place our grandchildren could get away from their	Refer to BA-4, BA-5, BA-8, BA-9, BA-12, ED-1, ED-2, GN-6, LU-11, NE-1, NV-1, PN-3, RF-2, TR-3, TR-4 and TR-10.

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			<p>cookie cutter prisons. 3. Enjoy our hobbies of gardening, raising a few chickens, fishing, hunting and a small orchard. 4. In the past few years my husband has had some health issues which lead our daughter and her family to become our care giver. They are now in the process of building a home next to ours. In February of 2015 we heard that the High Speed Rail's primary route is being considered to run along the Utility Corridor from Dallas to Houston. I want it to be noted that coming down the Utility Corridor will have a huge impact on my family.</p> <p>1. No more peace and quiet, we will be back in the rat race for which if I had wanted that quality of life I would have stayed in Houston, continued to work and pay taxes for a train I will never use. Southwest is cheaper, I would continue to fly.</p> <p>2. Our grandchildren will never get out of their prisons to run, climb trees, eat fresh vegetables from the garden, fish, hunt, ride a horse or pick eggs.</p> <p>3. Our care giver will have to move as well, leaving them with starting over again and upside down on their home. 4. Grandchildren will have to leave their forever home, which do to their dad's jobs has had to move 7 times over the last 12 years. This is to be their last move till they go to college. When people choose to live in a big city, they know the pros &amp; cons and that is their decision. I made the decision to retire with nature and family after a long time in the city. I don't feel anyone has to make exception for me. They made their decision they need to get over it and suck up the inconvenience. Where are my rights, last time I checked this is American. I ask the question, how does TRC thinks that using the utility corridor (which will cut mine and many other landowners tract in half, with no access to the back half) will reduce the congestion of Dallas and Houston? If TxDot is going to increase Hwy 45 to 8 lanes would it not be better to save the tax payers a little money, create jobs, cut down on the traffic and free advertisement for the train to put it down 45. But you still have not solved the problem of getting from the station thru the congestion in the cities. So the train will be a 90 min ride and still take 2 - 3 hr. trying to get to you destinations. I can fly cheaper than the train and still take the same amount of time getting to my destination. A Very Concerned Retired Landowner Delores Richards</p> <p>I ask the question, how does TRC thinks that using the utility corridor (which will cut mine and many other landowners tract in half, with no access to the back half) will reduce the congestion of Dallas and Houston? If TxDot is going to increase Hwy 45 to 8 lanes would it not be better to save the tax payers a little money, create jobs, cut down on the traffic and free advertisement for the train to put it down 45.</p>	
Delores Richards	1/31/2018	Handwritten	You may take a few cars off the Road But not the 18 wheelers. Which is the life line of this country. TCR reductions on emissions is FALSE! NO BILL OPTION	The HSR is projected to reduce some emissions based on car removal. It is not intended to replace freight and cargo transit modes nor their associated emissions.
Delores Richards	1/31/2018	Handwritten	This rail will interserve with the Police, Fire Department EMS I see this is not addressed.	Refer to SS-23.
Delores Richards	1/31/2018	Oral	<p>I would like to introduce myself. My name is Delores Richards. I am a landowner and grandmother. My husband and I own a tract of land located at [...] which we purchased several years back. We purchased this tract of land for the following reasons: to retire from the rat race, to enjoy nature, have peace and quiet. A place our grandchildren could get away from their cookie cutting prisons. Enjoy our hobbies of gardening, raising a few chickens, fishing, hunting and a small orchard. In the past few years, my husband has had some health issues which led to our daughter and her family to become our care giver. They are now in the process of building a home next to ours. In February of 2015, we heard that the high speed rails primary route is being considered to run along the utility corridor from Dallas to Houston. I want it to be noted that coming down to the utility corridor will have a huge impact on my family. No more peace and quiet, we will be back in the rat race, for which, if I had wanted that quality of life I would have stayed in Houston, continued to work and pay taxes for a train I will never use. Southwest is cheaper, I would continue to fly. Our grandchildren will never get out of their prisons to run, climb trees, eat fresh vegetables from the garden, fish, hunt, ride and horse or pick eggs. Our caregiver will have to move as well, leaving them with starting over again, and upside down on their home. Grandchildren will have to leave their forever home, which due to their dad's job has had to move eight times over the last 12 years. This is to be their last move till they go to college. When people choose to live in a big city, they know the pros and cons and that is their decision. I made the decision to retire with nature and family after a long time in the city. I don't feel anyone has to make exceptions for me. They made their decision they need to get over it and suck up the inconvenience. Where are my rights? Last time I checked this is America. I ask the question, how does TRC [sic] think that using the utility corridor which will cut mine and many other landowners tract in half, with no access to the back half, will reduce the congestion of Dallas and Houston? If TxDOT is going to increase Highway 45 to 8 lanes would it not be better to save the taxpayers a little money, create jobs, cut down on traffic and free advertisement for the train to put it down 45. But you still have not solved the problem of getting from the station through the congestion in the cities. So the train will be a 90-minute ride and still take 2-3 hours trying to get to your destinations, I can fly cheaper than the train and still take the same amount of time getting to my destination.</p>	<p>Refer to BA-4, BA-9, BA-12, GN-4, TR-3, TR-4 and TR-12.</p> <p>Could not find the listed address, but found [...]8491 FM 977. 8491 FM 977 is not directly impacted by the Project but is located adjacent to parcels that are affected. This specific location would likely suffer adverse visual impacts due to the close proximity to the Project. Mitigation measures for visual impacts can be found in <b>Section 3.10.6, Aesthetics and Scenic Resources, Avoidance, Minimization and Mitigation</b>. However, site-specific mitigation has not yet been determined and will be identified through negotiations between TCRR and the landowner. 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 <b>Section 3.4.4, Noise and Vibration, Affected Environment</b> for impacts related to noise.</p>
Delores Richards	2/4/2018	Website	Need more time to review the information presented in the DEIS for high speed rail from Dallas to Houston,75 Days is not enough time to review it property.	Refer to PI-3.

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

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Delores Richards	2/5/2018	Handwritten	In the past 4 years no one has given me an answer about the pipelines. Where in the DEIS Report can this information be found?	Refer to EU-2.
Delores Richards	2/5/2018	Handwritten	Why are the maps incorrect?? They do not show the two homes, cabins, Well & Well house roads, horse pens, chicken house, goat pen, rabbit hatches, crossing fencing or the trees that have been cleared.	Refer to GN-1.
Delores Richards	2/5/2018	Oral	My name is Delores Richards. I'm a landowner in Madison County, and I'm a landowner in Madison County, and I'm here to oppose this rail. I am highly against it. It is not only cutting our property in half so that we can't do anything with it -- And we are not a Texas -- I mean, we're born Texas, but we're just now coming to Madison County. But back in December of 2015 I was told they had -- that TCR had imminent domain, and they have done nothing but harass us. And I have called and I have left messages and I have yet to get an answer from any of them. My brother -- my son-in-law has found out that they do not have imminent domain. So, therefore, I am against it, and I cannot stand anybody that cannot be truthful to me, and lie and look me in the face and tell me they have imminent domain and they did not. And I do not appreciate this environment study that the railroad is doing. You have not addressed -- I have emailed you. I have not been -- no one has addressed how the health safety issues are going to be on my family. Nobody has addressed the pipeline. Nobody has addressed the erosion around my property that they're wanting to put those pylons on. And I know darn good and well that these rigs out here stand a lot more pressure than this damn train's going to. Excuse my language. UNIDENTIFIED MALE: Go for it, Baby. MS. DELORES RICHARDS: I am highly against it, and I do not appreciate people that do not return or get back to me or lie to my face, and TCR has done that on numerous occasions. Thank you.	Refer to ED-1, ED-2, EU-2, NE-1, NE-8 and SG-2. Human health effects are discussed in <b>Section 3.16, Safety and Security</b> of the Final EIS. <b>Section 3.16.2, Safety and Security, Regulatory Context</b> of the Final EIS provides a summary of regulatory plans/requirements which would be generated prior to construction commencing and those plans would give landowners more details regarding risk assessments and mitigation strategies regarding potential impacts.
Delores Richards	2/5/2018	Oral	Okay. My name is Delores Richard and I am a landowner and a grandmother and I am highly against this rail. My husband and I have spent years looking for a place before we retired and we chose Madisonville. And the reason I am really so touched with this town is the minute that little girl, Morgan Whitesides, turned to this town and I showed her three tracts that we were ready to purchase because we were going to retire in five years. That baby got out of that truck, jumped up on the gate and said, Oh, God, this is my forever home when Daddy retires. So Madisonville means a lot to us. And for you. We're retired, we have no internet service. We do not have high-tech phones. So we will continue to go down to the library or to the tax office reading a report that's 5000 pages long. That is very disrespectful in my eyes. I've been in the medical field for 20 plus years. If I wrote a paper, a research, a medical paper and handed it to you, you would spend more time looking up names, words, abbreviations, and it would take you a lot longer. Me? I could probably do in 15, 20 minutes. Same with this report. You guys know exactly what you're talking about, you've got it, it's down black and white. But don't give it to us where we can tend to it properly. Seventy fives day is not enough, no way. And again, I am highly against this train and I am highly against FRA because I want to know paid your salaries to do this. I am sure it was tax-paying money. If I was willing to pay for this train, I'd have stayed in Houston. I would have paid the taxes just like I do when they told us that the rail -- that the tow away would be free and be paid for. It's not. My taxes are paying for it and still pay \$1.75 every time I go through one of those darn gates. I am highly, highly against this.	Refer to GN-4, NE-5 and PI-3.
Delores Richards	2/5/2018	Oral	Okay. My name is Delores Richards, and I'm highly against this train. I vote, no build, no train. I am here to tell you firsthand how TCRR works with the landowner. In February of 2015, Robert Eckels looked my daughter right in the eye and told her, just go ahead and build there because we will pay you three or more times what it's worth, all of your descendants would get free ridership and he could give her stock in the company. They have plenty of money from his investors. This was coming from a man that this project started 20 million in the red. He's also the man that told -- sold Harris County the toll road that the taxpayers are paying for, along with paying while they're using it. This will -- I don't know whatever happened to this will be paid for and it will be free. He's also tried to sell the bullet train to Houston -- from Houston to San Antonio, 2010; and he didn't have a success. Randy Redwine, who interviewed with the Madison Mentor, stated: TCRR has been working with the landowners. Incorrect, they have not. I spoke with Redwine myself back on 12/11/15 at one of these meetings. He told me he would personally come out and take care of my family, my son-in-law, his family, who had just retired from the military. I sent several e-mails after that meeting and no Redwine. Same article. He states that he would help with -- this train would help with the infrastructure. Well, I've lived and worked in Houston for over 40 years and it does not relieve the mess that's here in this town. You need to fix the infrastructure between - in Dallas and in Houston before you even think about connecting them. At the same meeting, Charlie told me that they had eminent domain. Well, of course, we panicked. Redwine said he thought they did, but he wasn't quite sure, so he checked with Tim Keithley. Per Keithley, they did not have it at that time, expected to have it, so they were using a scare tactic. To date, they still do not have eminent domain. Also, at that meeting, I was told then just put me back where I -- I told them just to put me back at the point in my life where I am. Just buy me another piece of property and build my house. No problem. We've got plenty of money. And since I've been here tonight, I know, we are paying for it. So I'm going to -- not on my retirement, but everything else is, everybody. These millennials that were up here tonight have no idea that they are going to be paying for this and their great grandkids. Since that meeting, my husband has run them off on separate occasions -- on three separate occasions surveyors that came on our property without being -- without notice of any type. And I also resent the fact that TCRR gets	Refer to BA-6, ED-1, ED-2, GN-4, NE-8 and PN-3.

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			on TV and refers to the people as rural and low income. There are a lot of retired educated professionals along this route that have poked so many holes in this DEIS, it looks like a sieve. God does not like ugly.	
Delores Richards	2/5/2018	Website	TCR told landowners not to worry they will take care of us. No one has contacted us. Then the DEIS Report states permanent disruption. What are we to believe? NO BILL OPTION	Refer to ED-2.
Delores Richards	2/6/2018	Website	Per DEIS there will be road closure. This (per TCR map) will close. all access to my land.	Refer to TR-8 and TR-10.
Delores Richards	2/6/2018	Handwritten	I support 100% this No Build Alternative.	Comment noted.
Delores Richards	2/6/2018	Handwritten	Explain How an Elderly Couple (Who only Have their Land and Home) Can Start over? NO BILL OPTION	Refer to ED-2 and LU-14.
Delores Richards	2/6/2018	Handwritten	Why can we as landowners get a straight answer from TCR,FRA, Tx Dot?? Why is tx Dot with TCR when they have already approved I-45 to be increased to 8 lanes? NO BILL OPTION	Refer to BA-4 and BA-6.
Delores Richards	2/6/2018	Handwritten	What will be done for the erosion?? What will be done for poor Quality of water?? Scene view will look like an ugly distict out of the Hungery Games. NO BILL OPTION	Refer to AS-1, SG-1, WW-1 and WW-2.
Delores Richards	2/6/2018	Handwritten	Why would FRA take our land since they have all ready approved another route from Dallas to San Antonio to Corpus Christi?? Before long Texas will look like the ugly district in Hunger Games.	Refer to AS-1, BA-2 and ED-1. FRA has not approved any other high-speed rails within Texas.
Delores Richards	2/6/2018	Handwritten	What kind of Research has DEIS done on the Electimgnet field the land owners within 5 miles be effected?	You have raised 4 questions, which are individually discussed below. 1. There is no five-mile electromagnetic field (EMF). EMFs follow the inverse-square law, as stated in <b>Section 3.15.4, Electromagnetic Fields, Methodology</b> : "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." 2. EMFs from the Project are expected to diminish to ambient levels within 500 feet of the alignment. This is combined with the conclusions of reputable authorities on EMF, more specifically the International Commission on Non-Ionizing Radiation Protection (ICNIRP), that there is no compelling evidence that EMFs are causally related to adverse health effects (please see <b>Section 3.15.2, Electromagnetic Fields, Health Effects of EMF</b> ). There is no expected adverse effect on health to landowners in the vicinity of the alignment. 3. EMFs from the Project are only present when the train is present. There are no EMFs present at a given location when the train is not physically present at that location. Even when the train is present, the EMFs generated are not expected to be above the limits set forth by the ICNIRP. Therefore, the EMFs are not expected to adversely affect people driving under bridges or passing the area on a daily basis. 4. A significant amount of research has been done on long-term effects of EMF exposure, as reported in Section 3.15. Please see <b>Section 3.15.2, Electromagnetic Fields, Health Effects of EMF</b> : "Reputable authorities on the subject of EMFs include the World Health Organization and the ICNIRP. The ICNIRP determined that humans can perceive EMFs in some situations and that perception

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				<p>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 NIEHHS concluded that for most health outcomes, no evidence is present that EMF exposure has adverse health effects. " Please also note that the principle of the ICNIRP has been to build in "safety factors" to their published guidelines. For example, once the ICNIRP determined the level of EMF strength necessary to observe an effect, the ICNIRP then applied a reduction factor of 5 as a means of arriving at a precautionary value for occupational exposure. The value was reduced by an additional factor of 5 for public exposure, arriving at the extremely cautious values for EMF restriction discussed in the Draft EIS. Thus, the ICNIRP values have built-in precautionary levels. Please also see <b>Section 3.15.4.2, Electromagnetic Fields, Literature Review</b>: "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..."</p>
Delores Richards	3/5/2018	Website	Did or did not FRA choose the Utility Route because TCR wanted a step in Roan's Prairie to satisfy their investor? Who owns land in Roan's Prairie.	Refer to BA-5 and GN-7
Delores Richards	3/5/2018	Website	Why Did Harris County get another meeting and persons being effective only got less than 24 Hr notice? They were Not on Your mailing list. I notice only government official were noticed.	Refer to P1-11.
Delores Richards	3/5/2018	Website	Why are we taken up more land for a rail when we have Amtrack with passenger cars that goes 180 mph? This should be even faster since this was started 10 or more years ago.	Refer to PN-2.
Delores Richards	3/5/2018	Website	Why is the FRA involved if TCR is not a train? If they are a train They can use the existing Tracks.	Refer to NE-1 and TC-7.

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Delores Richards	3/5/2018	Handwritten	From the DES the number of roads crossed [sic] from 212-226 50% of crossing will be located beneath the HRS Viaduct{sic}. of these crossing approximately 69 percent would require road modifications Road modifications could include Road under railway, road over railway, relocation reroute, closure or acquiation. The number of seals modifies is from 144 up to 242 [sic]	Refer to TR-8.
Delores Richards	3/5/2018	Handwritten	If 978 is closed per (TCR Maps) how will I access my land	Refer to TR-10. FM 978 would not be closed for any Alternative. FM 978 would be under the Project for both Segment 3C and 4. Approximately 4,600 feet of FM 978 would be rerouted and reconstructed for Segment 4 (Build Alternatives A, B, D and E). For Segment 3C (Alternatives C and F) FM 978 would not be rerouted and would be crossed by the Project. The Preferred Alternative is Build Alternative A.
Delores Richards	3/9/2018	Website	How can TCR tell the news media 42,000 people voted for the train When Kevin Wright told us on 3/5/18 (Houston Meeting) That he has stacks of envelopes and that none of the comments will be opened until after the comment period(midnight on 3/9/18) is closed.	Refer to NE-1 and PI-1.
Delores Richards	3/9/2018	Website	How can TCR tell the news media 42,000 people voted for the train When Kevin Wright told us on 3/5/18 (Houston Meeting) That he has stacks of envelopes and that none of the comments will be opened until after the comment period(midnight on 3/9/18) is closed.	Refer to NE-1 and PI-1.
Delores Richards	3/9/2018	Website	Did or did not FRA choose the utility route because TCR wanted a stop in Roan's Prairie to satisfy their investor, who owns the land?	Refer to BA-5 and GN-7.
Delores Richards	3/9/2018	Website	TCR does not have eminent domain then why did the FRA start the process of DEIS?	Refer to ED-1 and NE-1.
Delores Richards	3/9/2018	Website	The numbers of acres required by each corridor is shown in the DEIS report as 8,000. What happened to only needing 3000? TCR has had plenty of time to get their ducks in a row or did they do a rush job?	Refer to BA-3, LU-9 and LU-14.
Delores Richards	3/9/2018	Website	Progress is great BUT we have rights and there is 45 or existing tracks. Why does the DEIS not speak of these options?	Refer to BA-9 and BA-10.
Delores Richards	NA	Website	TCR is supposedly privately financed, requiring no taxpayer subsidies. Construction of a privately funded HSR is an intriguing ides. Because Texas Central's project would be the first HSR in the US, and the first privately constructed HSR in the world a careful examination is vital. The FRA needs to examine, feasibility of constructing TCR proposed HSR. The Cost, Ridership trends, Dallas is well served by aviation and bus industries., Travel trends, city density, car ownership. Even though TCR has said they will require no taxpayer subsidies they are planning to apply for Railroad Rehabilitation and Investment Financing (RRIF) loans (taxpayer dollars) just another lie. If this project fails these loans have very weak taxpayer protections. These loans could be awarded to entities that do not have the resources to repay them. TCR has not released a business plan, no data to support its ridership projections or cost estimates. Original cost projections 10-12 billion now up to 18-20 billion Just like calif. rail it is doomed to fail. There many questions and concerns regarding TCR project. Only tow HSR lines make money---Tokyo to Osaka Paris to Lyon and one breaks even Hakata to Osaka.	Refer to GN-2 and GN-4.
Delores Richards	NA	Website	DEIS does not address TCR plans to condemn natural resources, such as soil & water within 2 mile of either side of the proposed rail	Refer to LU-14.
Delores Richards	NA	Website	TCR has stated the I 45 is congested. NOT TRUE We travel to Houston weekly and the only congestion is inside 610 loop. The same congestion the train clients will run into. 90-120 min from Dallas to Houston and another 120 min to get to your destination. Where in the DEIS report is this matter addressed?	Refer to PN-3. Each major road was inventoried for daily traffic volumes, existing travel patterns and geometric conditions. For each crossing, surrounding development and transportation plans, environmental and engineering constraints and the availability of alternative routing was considered in order to propose revised configurations of the existing infrastructure relative to the Build Alternatives included in the Final EIS. Data related to traffic volumes can be found in <b>Section 3.11.3 Transportation, Methodology</b> and <b>Section 3.11.4, Transportation, Affected Environment</b> of the Final EIS.
Delores Richards	NA	Website	Where in the DEIS do i find about building a train on or over a pipeline? Seaway told us that it could not be done?	Refer to EU-2.
Delores Richards	NA	Website	The DEIS does not address the safety level when the train is near schools?	Refer to SC-8, SS-12 and SS-13.
Delores Richards	NA	Website	The DEIS references " private property access re configurations," Per the DEIS all roads will be closed to my property.	Refer to TR-10.

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Delores Richards	NA	Website	How was a survey accomplished without access to our land? The maps in the DEIS is 4 years old. Does not show the two houses, 2 cabins, well house or the pens for the animals.	Refer to GN-1 and NE-8.
Delores Richards	NA	Website	Tonight on the news TCR told the reporter that tonight was the last night for comments and they had 42,000 for the train. How can this be when you told us (Houston meeting 3/5/18)that you had not looked at them and would not until after the comment period had closed. Are they seeing them before you and only forwarding the ones in their favor????	Refer to PI-1, PI-4 and PI-7.
R Richards	1/24/2018	Email	Waiting on reply.	Comment noted.
R Richards	2/6/2018	Website	California's bullet train system will need a steady flow of riders--lots of riders--to pay off. But studies show that when transportation times between major hubs exceed three hours, many travelers opt for planes. To address this dilemma, California's high-speed-rail planners specify that trains must travel between San Francisco and Los Angeles in no more than two hours, 40 minutes, a feat that requires sustained intervals at 220 mph. The problem: Standard bullet trains don't go that fast -yet The state is gambling that technology will improve before it completes the planning process and starts laying track. Luckily, the tech doesn't need to improve much: France's new TGV already hits 200 mph, and Spain's Alta Velocidad Espanola carries passengers at around 217 mph. Of course, the deadline also puts planners in a bind: Every route change that adds miles means the train needs to go that much faster. So be it. The target is necessary to ensure a fast ride and plentiful ridership.	Comment noted.
R Richards	2/6/2018	Website	No HSR How does DEIS address the impact on wildlife. The EIS says they will be relocated. Really!!! There are hunting seasons for a reason, so that wildlife will have a chance to breed, the HSR will disrupt the breeding patten of wildlife and decrease the numbers. How are you going to tell a bald eagle they have to move. I guess just like what you are doing to land owners.	Refer to NR-3. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
R Richards	2/19/2018	Email	Please explain how an elderly couple who have lived on their land all their lives and TCR forces them off their land out of their home can start over? Can employees of TCR and FRA sleep at night knowing that by approving EIS will ruin peoples lives.	Refer to ED-1 and ED-2.
R Richards	2/19/2018	Email	How much square acreage of the proposed right of way have you surveyed? and of that amt how much was surveyed without permission? How was DEIS accomplished without accurate access to our land. If you did survey our land then the entire DEIS is invalid. Ronald Richards [...]	Refer to GN-1 and NE-8
R Richards	2/19/2018	Email	How much square acreage of the proposed right of way have you surveyed? and of that amt how much was surveyed without permission? How was DEIS accomplished without accurate access to our land. If you did survey our land then the entire DEIS is invalid.	Refer to GN-1 and NE-8.
R Richards	2/19/2018	Email	So far I have not found any reference to the health effects of EMF. Research by Electrical Engineering School, Southwest Javtong Univ. China and Dept. of Occupational Health, Shanxi Medical Univ. China have found that multiple unit high speed electric trains generate high frequency elect. fields, low frequency magnitic fields, and high frequency wide band EMF emissions when running, even though results of test were within permitted levels the possibility of long term health effects should be studied before the final EIS is released. Ronald Richards [...]	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). 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.

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				<p>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.</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. <b>Section 3.15.2, Electromagnetic Fields, Heath Effects of EMF:</b> "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. <b>Section 3.15.4.1.1, Electromagnetic Fields, National/International:</b> "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. <b>Section 3.15.4.2, Electromagnetic Fields, Literature Review:</b> "HSR is used in</p>

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				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, <b>Section 3.15.4, Electromagnetic Fields, Methodology</b> , 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."
R Richards	2/19/2018	Email	In order for the final EIS to be approved these points must be considered. HSR can not damage Madison county or any of its residents. It must not shut down any of its roads or facilities or prevent county residents from accessing their land, properties as they currently have. The HSR must not intercept police, fire, EMS.	Refer to NE-1, SS-23, TR-8 and TR-10.
R Richards	2/19/2018	Website	The EIS states that HSR will need more elect. than the transmission lines can provide and more poles and lines will be needed. Who will pay for this added cost? Will this extra cost raise my elect bill?	Refer to EU-4 and EU-5.
R Richards	2/21/2018	Email	The DEIS states that there will be an increase in flooding, poor water quality, erosion, pollution, air quality, closed roads, and HSR will ruin the beauty of the country side. Why would FRA allow this?	Refer to BA-7, NE-1, NE-2 and NE-9.
R Richards	2/21/2018	Email	There are too many inconsistencies in the DEIS for it to be valid. illegal access to land and these inconsistencies are not acceptable.	The Draft EIS followed all requirements of the National Environmental Policy Act (NEPA) for conducting a Draft EIS. Furthermore, FRA did not survey any land where access was not granted.
R Richards	2/21/2018	Email	What research has the DEIS done on the effects of 5 mile Electromagnetic Field ? How will this effect the health of land owners?	You have raised 4 questions, which are individually discussed below. 1. There is no five mile electromagnetic field (EMF). EMFs follow the inverse-square law, as stated in <b>Section 3.15.4, Electromagnetic Fields, Methodology</b> : "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." 2. EMFs from the Project are expected to diminish to ambient levels within 500 feet of the alignment. This is combined with the conclusions of reputable authorities on EMF, more specifically the International Commission on Non-Ionizing Radiation Protection (ICNIRP), that there is no compelling evidence that EMFs are causally related to adverse health effects (please see <b>Section 3.15.2, Electromagnetic Fields, Health Effects of EMF</b> ). There is no expected adverse effect on health to land-owners in the vicinity of the alignment. 3. EMFs from the Project are only present when the train is present. There are no EMFs present at a given location when the train is not

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				<p>physically present at that location. Even when the train is present, the EMFs generated are not expected to be above the limits set forth by the ICNIRP. Therefore, the EMFs are not expected to adversely affect people driving under bridges or passing the area on a daily basis.</p> <p>4. A significant amount of research has been done on long-term effects of EMF exposure, as reported in <b>Section 3.15, Electromagnetic Fields</b>. Please see <b>Section 3.15.2, Electromagnetic Fields, Health Effects of EMF</b>: "Reputable authorities on the subject of EMFs include the World Health Organization 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 NIEHHS concluded that for most health outcomes, no evidence is present that EMF exposure has adverse health effects." Please also note that the principle of the ICNIRP has been to build in "safety factors" to their published guidelines. For example, once the ICNIRP determined the level of EMF strength necessary to observe an effect, the ICNIRP then applied a reduction factor of 5 as a means of arriving at a precautionary value for occupational exposure. The value was reduced by an additional factor of 5 for public exposure, arriving at the extremely cautious values for EMF restriction discussed in the Draft EIS. Thus, the ICNIRP values have built-in precautionary levels. Please also see <b>Section 3.15.4.2, Electromagnetic Fields, Literature Review</b>: "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,</p>

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				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..."
R Richards	2/21/2018	Email	If I am correct and TCR is truthful. TCR stated that their will no TSA security How will the train be safe.	Refer to SS-9.
R Richards	2/21/2018	Email	With the enclosed fence, closed roads, and limited access how will the response time for EMS, Fire, Police be handled ?	Refer to SS-23.
R Richards	2/21/2018	Email	In the last four years We the land owners affected by this project have yet to get a straight answer from, TCR, TCP, TX DOT, or FRA. Their reply is always "I don't know" WHY don't you know?	Refer to ED-1 and PI-1.
R Richards	2/21/2018	Email	In the last four years We the land owners affected by this project have yet to get a straight answer from, TCR, TCP, TX DOT, or FRA. Their reply is always "I don't know" WHY don't you know?	Refer to ED-1 and PI-1.
R Richards	2/21/2018	Email	Why is the I-45 or BNSF routes not being considered? If it is just cost that should be TCR's concern not the EIS.	Refer to BA-9, BA-10, NE-1, PN-3 and PN-4.
R Richards	2/21/2018	Email	TCR frequently cites the need of only 100' the original est. was 80' Now the EIS states as much as 300' Why the big increase?	Refer to BA-3 and LU-14.
R Richards	2/21/2018	Email	What type of security will HSR have?	Refer to SS-6 and SS-9.
R Richards	2/21/2018	Email	There are no references in the DEIS to the health effects of EMF caused by the train. Why?	<p>The Draft EIS did address the potential health effects of electromagnetic fields (EMFs) generated by the Project. Please see the following sections:</p> <p><b>1. Section 3.15.2, Electromagnetic Fields, Health Effects of EMF:</b> "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 "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><b>2. Section 3.15.4.1.1, Electromagnetic Fields, National/International:</b> "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."</p> <p><b>3. Section 3.15.4.1, Electromagnetic Fields, EMF Guidance Documents Review:</b> "Both the Institute of Electrical and Electronics</p>

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				Engineers (IEEE) C95.6 and C95.1 standards specify safety levels for occupational and general public exposure. ...The general public safety levels are intended to protect all members of the public (including pregnant women, infants, the unborn and the infirm) from short-term and long-term exposure to EMFs. The safety levels are set at 10 to 50 times below the levels at which scientific research has shown harmful effects may occur, thus incorporating a large safety factor." <b>4. Section 3.15.4.2, Electromagnetic Fields, Literature Review:</b> "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..."
R Richards	2/28/2018	Email	FEMA flooding maps Most of the information in the DEIS is grossly under represented and even omitted to get a favorable decision from FRA.	Refer to FP-1.
R Richards	2/28/2018	Email	There is no way anyone person can read and digest the information in the DEIS in the amount of time the FRA allowed to make comments We need more time.	Refer to PI-3.
R Richards	2/28/2018	Email	Sid Miller The Texas Commissioner of Agriculture is opposed to the bullet train for the reason it would harm the future of agriculture.	Refer to LU-2 and LU-11.
R Richards	2/28/2018	Email	Why are the ridership numbers in the DEIS 7.2 million different from the numbers quoted by Tx Dot .7 to 2.7 million and an Independent Expert 1.4 million so far off? Is FRA drinking the Kool Aid that TCR,TCP passing around? DEIS is a joke.	Refer to AQ-7, GN-2 and NE-1.
R Richards	3/7/2018	Email	TCR is starting a business 20 million dollars in debt (before they make one red cent) This is not good business. The experts say it will fail. When that happens one of two things will take place the tax payers will have to ball out or Japan will step in and get it all to cover their loan leaving land owners high and dry.	Refer to GN-4, NE-1 and NE-2.
R Richards	3/7/2018	Email	I know for a fact that some of the information obtained for this DEIS was obtained illegally I caught Corps Of Eng, and other reps of TCR on my property without permission, because of this this report should be null and void.	Refer to NE-8.
R Richards	3/7/2018	Email	Interstate 45 was an option until TCR said that it was not cost effective for them. FRA in the beginning leaned towards 45 until TCR decided it was the best route for them. They should have no say in the DEIS, we all know that have and will continue. This is bad for land owners and bad for Texas.	Refer to BA-9 and NE-1.
R Richards	3/7/2018	Email	TCR touts itself as a Texas company yet of the invested money comes from the Japan Bank of International Cooperation. How do you explain that?	Refer to NE-1.
R Richards	3/7/2018	Email	TCR's option agreement (which we did not sign) offered 25% of the payment with the remainder to follow in 3 years. Under the typical option contract, could TCR still chose to condemn our property instead Of exercising it option? We are told by several lawyers that if the proposed rail goes in to bankruptcy(as many economist think) we might well get pennies on the dollar according to the bankruptcy laws. How can you guarantee this would not happen?	Refer to ED-2, NE-1 and NE-2.
R Richards	3/7/2018	Email	If TCR has its way the species most threatened to become extinct is Texas land owners. Do you have a comment on that?	Comment noted.
R Richards	3/7/2018	Email	Just wondering why TCR has blocked me from their facebook page. I guess they don't like the questions I have been asking them for the last 4 years with no answers.	Refer to ED-1 and NE-1.
R Richards	3/7/2018	Email	How much square acreage of the proposed right of way have you surveyed? How was the environmental survey accomplished without access to our land?? Better yet, how can you conduct an accurate environmental impact analysis without having surveyed or had access to a large chunk of the lineal mileage of the proposed right away?	Refer to GN-1 and NE-8.
R Richards	3/7/2018	Email	For those landowners whose land is not taken but is close by this proposed project will greatlym the value of their property. How does TCR propose to compensate them, if at all?	Refer to VA-1.
R Richards	3/7/2018	Email	For citizens who make a living from the land how will you compensate them for the loss of income? If you don't plan to compensate then why would you not?	Refer to ED-2.

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R Richards	3/7/2018	Email	Will they condemn both surface and mineral rights and if so why do they do why would they need mineral rights. Sounds like a land grab.	Refer to ED-4.
R Richards	3/7/2018	Email	In order to condemn natural resources, such as soil, with in a two mile swath, do they have to have the power of eminent domain to do that? What types of resources will TCR take.?	Refer to ED-1, LU-14.
R Richards	3/7/2018	Email	We have heard TCR plans to condemn natural resources, such a soil eithin a two mile swath either side of the proposed rail. Is this true?	Refer to ED-1 and LU-14.
R Richards	3/7/2018	Email	Other than a piece of paper claiming such, how is TCR a Railroad Company?	Refer to ED-1.
R Richards	3/7/2018	Email	How does TCR have eminent domain? Can you point me to an authoritative document that establishes TCR has been determined to have the right to eminent domain?	Refer to ED-1.
R Richards	3/7/2018	Email	How can TCR continue to pursue this project when it has not established the right to eminent domain?	Refer to ED-1.
R Richards	3/7/2018	Website	TCR has stated that Interstate 45 is congested. Those of us who travel it knows this is simply not true. How do you explain this? We have a study that says the opposite from the Reason Foundation an article by Baruch Feigenbaum Titled "Texas High Speed Rail" Caution Ahead. "	Refer to GN-3.
R Richards	3/8/2018	Email	The DEIS clearly states that no matter what measures TCR takes to minimize the impact it will damage the environment.	Refer to NE-9.
R Richards	3/8/2018	Email	What is FRA's solution to the 100\500 year flood plain issue. This construction will increase the chance of floods. The DEIS states that vact (sic). As we all know Texas floods, will HSR cause another Harvey type flood and will FRA and TCR be responsible for the cost of any of the damage?	Refer to FP-1, SS-17, WW-1 and WW-2.
R Richards	3/8/2018	Email	Why is the 145 or BNSF route not being considered. If it is cost then that is TCR problem. Routes would still need a ROW but would have less impact on the farm and ranch land.	Refer to BA-9 and BA-10.
R Richards	3/8/2018	Email	TCR frequently cites the need of only 100 ft. which Robert Eckles original statement was 80 ft. the DEIS ranges 70 to 300 ft. with an average of 275. Why such a big difference?	Refer to LU-12.
R Richards	3/8/2018	Email	Why have the number of acres required more than doubled from what we were originally told. Why has it gone from 3000 to more than 8000?	Refer to BA-3, LU-9 and LU-14.
R Richards	3/8/2018	Email	In order for the final DEIS to be approved these points should be considered. Better yet they must not damage, any county, can not harm any county residents, It must not shut down any roads or facilities or prevent county residents from accessing their land properties as they currently have.	Refer to SS-23, TR-7 and TR-8.
R Richards	3/8/2018	Email	How can you conduct an accurate environmental impact analysis without having surveyed or had access to a large chunk Of the lineal mileage Of the proposed ROW?	Refer to GN-1 and NE-8.
R Richards	3/8/2018	Email	How does FRA andTCR safety concerns propose to make HSR safe from hogs?	Refer to SS-2 and SS-12.
R Richards	3/8/2018	Email	In the last four years we ( the land owners affected by this project) have yet to get a straight answer from TCR,TCP, TxDOT, FRA. The only answer is I don't know Why don't you know? Is this why the DEIS is flaued.	Refer to ED-1 and PI-1.
R Richards	3/8/2018	Email	What are the benefits for the 8 counties out of the 10? Seems to me that the 8 will have no benefits except increased floods, poor water quality, erosion and pollution, poor air quality, closed roadways and HSR will ruin the scenic resources.	Refer to AQ-1, AS-1, FP-1, SC-19, SS-16, TR-8, WW-1, WW-6. <b>Section 3.2, Air Quality and Section 3.21, Greenhouse Gas Emissions</b> 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 <b>Section 3.2, Air Quality</b> .
R Richards	3/8/2018	Email	Explain how an elderly couple who has been kicked off their land and out of their home can start over. Or does FRA and TCR care?	Refer to ED-2.
R Richards	3/8/2018	Email	If TSA is not going to be involved in screening passengers what steps will be taken to insure that the riders will be safe?	Refer to SS-9.
R Richards	3/8/2018	Email	TCR does not have eminent domain and never will.	Refer to ED-1.
R Richards	3/8/2018	Email	Another Hagy lie we have purchased 30% of parcels across the route, a parcel is a false measurement. NO more than 20% is under contract and the rest Of Of us won't even let TCR on our property to survey. We will never sell, NEVER.	In this analysis, a parcel represented individual pieces of taxable property. The parcel data was collected from the ten county appraisal districts
R Richards	3/8/2018	Email	TCR says there would be very minimal impact to EMS response time. The DEIS did only a qualitative analysis based on road changes with no understanding of the increased traffic load during Construction, but concludes there will be ER time impacts of high, medium, low by emergency service areas. It says times will increase and modeling would occur before construction with a mitigation step turned over to local jurisdiction to resolve any impacts. So TCR delivers to the public increases in emergency response times and we have to fix it. So when someone dies because of the increase in response times TCR and FRA will be charged with murder.	Refer to SS-23.

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R Richards	3/8/2018	Email	David Hagy says we have never had a reported case of surveyors trespassing without permission. Their Office was contacted three times when they were caught on my property.	Refer to NE-8.
R Richards	3/8/2018	Email	David Hagy (TCR) says we are grade separated, we do not cross a road, and we are always over the road. DEIS states different, 212 to 226.	Refer to TR-8.
R Richards	3/8/2018	Website	Where will the electricity come from to power the proposed trains (HSR) The DEIS states that there will be a need for more power than now available. Where will this electricity come from, since two power plants in our area have been recently shut down, and will this increase in need cause prices to go up?	Refer to EU-4 and SS-7.
R Richards	3/8/2018	Website	Please tell me where you plan to detour along my property and around my property are stating permanent disruptions. Where do you plan on detouring this traffic to my land and home?	Refer to TR-6, TR-7, TR-8 and TR-10. No address was attached to this comment. Responder is unable to ascertain exact property location.
R Richards	3/9/2018	Email	TCR does not have eminent domain then why did the FRA start the process Of DEIS?	Refer to ED-1 and NE-1.
R Richards	3/9/2018	Email	Have heard that TCR will take natural resources. What type of resources will TCR take?	Refer to NE-9.
R Richards	3/9/2018	Email	How can TCR tell the news media 42,000 people voted for the train When yKevin Wright told us on 3/5/18 (Houston Meeting) That he has stacks of envelopes and that none Of the comments will be opened until after the comment period(midnight on 3/9/18) is closed.	Refer to PI-1, PI-4.
R Richards	3/9/2018	Email	DEIS does not address TCR plans to condemn natural resources, such as soil & water within 2 mile Of either side Of the proposed rail 152	Refer to LU-14.
R Richards	3/9/2018	Email	IF TCR has its way the Texas landowners will be the most threatened species. I guess they don't like to eat.	Refer to LU-2.
R Richards	3/9/2018	Email	TCR has stated the 145 is congested. NOT TRUE We travel to Houston weekly and the only congestion is inside 610 loop. The same congestion the train clients will run into. 90-120 min from Dallas to Houston and another 120 min to get to your destination. Where in the DEIS report is this matter addressed?	Refer to PN-3. Each major road was inventoried for daily traffic volumes, existing travel patterns and geometric conditions. For each crossing, surrounding development and transportation plans, environmental and engineering constraints and the availability of alternative routing was considered in order to propose revised configurations of the existing infrastructure relative to the Build Alternatives included in the Final EIS. Data related to traffic volumes can be found in <b>Section 3.11.3 Transportation, Methodology</b> and <b>Section 3.11.4, Transportation, Affected Environment</b> of the Final EIS.
R Richards	3/9/2018	Email	The DEIS does not address the safety level when the train is near schools?	Refer to SC-8, SS-12 and SS-13.
R Richards	3/9/2018	Email	The number of acres needed by each corridor is shown in the DEIS as 8,000. What happened to only needing 3,000? TCR has had plenty of time to get there ducks in a row.	Refer to LU-9 and LU-14.
R Richards	3/9/2018	Email	Did the tax payers pay for this DEIS report???	Refer to NE-5.
R Richards	3/9/2018	Email	How was a survey accomplished without access to our land? The maps in the DEIS is 4 years old.	Refer to GN-1 and NE-8.
R Richards	3/9/2018	Email	How will TCR compensate the lost of income from land owners and business? The DEIS doe not cover this matter?	Refer to ED-2, SC-21, TR-6 and VA-1.
R Richards	3/9/2018	Email	What effect will this have on the students who attend the schools 00 yards or less from this train? The DEIS does not cover this matter?	Refer to SC-8.
R Richards	3/9/2018	Email	Why is the FRA involved if TCR is not a train?	Refer to NE-1.
R Richards	3/9/2018	Email	Why did Harris County get another meeting and persons being effective only got less than 24 hr notice?	Refer to PI-10.
R Richards	3/9/2018	Email	Why are we taken up more land for a rail when we have Amtrak with passanger cars that goes 180 MPH?	Refer to NE-1 and PN-3. Amtrak does not operate direct service between Dallas and Houston.
R Richards	3/9/2018	Email	Did or did not FRA choose the utility route because TCR wanted a stop in Roan's prairie to satisfy their investor, who owns the land?	Refer to BA-5 and GN-7.
R Richards	3/9/2018	Email	How can TCR tell the news media 42,000 people voted for the train When Kevin Wright told us On 3/5/18 (Houston Meeting) That he has stacks of envelopes and that none Of the comments will be opened until after the comment period(midnight on 3/9/18) is closed.	Refer to PI-1, PI-4.
R Richards	3/9/2018	Email	HSR will not connect ideas and commerce in a productive and reliable way for Madison county. Our rural county is two hours from being able to get on the train, and holds zero economic value for our hotels, restaurants, and gas stations.	Refer to SC-15, SC-19 and VA-1.
R Richards	3/9/2018	Email	This land is mine and no one is going to take it from me and my family. Does not matter what you decide the fact still remains that the DEIS is null and void.	Refer to NE-1.
R Richards	3/9/2018	Email	Charles Pickett was offered \$15,000 for his portion of the land. He and his family just built the house they live in and are trying to run a small ranch, he said, "TCR is rude, inconsiderate, and just don't care." HIS land would be land locked and he will not be able to get to his cattle.	Refer to ED-2, LU-11 and NE-1.
R Richards	3/9/2018	Email	No HSR William Shelton opposes the HSR for personal reason. His family came here in 1846 and the family home sits directly in the path Of this rail. He said, I stand to lose the ancestral home that was built in 1847" "No monetary value you can compensate me for my personal and financial investment I've made into this home" NO HSR Just say no to HSR.	Comment noted.

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R Richards	3/9/2018	Email	Native Texan Linda Timmerman and 17 year resident of Freestone County spoke of her great grandparent's ranch in Dallas that was taken by eminent domain and now has a gas station sitting on the land. She said, "Personally, I lived the financial struggle, the heartbreak, the panic, and the sense of violation that comes with losing a part of our heritage."	Refer to ED-2.
R Richards	3/9/2018	Email	This project must not go forward. No HSR.	Comment noted.
R Richards	3/9/2018	Email	How can a family of four be expected to pay 1600 dollars to RT on the train when they can drive for less than one hundred dollars.	Refer to GN-2 and SC-3.
R Richards	3/9/2018	Email	It took the FRA more than 3 years to complete the DEIS then why did the land owners only get 75 days to digest the content of the almost 6000 pages. ?	Refer to PI-3.
R Richards	3/9/2018	Email	Mounting evidence continues to build throughout the integrated health and medical communities regarding the harmful effects of EMF exposure. Constant and layered exposure to the compounding set of MP radiation that surrounds us may seriously be compromising our health and living in a safe environment. High speed multiple unit electric generate high frequency electric fields, low frequency magnetic fields, and high frequency wide band EMF when running. Even though results of test were within permitted levels the possibility of long term health effects should be studied.	<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"> <li>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.</li> <li>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.</li> <li>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.</li> <li>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. <b>Section 3.15.2, Electromagnetic Fields, Health Effects of EMF:</b> "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-</li> </ol>

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				<p>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. <b>Section 3.15.4.1.1, Electromagnetic Fields, National/International:</b> "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. <b>Section 3.15.4.2, Electromagnetic Fields, Literature Review:</b> "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, <b>Section 3.15.4, Electromagnetic Fields, Methodology</b>, 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>
R Richards	3/9/2018	Email	Car ownership is 25%-50% higher in Dallas and Houston.	Comment noted.
R Richards	3/9/2018	Email	Airports are with 7 miles of downtown in successful HSR and there is transportation service from train station to air ports.	Refer to BA-4, BA-12.
R Richards	3/9/2018	Email	2\3 of HSR passengers come from existing transit service share will have to come from car and air service. I just don't see Texans giving up their cars.	Refer to GN-2.
R Richards	3/9/2018	Email	Cost vs. Ridership (successful HSR in countries where land is cheaper and easy to acquire costs cheaper.	Refer to GN-2.

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R Richards	3/9/2018	Email	The FRA needs to examine, feasibility of constructing TCR proposed HSR. The Cost, Ridership trends, Dallas is well served by aviation and bus industries. Travel trends, city density, car ownership. Even though TCR has said they will require no taxpayer subsidies they are planning to apply for Railroad Rehabilitation and Investment Financing (RRIF) loans (taxpayer dollars) just another lie.	Refer to GN-2, NE-1, GN-4, SC-22, BA-4 and PN-3.
R Richards	3/9/2018	Email	He said countries successful high speed rail projects had higher populations densities, higher gas prices, higher rates of public transportation use and lower rates Of car ownership. 'so it would not make any sense to have a high speed rail train in most areas of the US" The geography is different and other factors are just two different. The only dream a appropriate to this whole Ill - conceived project is that it will never be completed yet alone become financially viable.	Comment noted.
R Richards	3/9/2018	Email	FRA your DEIS study tell us one thing HSR will hurt the environment, disrupt peoples lives and do nothing for 8 Of the 10 counties it transverses.	Refer to NE-9 and SC-19.
R Richards	3/9/2018	Email	I understand the benefits for Dallas and Houston, why would TCR, FRA, punish the rest for the benefit of Dallas and Houston? This project would lower property values for these 8 counties and raise taxes in order pay for road upkeep and increased cost Of EMS and Fire, Police.	Refer to SC-19, SS-26, TR-7 and VA-1.
R Richards	3/9/2018	Email	TCR has never been able to justify their ridership numbers. I understand 89% of travel between Dallas and Houston is by car. Does FRA and TCR really think or done the research if those that drive can afford to fly or ride the rail? Experts and TxDOT both say the numbers are way out Of line.	Refer to GN-2.
R Richards	3/9/2018	Email	ridership numbers are in question as to correct	Refer to GN-2.
R Richards	3/9/2018	Email	God made us stewards of our land why would we want to destroy it. ? No matter what measures FRA,TCR, take this train will effect 100\500 year flood plain, scenic resources, water quality, erosion, pollutants, air quality, why would FRA allow this?	Refer to NE-1 and NE-9.
R Richards	3/9/2018	Email	Why would we want a 50+ technology train in Texas. Why would FRA even consider approving this train. This train will not be built in the USA only assembled.	Refer to BA-4 and TC-2.
R Richards	3/9/2018	Email	What kind of research has DEIS done on the 5(five) mile electromagnet field? How will this effect the health Of land owners living within the 5 Mile radius? Also will it effect the health Of people driving under the bridges or driving by the area daily? Even though the effects may be within the limits what are the long term health effect. NO research has been done.	<p>You have raised 4 questions, which are individually discussed below.</p> <ol style="list-style-type: none"> <li>1. There is no five mile electromagnetic field (EMF). EMFs follow the inverse-square law, as stated in <b>Section 3.15.4, Electromagnetic Fields, Methodology</b>: "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."</li> <li>2. EMFs from the Project are expected to diminish to ambient levels within 500 feet of the alignment. This is combined with the conclusions of reputable authorities on EMF, more specifically the International Commission on Non-Ionizing Radiation Protection (ICNIRP), that there is no compelling evidence that EMFs are causally related to adverse health effects (please see <b>Section 3.15.2, Electromagnetic Fields, Health Effects of EMF</b>). There is no expected adverse effect on health to land owners in the vicinity of the alignment.</li> <li>3. EMFs from the Project are only present when the train is present. There are no EMFs present at a given location when the train is not physically present at that location. Even when the train is present, the EMFs generated are not expected to be above the limits set forth by the ICNIRP. Therefore, the EMFs are not expected to adversely affect people driving under bridges or passing the area on a daily basis.</li> <li>4. A significant amount of research has been done on long-term effects of EMF exposure, as reported in <b>Section 3.15, Electromagnetic Fields</b>. Please see <b>Section 3.15.2, Electromagnetic Fields, Health Effects of EMF</b>: "Reputable authorities on the subject of EMFs include the World Health Organization and the ICNIRP. The</li> </ol>

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				<p>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."</p> <p>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 NIEHHS concluded that for most health outcomes, no evidence is present that EMF exposure has adverse health effects. " Please also note that the principle of the ICNIRP has been to build in "safety factors" to their published guidelines. For example, once the ICNIRP determined the level of EMF strength necessary to observe an effect, the ICNIRP then applied a reduction factor of 5 as a means of arriving at a precautionary value for occupational exposure. The value was reduced by an additional factor of 5 for public exposure, arriving at the extremely cautious values for EMF restriction discussed in the Draft EIS. Thus, the ICNIRP values have built-in precautionary levels. Please also see <b>Section 3.15.4.2, Electromagnetic Fields, Literature Review:</b> "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..."</p>
R Richards	3/9/2018	Email	<p>How was a survey accomplished without access to our land?                      The maps in the DEIS is 4 years old. Does not show the two homes, 2 cabins, well house or the pens for the animals.                      TCR does not work with the land owners, I have sent e-mails also made phone calls and to date no reply.                      If they lie about this what else are they keeping from the public while lining their pockets..</p>	Refer to GN-1 and NE-8.
R Richards	3/9/2018	Website	Where in the DEIS do i find about building a train on or over a pipeline? not be done? Seaway told us that it could	Refer to EU-2.
R Richards	3/9/2018	Website	The DEIS references " private property access re. configurations," Per the DEIS all roads will be closed to my property.	Refer to TR-10.

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R Richards	3/9/2018	Website	I see nothing in the DEIS that states TCR can build on or over pipelines. Pipelines criss cross the whole state Of TEXAS and 2 of those are on my land.	Refer to EU-2.
R Richards	3/9/2018	Website	I see nothing in the DEIS that addresses the congestion in Dallas and especially Houston. I think this needs to be in place before they start connecting the cities.	Refer to PN-3.
R Richards	3/9/2018	Website	Progress is great BUT we have rights and there is 45 or existing tracks. Why does the DEIS not speak of these options?	Refer to BA-9 and BA-10.
R Richards	3/9/2018	Website	Per DEIS there will be permanent road closure. Per the map in the DEIS over 200 roads will be closed permanently. This will cause my land to be land locked.	Refer to TR-8 and TR-10.
R Richards	3/9/2018	Website	No HSR How will the construction of HSR and the effects, effect the aquifers that it will transverse? There is going to be an increase in erosion, pollution, and flooding. This no doubt will effect the surface water and ground water. None of this should be allowed to continue. Stop HSR in its tracks.	Refer to FP-1, WW-1 and WW-2.
Ron Richards	2/6/2018	Oral	Well, that was a hard act to follow. That was my wife. My name is Ron Richards, and I am more than a hundred percent against high-speed rail. And all I ask you-all is don't drink the Kool-Aid. We've been dealing with Texas Central Railroad since early in January of 2015 and, like she says, it's nothing but lies. Fra, TCR, and the DEIS has omitted critical information about the health and safety of the people of Texas. According to the DEIS, the pipeline along 290 will need to be moved. To accomplish this, TCR must apply to the FERC, the emergency government regulation commission, and the PHMSA must also be involved, and a new DEIS will have to be conducted using more tax dollars. Why were the FERC and PHMSA were not consulted in the current DEIS. This is just another example of poor business plan and poor planning for FRA's part. FEMA flooding maps. Most of the information in the report is grossly underrepresented, and even admitted to get a favorable decision from FRA. We need to unite, stand up, as one to keep our land and our families safe. Facts about HSR. Electromagnetic field interference. No studies have been done in this report. And those living within a five-mile radius of the tracks, what about those living in this five miles? Also driving under the bridges or driving by on a regular basis, what are the health dangers? The noise pollution. What are the health dangers related to the train passing every 15 to 20 minutes day after day. What are the health dangers to our children? Trains passing our schools and day after day, and hospitals. Decreased land values. This will increase your taxes. Is this what we want? This is bad for the environment. And I'm running out of time, but it's going to affect the water, the scenic resources, shut down roadways, and from what I understand it will impede the EMS, fire, and police. It will also -- the county will be responsible for re-routing any roads that are closed down and maintaining those. Can your budget stand that increase? With decrease in tax -- in land values, it's going to increase your taxes. Thank you. And please don't drink the Kool-Aid. If you -- make TCR explain everything, because you're going to get a different answer every time, from what we've seen from our town meetings.	Refer to EU-1, EU-2, FP-1, NV-1, TR-6, TR-7, TR-8 and VA-1. You have raised 4 questions, which are individually discussed below. 1. There is no five-mile electromagnetic field (EMF). EMFs follow the inverse-square law, as stated in <b>Section 3.15.4, Electromagnetic Fields, Methodology</b> : "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." 2. EMFs from the Project are expected to diminish to ambient levels within 500 feet of the alignment. This is combined with the conclusions of reputable authorities on EMF, more specifically the International Commission on Non-Ionizing Radiation Protection (ICNIRP), that there is no compelling evidence that EMFs are causally related to adverse health effects (please see <b>Section 3.15.2, Electromagnetic Fields, Health Effects of EMF</b> ). There is no expected adverse effect on health to land owners in the vicinity of the alignment. 3. EMFs from the Project are only present when the train is present. There are no EMFs present at a given location when the train is not physically present at that location. Even when the train is present, the EMFs generated are not expected to be above the limits set forth by the ICNIRP. Therefore, the EMFs are not expected to adversely affect people driving under bridges or passing the area on a daily basis. 4. A significant amount of research has been done on long-term effects of EMF exposure, as reported in Section 3.15. Please see <b>Section 3.15.2, Electromagnetic Fields, Health Effects of EMF</b> : "Reputable authorities on the subject of EMFs include the World Health Organization 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"

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				<p>(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 NIEHHS concluded that for most health outcomes, no evidence is present that EMF exposure has adverse health effects." Please also note that the principle of the ICNIRP has been to build in "safety factors" to their published guidelines. For example, once the ICNIRP determined the level of EMF strength necessary to observe an effect, the ICNIRP then applied a reduction factor of 5 as a means of arriving at a precautionary value for occupational exposure. The value was reduced by an additional factor of 5 for public exposure, arriving at the extremely cautious values for EMF restriction discussed in the Draft EIS. Thus, the ICNIRP values have built-in precautionary levels. Please also see <b>Section 3.15.4.2, Electromagnetic Fields, Literature Review</b>: "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..."</p>
Ronald Richards	1/29/2018	Website	Where will the Electricity come from to Power the Train? The DEIS States that there will Be Need for More Power Than now available. Where will this electricity come from since Two Power Plants in our area have recently Been Shut Down. Tcr States that there will Be a net reduction of Nitrogen Oxides (nox) - Volatile organic Compunds (voc) and Greenhouse Gas (GHG) Emissions If this is correct Electricity is Produced in this Area By Fossil fuels. Which emit the same emissions. This HSR will increase the Damage to the Environment	Refer to AQ-1 and EU-4.
Ronald Richards	1/29/2018	Website	Roads Along the route will Be temporarily Closed will there Be detours and appropriate Signage Put in Place. And who will have to pay for this. Please tell me where The ETS plans to detour along my Route As the study states that All Roads leading to My Property and Around my Property will Be Permanly closed Where will I go??	Refer to TR-6, TR-7, TR-8 and TR-10. No address was attached to this comment. Responder is unable to ascertain exact property location.
Ronald Richards	1/29/2018	Handwritten	What is FRA's solution to the 100/500 year Flood Plain issue. This construction will increase the Chance of Floods The DEIS States that fact. As we know Texas floods, will HSR cause another Harvey type flood and will FRA and TCR Be Responsible for the Cost of Any Damage?	Refer to FP-1, SS-17, WW-1 and WW-2.
Ronald Richards	1/29/2018	Handwritten	Property Rights - Why would FRA Approve a Project that would take Away Our Rights as Land Owners. Also there are 2.6 Million wild Hogs in the State of Texas. Hogs Are Unstopable. Has FRA or TCR Included this into their DEIS. Farmers & Ranchers have Been trying To Keep them off their land for years. How does FRA or TCR Safety concerns propose to make HSR Safe from Hogs. Please don't say Hogs can be kept out By fence. Does not work.	Refer to ED-1, NE-1, SS-2 and SS-12.
Ronald Richards	1/29/2018	Handwritten	Please Explain how an Elderly Couple Who have lived on their land all their lives and TCR forces them off there land and out of the only home they have ever known can start over. Or Does FRA and TCR Care	Refer to ED-1 and ED-2.

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Ronald Richards	1/29/2018	Handwritten	Why have the Number of Acres required have more that doubled from what we were originally told Why has it gone from 3000 to 8000?	Refer to BA-3, LU-9 and LU-14.
Ronald Richards	1/29/2018	Handwritten	Robert Eckels originally told us in 2014 that they would not have the security that the Airlines have. (No TSA) Hard to see how that will not Be the case and if it will Be Secure, What steps will Be taken to make sure all safety regulations will Be completed. NO Build Op	Refer to SS-9.
Ronald Richards	1/30/2018	Handwritten	FAQ's: #21 No one contacted myself OR so many of my other land owners of the scoping meetings in 2014. TCR has been less than honest during the process.	Refer to NE-1 and PI-1.
Ronald Richards	1/30/2018	Handwritten	Will the project require abandonment or closure of any oil or gas wells? Relocation or closed who will bear the cost of oving gas/oil? How will this effect the cost of gas at the pump? And will FRA (using our tax dollars) and TCR kick in to keep the pump prices down?	Refer to PI-1, SS-18 and SS-23.
Ronald Richards	1/30/2018	Handwritten	Question #3 on the FAQ's: The boondoggle answer you gave is mumbo jumbo bs. They came on my land without permission, I caught them at least three times. Next time I will hold them for law enforcement.	Refer to NE-8.
Ronald Richards	1/30/2018	Handwritten	Why is I-45 Route not the prime route? I know cost. This is TCR problem, should be no concern to FRA DEIS.	Refer to BA-9.
Ronald Richards	1/30/2018	Handwritten	What is FRA's solution to the 100/500 year flood plain issue? As stated in the DEIS that the flood plain (in plain words-not the boondoggle words EIS uses) will be an issue. When high speed rail TCR builds the rail it will cause more flooding. Will HSR cause another Harvey type flood? When this occurs will FRA & TCR be responsible for the cost of any damage?	Refer to FP-1, SS-17, WW-1 and WW-2.
Ronald Richards	1/30/2018	Handwritten	HOGS? There are more than 2.6 million feral hogs in the state of Texas (Texas Parks and Wildlife). Has FRA included this in their DEIS? Hogs are unstoppable. Farmers and ranchers have been trying to keep them off their land for years. How does FRA safety concerns propose to make HSR safe from hogs?	Refer to SS-2 and SS-12.
Ronald Richards	1/30/2018	Handwritten	Property Rights: Why would FRA approve a project that would take away our rights as landowners?	Refer to ED-1 and NE-1.
Ronald Richards	1/30/2018	Handwritten	FRA Your DEIS study tells us one fact: HSR will hurt the environment beyond repair and FRA and TCR do not give a care. Stop HSR in it's tracks.	Refer to NE-1 and NE-9.
Ronald Richards	1/30/2018	Handwritten	How will HSR effect the aquifers that it will surely transverse. There will be increased pollution, will this not effect our drinking water? And will TCR and FRA be held responsible?	Refer to WW-1 and WW-2.
Ronald Richards	1/30/2018	Handwritten	How does DEIS address the impact on wildlife? There are hunting seasons for a reason. The HSR will (notice I said will as per Texas Park and Wildlife) the breeding habits of all wildlife. (Bald eagle, derr just to name two). How will DEIS address this? And please don't insult me by saying you will mitigate around.	Refer to NR-3. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures</b> and <b>Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Ronald Richards	1/30/2018	Handwritten	What kind of research has FRA DEIS on the 5 mile electromagnetic field? How will this affect the health of people living within the 5 mile radius? Also, will it affect the health of people driving under the bridges or driving by the area daily? Can FRA answer these questions or do they really care?	You have raised 4 questions, which are individually discussed below. 1. There is no five mile electromagnetic field (EMF). EMFs follow the inverse-square law, as stated in <b>Section 3.15.4, Electromagnetic Fields, Methodology</b> : "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." 2. EMFs from the Project are expected to diminish to ambient levels within 500 feet of the alignment. This is combined with the conclusions of reputable authorities on EMF, more specifically the International Commission on Non-Ionizing Radiation Protection (ICNIRP), that there is no compelling evidence that EMFs are causally related to adverse health effects (please see <b>Section 3.15.2, Electromagnetic Fields, Health Effects of EMF</b> ). There is no expected

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				<p>adverse effect on health to land-owners in the vicinity of the alignment.</p> <p>3. EMFs from the Project are only present when the train is present. There are no EMFs present at a given location when the train is not physically present at that location. Even when the train is present, the EMFs generated are not expected to be above the limits set forth by the ICNIRP. Therefore, the EMFs are not expected to adversely affect people driving under bridges or passing the area on a daily basis.</p> <p>4. A significant amount of research has been done on long-term effects of EMF exposure, as reported in Section 3.15. Please see <b>Section 3.15.2, Electromagnetic Fields, Health Effects of EMF:</b> "Reputable authorities on the subject of EMFs include the World Health Organization 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 NIEHHS concluded that for most health outcomes, no evidence is present that EMF exposure has adverse health effects." Please also note that the principle of the ICNIRP has been to build in "safety factors" to their published guidelines. For example, once the ICNIRP determined the level of EMF strength necessary to observe an effect, the ICNIRP then applied a reduction factor of 5 as a means of arriving at a precautionary value for occupational exposure. The value was reduced by an additional factor of 5 for public exposure, arriving at the extremely cautious values for EMF restriction discussed in the Draft EIS. Thus, the ICNIRP values have built-in precautionary levels. Please also see <b>Section 3.15.4.2, Electromagnetic Fields, Literature Review:</b> "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</p>

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				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..."
Ronald Richards	1/30/2018	Handwritten	Will TSA be involved in screening passengers? If not, how will FRA assure riders that the train is safe? From what TCR reps told me in a town meeting is that it will be much faster because you can just hop on and ride. That does not make sense.	Refer to SS-9.
Ronald Richards	1/30/2018	Handwritten	How are emergencies on the train being addressed? With the enclosed fence, closed roads, limited access/this will increase the response time. FRA is supposed to be concerned with safety of riders. How are you going to address this issue?	Refer to SS-3, SS-18 and SS-23.
Ronald Richards	1/30/2018	Handwritten	What are the benefits for the 8 Counties out of ten (10) The 8 will have no Benefits Except. increased Floods, Poor water Quality, Erosion & pollution, Poor Air Quality, Closed Road ways and HSR will Ruin the Seenic Resources. We want the No Build Op.	Refer to AS-1, FP-1, NE-9, SC-19, SG-1, TR-8 and WW-1.
Ronald Richards	1/30/2018	Handwritten	The DEIS clearly States that no matter what measures TCR takes to menamize the Imposed. It will Damage the Environment. NO BUILD OP.	Comment noted.
Ronald Richards	1/30/2018	Handwritten	If I Am Correct and TCR is truthful. They stated that there would be no TSA Security at Train Stations If FRA is concerned with Rail Safety why would they allow this??	Refer to SS-9.
Ronald Richards	1/30/2018	Handwritten	What kind of research has DEIS done on the 5 (five) mile Electrmagnet Field? How will this effect the Health of Land Owners living within the 5 mile radius. Also will it effect the Health of people driving under the Bridge or driving By the Area daily? Can FRA / TCR answer these questions or do they Really care?	<p>You have raised 4 questions, which are individually discussed below.</p> <ol style="list-style-type: none"> <li>1. There is no five-mile electromagnetic field (EMF). EMFs follow the inverse-square law, as stated in <b>Section 3.15.4, Electromagnetic Fields, Methodology</b>: "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."</li> <li>2. EMFs from the Project are expected to diminish to ambient levels within 500 feet of the alignment. This is combined with the conclusions of reputable authorities on EMF, more specifically the International Commission on Non-Ionizing Radiation Protection (ICNIRP), that there is no compelling evidence that EMFs are causally related to adverse health effects (please see <b>Section 3.15.2, Electromagnetic Fields, Health Effects of EMF</b>). There is no expected adverse effect on health to land owners in the vicinity of the alignment.</li> <li>3. EMFs from the Project are only present when the train is present. There are no EMFs present at a given location when the train is not physically present at that location. Even when the train is present, the EMFs generated are not expected to be above the limits set forth by the ICNIRP. Therefore, the EMFs are not expected to adversely affect people driving under bridges or passing the area on a daily basis.</li> <li>4. A significant amount of research has been done on long-term effects of EMF exposure, as reported in Section 3.15. Please see <b>Section 3.15.2, Electromagnetic Fields, Health Effects of EMF</b>: "Reputable authorities on the subject of EMFs include the World Health Organization 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</li> </ol>

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				<p>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 NIEHHS concluded that for most health outcomes, no evidence is present that EMF exposure has adverse health effects. " Please also note that the principle of the ICNIRP has been to build in "safety factors" to their published guidelines. For example, once the ICNIRP determined the level of EMF strength necessary to observe an effect, the ICNIRP then applied a reduction factor of 5 as a means of arriving at a precautionary value for occupational exposure. The value was reduced by an additional factor of 5 for public exposure, arriving at the extremely cautious values for EMF restriction discussed in the Draft EIS. Thus, the ICNIRP values have built-in precautionary levels. Please also see <b>Section 3.15.4.2, Electromagnetic Fields, Literature Review</b>: "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..."</p>
Ronald Richards	1/30/2018	Oral	<p>My name is Ronald Richards. That was my daughter a minute ago. I am going to try not to be emotional. I have a whole list and I only maybe 1/1000th into this report and I was going to go over some of the things but TCR, I know where I can put it and the sun don't shine there. Me and my wife brought property in Madison County and we drove here and we drove to Corsicana last night. We came up here tonight to support you all. We are inviting you to Madison County. They changed our venue from a 600 seat to a 300 seat in the Kimbrough Center. I want to fill that street behind the courthouse with people and show TCR and FRA just where we stand and where we stand is no high-speed rail. Let's hear it.Let's hear it. We bought property six years ago. My daughter's husband retired from the military. I served in the military. I grew up without a dad because he gave it all in World War II just so we have property rights. We have rights as citizens. Even my step-dad landed on Omaha beach on D-Day plus three was wounded and went the rest of his life couldn't raise his arm any higher than this. Fighting for what? Our rights. No way in Hades I am going to be giving up my property. Not anybody is going to take it. I don't want to say what I'm thinking. People, we need support. We need tell TCR where to put their train. That 50 plus-year-old technology. I don't see how anybody could approve it and it's not going to be built in the United States. It is going to be assembled here but the Japanese in 1938 we give scrap</p>	<p>Refer to BA-4, PI-11, TC-2 and TC-6.</p>

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			metal to the Japanese and what did they do it? On December 9, 1941, they brought it back to us is bombs. I would drop the mike but it might break it.	
Ronald Richards	1/31/2018	Handwritten	In the Dallas to Houston HSR FAQ's: Question #2 Why is the Houston Historic District/ HHealthWorks Hosp/ Houston TCR Archaeology site more important that the families that will have to be mitigated? I just guess you don't care about all the lives this will disrupt/ruin.	Refer to CR-13. The socioeconomic impacts of the proposed project are considered separately in <b>Section 3.14, Socioeconomics and Community Facilities</b> of the Final EIS.
Ronald Richards	1/31/2018	Handwritten	In the last 4 years We (the land owners Affected By this Project) have yet to get a straight Answers From TCR, TCP, Tx Dot, FRA. The only answee is Always?? "I don't know." Why don't you know?	Refer to NE-1 and PI-4.
Ronald Richards	1/31/2018	Handwritten	Why has the Electromagnetic Interference been studied? To access the harm it may do to the health of our children and adults?	Electromagnetic Interference (EMI) was part of <b>Section 3.15, Electromagnetic Fields</b> . EMI is the interference that can be generated between two electronically-operated pieces of equipment, which can adversely affect how one or both pieces of equipment operates. For this study, the focus was on whether the high speed rail (HSR) could adversely impact sensitive electronic equipment used at commercial, industrial, scientific and medical facilities that may occur along the planned alignment, as discussed in <b>Section 3.15.1, Electromagnetic Fields, Introduction</b> , which states the purpose of assessing EMI. Please note that <b>Section 3.15.2, Electromagnetic Fields, Health Effects of EMF</b> does address research concerning electromagnetic fields (EMF) and health. The section includes the following passage: "The U.S. National Institutes of Health tasked the National Institute of Environmental Health Sciences with studying and making recommendations on EMF and human health. The National Institute of Environmental Health Sciences published reports outlining their interpretations and recommendations. The National Institute of Environmental Health Sciences concluded that for most health outcomes, no evidence is present that EMF exposure has adverse health effects. "
Ronald Richards	1/31/2018	Handwritten	Why is most of the information in the DEIS grossly under-represented and even omitted to get a favorable decision from FRA?	Refer to GN-1.
Ronald Richards	1/31/2018	Handwritten	Why was FERC and PHMSA not consulted in the DEIS. This DEIS is invalid. FRA, TCR did not include PHMSA and FERC. It will take another 3-4 years for another EIS conducted by FERC and PHMSA to be completed. If they are going to move pipelines.	Refer to EU-1 and EU-2.
Ronald Richards	2/5/2018	Handwritten	FAQ's: In Question #8 #9 Do you really think that deer will cross under a tunnel? The bald eagle will leave and never return. How do you plan to mitigate that?	Refer to NR-3 and NR-6.
Ronald Richards	2/5/2018	Handwritten	If I make a living from the land how will FRA and TCR compensate my family for the loss of income? For those land owners whose land is not taken but is close by the HSR will greatly diminish the value of their property. How does FRA and TCR propose to compensate them, if not at all? And yes, if FRA approves this project we will hold them responsible for and losses we incur.	Refer to ED-1.
Ronald Richards	2/5/2018	Handwritten	What kind of interest will TCR condemn from landowners if they build the train? Will they condemn both surface and mineral rights? If so, why would they need the mineral rights in order to build a railroad?	Refer to ED-4.
Ronald Richards	2/5/2018	Handwritten	We have heard that TCR plans to condemn natural resources such as soil, water, within a two-mile swath either side of proposed rail? Is this true? Do they have o have the power of eminent domain to do that? What types of resources will TCR take?	Refer to ED-1 and LU-14.
Ronald Richards	2/5/2018	Handwritten	How does TCR have eminent domain? Can FRA point me to an authoritative document that establishes TCR has been determined to have the right to eminent domain? If hey do not then why?? Did the FRA start the process of DEIS?	Refer to ED-1, NE-1 and PI-1.
Ronald Richards	2/5/2018	Oral	That's going to be a hard one to follow, folks. I am Ronald Richards. I wanted to say I'm 100 percent against this project, but I am 10 to 20 billion percenter against Texas Central Railroad and their. TCR has assured the public that they would not use tax dollars. I want to know who paid for this. No one knows or will say. And I know for a tact that this project whould be null and void because I caught the U.S. Corps of Engineers on my property without my permission and numerous surveyors on my property without permission rant them off. Ran them off. The facts about hight speed rails, electromagnetic interference; what kind of health concern is that when you drive by every day or you going to be neutrafield, electrified? Noise pollution, decreased land value. You want the dang values to go down? Bad for the environment. No	Refer to AS-1, ED-1, FP-1, GN-4, NE-1, NE-8, NE-9, NV-1, SS-23, TR-7, TR-8, VA-1 and WW-1.

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			matter what TCRA says or does to negate the fact that they're going to infect the environment. Pollution; water pollution. Scenic beauty. It just goes on and on. High speed rail is bad for Madison County. They're going to close roads according to the EIS report and then the county will be with lower tax values instead of being responsible for building new roads, they go around the ones they close. And upkeep on those. Hmmm. That's great for the budget. Starting a business, 20 million dollars in debt is not good business. How many of y'all remember ENRON? TCRA, ENRON made over to a T.It's not a good business plan. You can make anybody's numbers look good on paper, but when it comes down to reckoning day, numbers are only numbers. You've got to make a profit. And what about the elderly? When they come through and get eminent domain and they force you to sell your land, where are you going to go? What are you going to do? Go live with the kids? I don't want to live with mine, they probably wouldn't have me. But anyway, as far as the environment goes, it is going to increase the flood plains, scenic resources, water quality will be eroded and polluted, air quality, and the response time you have for a medical emergency, fire emergency and police emergency. Is this what Madison County wants? Can I hear everybody say, We are against high speed rail? I can't hear you. Thank you.	
Ronald Richards	2/6/2018	Website	Why is the I-45 / or BNSF Route not being considered. Cost?? These routes would still need a Right of way. But would have less impact on Farm and Ranch land. Why would you not consider this option.	Refer to BA-9 and BA-10.
Ronald Richards	2/6/2018	Letter	<ol style="list-style-type: none"> <li>1. I support the "No Build Alternative' on the Texas Central Railway High Speed Rail Project from Dallas To Houston.</li> <li>2. I support the Build Alternative" and recommend that the Federal Railroad Administration. Department of Transportation revisit their vision for the need of High Speed Rail in Texas.</li> <li>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.</li> <li>4. I support the No Build Alternative' because there is no mitigation for loss of agricultural land or evaluation of such impact.</li> <li>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.</li> <li>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. I 100% support the "no build alternative".</li> </ol>	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.
Ronald Richards	2/6/2018	Handwritten	How Can TCR Continue to Pursue this Project when it has not Established the right to Power of Eminent domain?? Did or did not FRA Choose the Utility Route Because TCR wanted to stop in Roans Pierie [sic] to satisfy their investor who owns Land in the Route where the Station will Be Built. Even though the Cost is More.?	Refer to BA-5, BA-8, ED-1 and NE-1.
Ronald Richards	2/6/2018	Handwritten	How much Square Acreage of the Proposed Right of way have you surveyed? And of that - How much was surveyed without Permission? How was an DEIS Accomplished without Accurate Access To our land? Better yet how can FRA Conduct An Accurate Environmental Impact Study without having surveyed or had access to a large amount of the lineal mileage of the proposed Right of way?	Refer to GN-1 and NE-8.
Ronald Richards	2/6/2018	Handwritten	TCR frequently cites the need of only 100ft (which Robert Eckels original statement was 80ft) Now the DEIS ranges 70-300 feet, with an average of 275. Why such a Big difference? Why do the ticket price Continue to rise? Prices in the DEIS State one way \$199.00 1398.00 RT. Ridership will not support this Price? Southwest have Fun fares As low As \$100.00 RT. Why would Anyone Pay \$298.00 more on the train	Refer to BA-3, LU-14 and SC-3.
Ronald Richards	2/26/2018	Handwritten	So far I have not found Any Reference to the Health Effects of EMF. Research By Electrical Engineering School Southwest J.avtong Univ (China) and Dept. of Occupational Health Shanxi Medical Univ China have found that Multiple unit High - speed Electric trains generate high frequency Elect fields, low Frequency magnetic fields, and high frequency wideband EMF Emissions when running. Even though results of test were within permitted levels the possibility of long term health effects should Be Studied Before the final EIS is Released.	<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"> <li>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.</li> </ol>

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				<p>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.</p> <p>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.</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. <b>Section 3.15.2, Electromagnetic Fields, Heath Effects of EMF:</b> "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. <b>Section 3.15.4.1.1, Electromagnetic Fields, National/International:</b> "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</p>

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				<p>studies. Based on the ICNIRP's work, the European Union has adopted these same standards for EMF exposure." 3. <b>Section 3.15.4.2, Electromagnetic Fields, Literature Review:</b> "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, <b>Section 3.15.4, Electromagnetic Fields, Methodology,</b> 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>
Ronald Richards	3/5/2018	Oral	<p>Good evening. My name is Ronald Richards, and I see that, since I got up here, everybody has evacuated. I guarantee you that I am not a politician, I am not a controller, I am not president of any HOAs and I see they all did their little speech and left. So personally, I think they should have been here. And, oh, by the way, I have not been paid by TCRR to make any statements, which I know happened tonight. Anyway, my son-in-law, Gene Whitesides, you heard him; you heard my daughter, Michelle; my two grandchildren and that was my wife that just spoke and all I basically have to say is that we have spent our entire life saving in order to have a quiet, peaceful life without a train coming by. We lived in Houston. We just sold our house last July and got out of this mess. You chose, if you're for it, which I respect you, your opinion, if you want to be for it, but you chose to live in Houston. I chose to live here for 40-something years in the metro area and then I chose to get out because of the crime, the congestion, the confusion, paid politicians, it's just pitiful. Pitiful. Pitiful. I really resent the fact that all of these politicians got up here and spoke and then evacuated. I've got 1 minute. Anyway, I'm going -- that's just it. I am dead 100 percent against Texas Central, Texas Central partners and high-speed rail. It will not work. It's -- the population density is not like Japan and if you want to ride the train, I suggest, for the millennials, to pack up and move to Japan. Move to a socialistic country and see how you like living as a socialist. Goodnight. Thank you.</p>	Refer to GN-2 and NE-1.
Ronald Richards	3/9/2018	Website	<p>HSR will not connect ideas and commerce in a productive and reliable way for Madison county. Our rural county is two hours from being able to get on the train, and holds zero economic value for our hotels, restaurants, and gas stations.</p>	Refer to SC-19.
Ronald Richards	3/9/2018	Website	<p>What is FRA's solution to the 100\500 year flood plain issue. This construction will increase the chance of floods. The DEIS states that vact. As we all know Texas floods, will HSR cause another Harvey type flood and will FRA and TCR be responsible for the cost of any damage?</p>	Refer to FP-1, SS-17, WW-1 and WW-2.
Ronald Richards	3/9/2018	Website	<p>Will they condemn both surface and mineral rights and if so why do they do why would they need mineral rights. Sounds like a land grab.</p>	Refer to ED-4.
Ronald Richards	3/9/2018	Website	<p>How much square acreage of the proposed right of way have you surveyed? How was the environmental survey accomplished without access to our land?? Better yet, how can you conduct an accurate environmental impact analysis without having surveyed or had access to a large chunk of the lineal mileage of the proposed right away?</p>	Refer to NE-8.
Ronald Richards	NA	Website	<p>TCR is supposedly privately financed, requiring no taxpayer subsidies. Construction of a privately funded HSR is an intriguing idea. Because Texas Central's project would be the first HSR in the US, and the first privately constructed HSR in the world a careful examination is vital. The FRA needs to examine, feasibility of constructing TCR proposed HSR. The Cost, Ridership trends, Dallas is well served by aviation and bus industries., Travel trends, city density, car ownership. Even though TCR has said they will require no taxpayer subsidies they are planning to apply for Railroad Rehabilitation and Investment Financing (RRIF) loans (taxpayer dollars) just another lie. If this project fails these loans have very weak taxpayer protections. These loans could be awarded to entities that do not have the resources to repay them. TCR has not released a business plan, no data to support its ridership projections or cost estimates. Original cost projections 10-12 billion now up to 18-20 billion</p>	Refer to GN-4.

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			Just like Calif. rail it is doomed to fail. There many questions and concerns regarding TCR project. Only tow HSR lines make money---Tokyo to Osaka Paris to Lyon and one breaks even Hakata to Osata.	
Ronald Richards	NA	Website	Charles Pickett was offered \$15,000 for his portion of the land. He and his family just built the house they live in and are trying to run a small ranch, he said, "TCR is rude, inconsiderate, and just don't care." His land would be land locked and he will not be able to get to his cattle.	Refer to ED-2 and LU-11.
Ronald Richards	NA	Website	The DEIS clearly states that no matter what measures TCR takes to minimize the impact it will damage the environment.	Refer to NE-9.
Ronald Richards	NA	Website	This seems to be some of the same problems that Texas Central is having. Go ahead and build even though it may not be safe and damage the land, ridership numbers are in question as to correct, they want to build and fix the problems later. And when it fails the taxpayers will have to foot the bill. Japan will own the land and land owners will be out. Just say no to High Speed Rail.	Refer to BA-6, GN-2 and NE-1.
Ronald Richards	NA	Website	God made us stewards of our land why would we want to destroy it. ? No matter what measures FRA,TCR, take this train will effect 100\500 year flood plain, scenic resources, water quality, erosion, pollutants, air quality, why would FRA allow this. ?	Refer to NE-1 and NE-9.
Ronald Richards	NA	Website	Why would we want a 50 tect train in Texas. Why would FRA even consider approving this train. This train will not be built in the USA only assembled. WHY?	Refer to NE-1.
Ronald Richards	NA	Website	How are emergencies along this route going to be handled during construction and after? With the enclosed fences, closed roads, and limited access this will slow down response time for EMS,Fire, Police. The only solution for this would be the NO BUILD OP.	Refer to SS-23.
Ronald Richards	NA	Website	If I am correct and TCR for once is truthful they state that there will be no TSA security at the Train stations. If FRA is concerned with rail safety why would they allow this?	Refer to SS-9.
Ronald Richards	NA	Website	How is TCR a Railroad Company?	Refer to NE-1.
Ronald Richards	NA	Website	Just wondering why TCR has blocked me from their facebook page. I guess they don't like the questions I have been asking them for the last 4 years with no answers.	Comment noted.
Ronald Richards	NA	Website	I know for a fact that some of the information obtained for this DEIS was obtained illegally I caught Corps of Eng, and other reps. of TCR on my property without permission, because of this this report should be null and void. The DEIS took over three years to complete and then you only gave landowners only 75 days to respond. Some thing is rotten somewhere. And I plan to fight to the end to have extended time to study DEIS.	Refer to GN-1, NE-6, NE-8 and PI-3.
Ronald Richards	NA	Website	I know for a fact that some of the information obtained for this DEIS was obtained illegally I caught Corps of Eng, and other reps. of TCR on my property without permission, because of these facts this report should be null and void.	Refer to GN-1, NE-6 and NE-8.
Ronald Richards	NA	Website	TCR is starting a business 20 million dollars in debt (before they make one red cent) This is not good business. The experts say it will fail. When that happens one of two things will take place the tax payers will have to bail out or Japan banks will step in and get it all to cover their loan leaving land owners high and dry. This is private investors ??????? I say no build. No build.	Refer to GN-4 and NE-1.
Ronald Richards	2/6/2018	Handwritten	In order for the final EIS To Be Approved. These points should (must) Be Considered HSR can Not Damage 1. Madison County or any County 2. Can not Damage or Harm Any county Resident. 3. It must not shut down or Damage any roads or facilities or prevent county Residents from Accessing their land, properties as they currently have. 4. Do not interfere with Police, fire, EMS. This is a must Destroying 8 counties To Benefit Dallas and Houston. Why would you.	Refer to SS-23, TR-7, TR-8 and TR-10.
Ronald K. Richards	1/29/2018	Handwritten	TCR has assured the Public that they would not use tax dollars. Then why is FRA, TxDOT using OUR TAX dollars to study EIS and Transportation Study by TxDot I know for a fact that some of the info obtained for the EIS was obtained illegally. I caught corps of eng and serveyers on my property without permission How can you justify this?	Refer to GN-4, NE-1, NE-5, NE-6 and NE-8.
Shirley Richards	2/16/2018	Website	I don't see how spending this much money and taking peoples land that they worked so hard for or has been in their family for generations is worth it. I live in a rural county for a reason - for peace and quiet - not to have a high speed rail right outside my back door.	Comment noted.
Davion Richards	NA	Email	Please I stand by my state and I speak for my self and other when I say a bullet train rail road is not the right choice for our land environmental and our wildlife u take all this away from us Sent from my iPhone	Comment noted.
Angie Richardson	3/9/2018	Website	This train will come right by our family property. We have three generations on this property. This will ruin our beautiful land. I also have a special needs 11 year old that is very sensitive to loud noises. This will cause him much anxiety. We absolutely are against the high speed train and will continue to fight it for the sake of our family!!!!!!	Refer to NV-1.

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Submitted By	Date Submitted	Submission Type	Comment	Response
Gloria Richardson	1/5/2018	Email	Everything is sounding and looking good...Can view this as a new, innovative, practical, and feasible solution to much of the Freeway congestion between Houston and Dallas. I can see this as a beginning to future destinations within our country that will benefit many in the coming years. Texas freeways are overcrowded today and this will help alleviate much of this congestion, and expand access to both metro areas for growth. As individuals that have an active contract for the sale of our land to give this project space to blossom and help many, we are excited and hope to live long enough to see the fruition of this awesome blessing for our State and our Country as well...	Comment noted.
Gloria Richardson	1/9/2018	Email	Here is why that Hi-Speed train is needed, today and the tomorrow's to come. Any technology that assists the traffic flow is needed for our future growth. It takes a long time to build a freeway, and by the time it is done, it is already outdated. <a href="http://news4sanantonio.com/news/local/texas\u002620population\u002620sees\u002620most\u002620growth\u002620in\u002620country\u002620in\u0026202017\u00262001-03\u0026202018">http://news4sanantonio.com/news/local/texas\u002620population\u002620sees\u002620most\u002620growth\u002620in\u002620country\u002620in\u0026202017\u00262001-03\u0026202018</a> I'm not attending any of the scheduled meetings, Texans Against the Hi-Speed train bombarding Facebook with pleas for negative feedback to come to ALL the meetings.Our land is under contract with Texas Central, and we are anxiously waiting for this progress to proceed. I was a dispatcher for Leon County for eight years, on 145, -and heard first-hand how badly something needed to be done...also saw and endured the hurricane so many Houstonians attempted to evacuate from. That train could have gotten many people safely out of harm's way.. 1-45 was rated one of the top 10 most dangerous highways a few years back. WE NEED PROGRESS!!!	Comment noted.
Gloria Richardson	3/1/2018	Email	As a land owner in Leon County (mid-point for the proposed Hi-Speed Rail), I am responding to the extending Of time for comments. My spouse and own land that is under contract to Texas Central for their project. We feel so blessed that Texas has been chosen for the implementation of this pilot venture. I foresee a future where this System will connect all over Our great nation. The stand against the project is merely a political stance where the "good-ole boys" don't want someone treading on their hunting grounds...not caring about the future for others, just thinking about hanging onto their place to go and hang Out with the boys to get away from the cities. It is my bet that most of the complainers don't even live on the property they are not wanting to allow to be sold. Texas Central approached us with some Of the nicest gentlemen to speak about the wanting Of Our property. We discussed it, they kindly shared the information, agreed to come back when we were ready to speak Of it with questions, etc. again...We contacted them and spoke, they came Out and after a third contact at our request, we signed up to allow the sale of our property for this worthwhile project. Now, we anxiously await the proceeding Of it. Each time one Of their representatives need to come on the property, they never fail to call and let us know and politely ask if that is convenient with us. It has been an extreme pleasure working with Texas Central. As a Leon County Sheriffs Office dispatcher for eight years, I retired with benefits from this county. I dispatched through the hurricane where all four of our 1-45 lanes of traffic were diverted northbound to attempt to move the flow of Houston traffic north to evacuate the storm. Traffic came to a stand-still even with all four lanes northbound...Some people further north that were stuck in traffic actually died when their van filled with elderly caught fire and they couldn't get them out quick enough. EMS couldn't get to people, fuel ran out and people fought at the gas pumps over what little fuel was left...It was horrible...For two days, people were blocked...our son and family couldn't get out of Houston due to traffic blocked all the way north... see where this Hi-Speed train could have gotten people out of the area, both in Houston and in Grimes County where a mid-point stop is planned...This county was listed as having one of the top ten most dangerous highways in the COUNTRY....Even last year, 1-45 was still listed in the top 10. TEXAS NEEDS THIS TRAIN!!! Our grandchild is a student in College Station...That mid-way point allowing those from that area to board the train could get these young ones Off the highways and to a flight in Dallas to travel northbound until a connecting train be also allowed to be constructed. One of our sons worked in South Korea for several years and had opportunity to travel via a hi-speed train and tells Of the wonders Of that travel...saying that once people tried it, they would know it's a fabulous way to get places in a hurry. Our other son from Katy tells us that it would save the school district funds by allowing those having meetings in Dallas could actually come home after the meeting instead of having to get lodging and meals overnight. Our daughter who lives in White Settlement outside Fort Worth could bring her children and we could pick them up in Grimes County and keep them safely Off the freeway when they wanted to visit...I foresee that if given the opportunity for people to get used to the beauty Of this mode Of travel that it will be a huge success!!! Not just that, but lives could be saved by this mode of travel lessening traffic on the freeways. I just responded to an online meeting group complaining about public safety issues...This is my comments: Gloria Richardson \u00262031 Safety issues...for real??? The hi\u002620speed rail is planned on being about 16' above ground...More about votes...with no thoughts ot future innovative, progressive modes of transportation with no roads being blocked, like TXDot_. It's a political issue with those that don't see this blessing bestowed upon hopes of future additional links to other states.._We each take a stand for future progress...I see this great State growing and needing more ways to move people...So, if you shut this project down because of people who flat don't want to have concerns for others on the roadways, sad for law enforcement to not approve of doing everything possible and supporting everything possible to lessen the congestion on the freeways, I never thought we would see this day... Manage \u002620Reply \u0026207h Regina Jamieson All this rail is not above ground, many roads will be closed off (rerouted an extended way), does nothing to alleviate congestion on the roadways where congestion is truly a problem. Had you attended some of the local meetings you might know some ot these things, like \$199 per person to ride it one way. This is not progress for the majority of Texans It's a land grab that will end up in	Comment noted.

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			the taxpayer's pockets. You need to educate yourself better on this project before belittling those who are standing up for land owning Texans that will be greatly negatively impacted by this, Manage \u8226 Reply \u8226 5h Regina Jamieson Oh gee, see you are a Texas Bullet Train Advocate Member. That explains everything. Trampling on land owners rights by a private company so a few wealthy individuals can shave an hour off their commute is acceptable to you. Manage Reply - 5h Gloria Richardson Regina Jamieson The future needs are way more important than a temporary inconvenience of building it...and I assume you are a Texan Against the High-Speed Rail...We each make a stand...I look to the future...you look short-sighted...and the cost factor is not all that bad for a starter...flying is more risky than the hi-speed. This IS progress for the majority of Texans unless you are a negative non-progressive. How can it end up in taxpayer's pockets when Texas isn't going to fund it, rescue it, wants no financial binds to it...but in the future, they sure might be sorry when it is successful that they didn't want a part of it. They aren't trampling on landowner's rights...eminent domain is a federal law... They are paying VERY good monies for the land involved... This project can shave time, money, add convenience to many, save lives...for many reasons. This being a starter project for the whole nation, Texas is SO blessed to have been chosen to receive this pilot project. 1-45 has been one of the most dangerous freeways in the nation for several years...and our county was listed within that same time period one year as one of these top ten...l_eon County....as a past dispatcher for this county, now retired, I think it is a blessing to be honored with them coming to Texas...and most of the hi-speed is planned for above ground.. <a href="https://www.facebook.com/texascentral/photos/a.1533359536906787.107374182B.1415941991981876/2037056">https://www.facebook.com/texascentral/photos/a.1533359536906787.107374182B.1415941991981876/2037056</a> We stand for the construction of the Hi-Speed Rail....It is a blessing for Texas...Hoping we can see this awesome project come to into existence... Thank you for listening, hoping you will agree with this stand for progress.	
Sonny Richardson	1/6/2018	Website	There has been a lot of verbiage concerning what the project is supposed to be.Much of it has been a pure selfish approach to the real benefit of what is at stake for the people of Texas. These anti attitudes should be looked as those are against progress of all that could benefit from the venture. I say let's get it done....	Comment noted.
Albert J Richmond	2/10/2018	Letter	On behalf of our Board members and extended family we voice support for Texas Central's (TC) Houston B Dallas high-speed rail corridor project. As the Federal Railroad Administration prepares the Environmental Impact Statement (EIS) for this project, we hope that you will consider the benefits to the people of Texas. Americans at large, the future of the regional passenger rail network, and the US economy. Today, nearly 50,000 Texans travel between Dallas and Houston at least once a week. At present, the 240-mile trek along Interstate 45 takes four hours. With the population of Texas rapidly growing, that drive will increase to 6.5 hours by 2035. With the doubling of Texas population by 2050, this will create further travel difficulties. TC's service will connect Dallas and Houston with frequent 200mph service, cutting trip-time to 90 minutes.	Comment noted.
Barbara Richter	2/6/2018	Handwritten	Desruption of Education --- A speaker noted that the High Speed Rail Project will be so close to Leon ISD that it will disrupt the education of our children and of course Texas Football Games or Friday Night Lights. You will be taking on the institution of the Texas Coaches Association - the fight has just begun - Are you ready? Don't cross a coach and his football.	Leon ISD would be over 900 feet from the train centerline. A temporary construction area would be located roughly 500 feet from school buildings. The Leon ISD football field would be nearly half a mile away from the LOD. Temporary noise and vibration impacts could potentially be perceived during construction hours. Information regarding construction noise can be found in <b>Section 3.4.5.2.1, Noise and Vibration, Construction Noise and Vibration Impacts</b> . Additionally, mitigation measures for construction noise can be found in <b>Section 3.4.6.2, Noise and Vibration, Mitigation Measures, NV-MM#2</b> . No operational noise impacts were recorded at Leon ISD, further information can be found in <b>Section 3.4.5.2.4, Noise and Vibration HSR Operational Noise Impacts</b> . Additionally, a discussion and assessment of potential impacts related to school children located in proximity to the Project has been added to <b>Section 3.14.5.2.4, Socioeconomic and Community Facilities</b> .
Barbara Richter	2/6/2018	Handwritten	Ranch Land ---- As ranchers, why do we have to stress out cow/calf operation with noise, land vibration and blocking access to their grazing pastures. Ex-A cow is going to happily go through a dark tunnel. Opposite side of the issue - would the landowners in the Houston Heights tolerate these disturbances? Don't think so as they are eating fish instead of beef because production has gone down because of the demise of cow/calf operations.	Refer to LU-6, LU-11, NR-1 and NR-6.
Karl Richter	2/6/2018	Handwritten	Eminent Domain ---- To quote - "President George W. Bush issued Executive order 13406 which stated in section 1 that the federal government Must limit its uses of taking private property to "public use with just compensation for the purpose of benefiting the general public. The order limits this use by stating that it My Not be used for the purpose of advancing the economic interest of PRIVATE PARTIES to	Refer to ED-1 and PN-3.

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			be given ownership or use of the property taken" End of quote - If privately funded then who wins- the private business & who loses the landowner. Even President Bush has sense to know the difference.	
Kenneth Richter	2/6/2018	Handwritten	Lies, Lies, Lies - If we landowners lied about our businesses we would be in jail! Maybe that's where you all need to be. Even Tarry Nassar's lies caught up with him - time to straighten out your act - NO BUILD	Comment noted.
Kenneth Richter	2/6/2018	Handwritten	Historic Distict ---- Is there no respect anymore for what our founding Fathers believed in and Fought hard to establish in the United States. What does this have to do with a high speed rail project? Our property encompasses Bethal Cemetery where Sarah Dodson is burried. Who is Sarah Dodson? She made the first Texas flag that was carried into the Battle at Gonzales. The courage that she and her husband showed by fighting for Texas freedom is documented by a historical marker at her grave in Bethal Cementery. Can she and her family not ever rest in peace - never again with the construction of this train. We say as those Brave Texans said - "come & Take It" because they they will be the new battle of Texas [sic]	The Final EIS specifically addresses the Bethel Cemetery (see <b>Section 3.19.4.2.8, Cultural Resources, Cultural Resources by County</b> ), which is designated as a Historic Texas Cemetery. However, the Bethel Cemetery is not located within the Limits of Disturbance and will not be physically impacted by the project. Historic 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. Overall, the intent is to avoid cemeteries and impacting burials to the greatest extent possible. Additionally, it is the policy of the Texas Historical Commission to preserve the original location of historical markers whenever possible and they must be notified if a marker is ever to be relocated.
Clyde Ridge	1/31/2018	Oral	Thank you. Good evening. My name is Clyde Ridge I'm the County Commissioner for precinct four. And this -- I'm not here tonight to say that I'm opposed to this, I've been opposed to this for the last two or three years. I don't see any benefit for this to come to our county and it will directly affect precinct four. It will start on the north part of my precinct and go through the south part of it and I'm not sure and no one's been able to tell me what it will do to the road structure that I've spent the last 16 years getting those roads up as best I could and what is this gonna do to it. I have no idea. I'm telling you we need to get together, we need to oppose this and get all of our neighbors to the north -- counties to the north, counties to the south and let's get this thing shut down. Thank y'all.	Refer to SC-19, TR-6, TR-7 and TR-8.
Levy Ridgeway	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.
Liz Ridgeway	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.
Rebecca Riley	2/16/2018	Website	This train is a huge mistake impacting property in a negative way and a big waste of money. DON'T BUILD IT	Comment noted.

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Barbara Risinger	2/20/2018	Website	I am against this project. I don't believe enough people will use it. The majority of the people going north on I45 are not necessarily going to Dallas but to suburbs and small towns in between Houston and Dallas. They would need a car after they get to Dallas so will not be using train. The train will also take away land from private citizens. Some of the ranches destroyed will have been in families for generations. I believe the taxpayers will be stuck with supporting the project as it will not have enough ridership to pay for itself.	Refer to GN-2, GN-4, LU-11, NE-1 and PN-3.
David Risinger	1/18/2018	Email	I am concerned about the feasibility of this project. Texas Central claims it is privately funded, yet it will not progress or function without public funding. Taxpayers do not need to subsidize their failure.	Refer to GN-4 and NE-1.
David Risinger	1/19/2018	Email	I question the illegal survey of my property and of others. Texas Central was not given permission to enter and survey our property. Texas Central then brought a lawsuit against me and approximately 40 property owners to access for survey purposes. In the suit, Texas Central admitted they did not have eminent domain powers, but were asking the court to give them that right. Texas Central has never proceeded with the suit, and has now dropped each case. So then we can only assume that they do not have eminent domain powers to survey and construct this project.	Refer to ED-1, ED-2 and NE-8.
David Risinger	1/22/2018	Email	I question the accuracy of Texas Central's mapping. At the crossing of Interstate 20 on the north side their tracks show to be going through a large Amazon Distribution warehouse. The map does not even show that this large facility even exists. This leads to questions of other possible inaccuracies.	Refer to GN-1.
David Risinger	1/29/2018	Oral	Hi, I'm David Risinger. I'd just like to echo his sentiment that South Dallas does need the if it does go through. Believe it or not I am not opposed to high-speed rail, but I am opposed to the way thatnTexas Central has gone about this project. They know that in this state they would never go and get it passed if they come out and said that it was publicly funded. Over and over they keep saying give the impression that they are gonna pay you for every penny of it. Yet they do not employ train people.They employ people that are politically associated.They're camped out in Austin, they're camped out in Washington, D.C. every day asking for money for this project. Just come out and say it.Just be open with the people, if that's what you're gonna do.You have Greg McLane, Ron Kirk, Don Cheaper, people like that who are known for grand projects, private projects, that the public end up paying for, but everybody needs to know. Also the ridership estimates what they're saying about how many people.They're taking nearly 40 percent of the current traffic.There's no way they can come up with that number.It is not feasible.They are the Japanese put money into this, it's done the same thing in Taiwan.It has been an economic disaster.The country has had take it over. India has put together a the minister said the numbers do not add up. One of the things they say is it'll be faster because there will be no security on this train. You're talking about a terrorist target, 200 mile track. I question their mapping.As stated before, illegally surveyed our property and many, many other people's property. If you notice the Amazon distribution warehouse just north of I-20 right here, their train tracks go right through the middle of it.They do not even show that building on the map.I question the accuracy of their mapping, for 240 miles. It will, as he said before, originally they said 80 feet.It's gonna be many many acres. It's gonna take our house, our business, our crop land, our pasture, this is the way people for 240 miles make a living. They said it would be a viaduct. Instead they're gonna through our property that we can't even getto the other side. And they have not answered how they're gonna deal with roads or with the utilities, with the electric, water, sewer, power. Who has the right to cross the interstate nor have they ever shown us any papers.	Refer to GN-2, GN-4 and LU-7.
David Risinger	1/29/2018	Oral	Hi, I'm David Risinger. I'd just like to echo his sentiment that South Dallas does need the if it does go through. Believe it or not I am not opposed to high-speed rail, but I am opposed to the way that n Texas Central has gone about this project. They know that in this state they would never go and get it passed if they come out and said that it was publicly funded. Over and over they keep saying give the impression that they are gonna pay you for every penny of it. Yet they do not employ train people. They employ people that are politically associated. They're camped out in Austin, they're camped out in Washington, D.C. every day asking for money for this project. Just come out and say it.Just be open with the people, if that's what you're gonna do.You have Greg McLane, Ron Kirk, Don Cheaper, people like that who are known for grand projects, private projects, that the public end up paying for, but everybody needs to know. Also the ridership estimates what they're saying about how many people.They're taking nearly 40 percent of the current traffic.There's no way they can come up with that number.It is not feasible.They are the Japanese put money into this, it's done the same thing in Taiwan.It has been an economic disaster.The country has had take it over. India has put together a the minister said the numbers do not add up. One of the things they say is it'll be faster because there will be no security on this train. You're talking about a terrorist target, 200 mile track. I question their mapping.As stated before, illegally surveyed our property and many, many other people's property. If you notice the Amazon distribution warehouse just north of I-20 right here, their train tracks go right through the middle of it. They do not even show that building on the map.I question the accuracy of their mapping, for 240 miles. It will, as he said before, originally they said 80 feet. It's gonna be many many acres. It's gonna take our house, our business, our crop land, our pasture, this is the way people for 240 miles make a living. They said it would be a viaduct.Instead they're gonna through our property that we can't even getto the other side. And they have not answered how they're gonna	Refer to GN-2, GN-4 and LU-7.

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			deal with roads or with the utilities, with the electric, water, sewer, power. Who has the right to cross the interstate nor have they ever shown us any papers.	
David Risinger	3/7/2018	Website	Land Consultants used aerial Mapping dated 2014. Many structures, houses, and businesses have been built in the corridor 2A that the draft does not address.	Refer to GN-1.
David Risinger	3/7/2018	Website	The counties between Dallas and Houston are important areas in the revival of the soon to be endangered Monarch Butterfly population. How will this project affect their habitat ?	For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> . For information regarding impacts to wildlife please see Section 3.6 Natural Ecological Systems and Protected Species". The Monarch Butterfly is currently "Under Review" for listing by FWS.
David Risinger	3/7/2018	Website	Land Consultants once said the Corp of Engineers declined the project from crossing the Trinity River into the Dallas Sewage Treatment plant property. Has this changed ?	U.S. Army Corps of Engineers (USACE) is a Cooperating Agency on the Project. USACE federally authorized civil works projects (USACE Projects) subject to Section 408 approval located within Dallas County are described in <b>Section 3.7 Waters of the U.S.</b> The Project would not cross into the Central Wastewater Treatment Plan at 1010 Sargent Road, Dallas, TX but would run along the eastern edge of the facility.
David Risinger	3/7/2018	Website	The Draft states no businesses will be affected in route 2A. There are two businesses on Risinger Road and Wester Road alone that will be destroyed. How many other businesses are not being reported in the Draft ?	Refer to GN-1.
David Risinger	3/7/2018	Website	Th Project in Dallas and Harris counties rely heavily on TXDOT Right of Ways. Has the State of Texas allowed TXDOT to permit the use of their Right of Way ?	Refer to ED-3.
David Risinger	3/7/2018	Website	Is Texas Central reimbursing the State of Texas for the use of TXDOT Right of Way ? Both initially and annually ?	Refer to ED-2.
David Risinger	3/7/2018	Website	The sound decibels listed in the draft state that no houses, businesses will be affected. How can this be when houses and businesses are directly in route 2A, or directly beside it ? Has anyone surveyed the properties in person ?	Refer to GN-1.
David Risinger	3/7/2018	Website	There are no safety standards for trains of this speed. Will the Shinkansen N700 meet or exceed proposed standards, and what are the standards ?	Refer to SS-4.
David Risinger	3/7/2018	Website	Texas Central has repeatedly stated the time of travel will compete with airlines because they will not be subject to TSA screenings like airports. In a world of terrorism a 200 mph train is a likely target. Will transportation security be required to prevent threats, just as at airports ?	Refer to SS-9.
David Risinger	3/7/2018	Website	Who will pay for cleaning up and restore properties if project stalls, or fails, since Texas Central claims they are totally private ?	Refer to NE-1, NE-9, PN-3, SC-22 and SS-5.
David Risinger	3/8/2018	Website	Texas Central has yet to state where their electrical power source will come from, or how much power will be needed. The Draft simply says there is enough presumed to be available. We already have a shortage of electric power plants. Will the train have priority over millions of consumers when Brown Outs occur ?	Refer to EU-3 and EU-4.
David Risinger	3/8/2018	Website	Texas Central says they will provide safety and emergency assistance to local fire, police, and ambulance responses. Yet no one has ever seemed to be coordinated with, or briefed about future situations. Some places may be extremely remote. What is their emergency preparedness ?	Refer to PI-1, SS-3 and SS-18.
David Risinger	3/8/2018	Website	With all the State, County, and City roads, Water lines, Sewer Lines, Oil & Gas lines, Electrical Lines, Drainage, Rivers, Creeks, and other transportation, utilities, waterways etc. Who has the right over the other when you have public needs versus a private for profit company. Who can the public rely on to coordinate the crossing and violating of existing easements ?	Refer to ED-1 and ED-3.
David Risinger	3/8/2018	Website	Texas Central has used exaggerated rider ship figures that no one else examining the project has determined based on current, and projected traffic between Houston and Dallas. And TCR's numbers keep growing in order to sell their plan. Heavily travelled North East corridors do not produce these numbers with far larger populations. TCR has yet to say the ticket cost per rider, which is crucial to profitability. Why is there no Revenue Feasibility Study included in this Draft ? Why does TCR never disclose their cost estimates per rider, or how did they arrive at rider projections ?	Refer to GN-2 and NE-1.

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

Submitted By	Date Submitted	Submission Type	Comment	Response
Glenda Rison	2/5/2018	Oral	My name is Glenda Rison, I've lived in this town all my life. And we have family buried in Oxford Cemetery and this is going to totally affect Oxford Cemetery. The thought of our loved ones that are buried there of them having peace whenever they were buried, it's very sickening. It's just almost like the highway; it's taking property in this city and the county also. But anyway, for the Oxford Cemetery and all other little cemeteries surrounding that it's affecting, it is very, very disheartening. Thank you.	The Oxford Cemetery was identified in the Final EIS and is reported as resource MA.019 (see <b>Table 3.19-4: Previously Recorded and/or Designated Historic Resources within the APE</b> ). 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 listing in the National Register of Historic Places (see <b>Table 3.19-5: Historic Resources Interim Report Submittal and THC Response</b> and <b>Section 3.19.4.2.7, Cultural Resources by County</b> in the Final EIS). The Oxford Cemetery is not located within the current Limits of Disturbance and would not be physically impacted.
James Roach	2/5/2018	Oral	My name is James Roach. Is this coming across okay? I want to ask the audience, how many in here are for the no build? Wow! Every one of us has a vote. I'm one man. I got one vote. Every one of you has a vote, and that's my purpose of standing in here so we can all be heard with our votes. I never heard a proposition on the ballot box to approve or disapprove this high-speed rail. It's all been done kind of behind the scenes. So let's get back to your congressmen, your representatives, and let them know what your feelings are. We can't do it here tonight. These people are going to listen to us, they're going to put it in there, going to give us responses, but they're going to keep on trucking. Now, the reason I came in here tonight was that I have a house that's just down the street. My subdivision has 135 houses in that little section that backs right up to 290. You think -- I studied the EIS for hours. Nowhere could I find to tell me what the decibel rating was going to be 500 feet, a thousand feet, 10 feet from where the line is. The line is going to be on the papers is going to be elevated 45 feet up in the air. Now, aesthetically what do you think that's going to look like. They put nice pictures in there of the train, but they don't show all the power lines over the top of it. Then what was really interesting is I went to one of the exhibits, and they showed down here on the other end, if you just drive down Cypress North Houston the other direction, they show a nice pretty picture. Oh, by the way, that's what it looks like in California. I'll get to that in a second. Anyway, I'm going the stumble through this, but it was they conveniently left out of the after-pictures where they showed the high-speed rail, they left out all the high-powered transmission lines to make it look pretty. I think it's deceivous [sic] of whoever put the report together to have left that out that -- to try to look like a picture that's esthetically pleasing. So noise, aesthetically-looking, and we come to the dollars. And the Judge mentioned about the dollars. I just read where California raised their 119-mile section of high-speed rail \$2.6 billion to raise it up to \$89 million a mile. How many highways can we build parallel to 45 today at \$89 million a mile. Anyway, let's vote no. Let's let those folks know how we stand. Thank you.	Refer to NV-6. The simulations developed for the EIS include all of the overhead catenary lines that will be necessary to operate the system. No existing infrastructure was removed in any simulation unless the Project would replace or relocate the existing infrastructure. Please refer to <b>Section 3.10.5, Aesthetics and Scenic Resources, Environmental Consequences</b> for all simulations, including the overhead catenary lines.
James Roach	2/5/2018	Website	How will sound be mitigated when the track is elevated 45' ? Ground level sound walls do nothing for elevated tracks. I did not find anything published in the voluminous EIS regarding anticipated sound levels of an operating high speed rail as it relates to distance from the tracks such as at the tracks edge or 100' away or 1,000 feet away. My research indicates sound decibels will be in excess of 73db. Will property owners be compensated when property values decrease because of the visibility of the rail lines and structures for our property and increased sound? Only properties that will gain financially will be those close to the stations and not those 18 miles for the closest station. As it relates to overall construction cost, California just increased their projected cost for the 1st 119 miles to \$10.6 billion or \$89 million /per mile. At this cost per mile the 240 mile would be \$21 billion. Is the project financially viable at this cost without tax payer subsidies?	Refer to GN-2, GN-4, NE-1, NV-1, NV-7 and TC-4.
James Roach	2/15/2018	Website	Cost projections for HSR are enormous. My calculations believe it to be \$89-90 million per mile base on budgets on current California HSR. (\$10.6 billion for 119 miles.) Recent bids on 12 mile tollway in South Texas The lowest bidder at \$202,548,591.57 was Johnson Bros Corp. This equates to \$16 million per mile. Why not build a tollway to parallel I45 and save \$\$	Refer to NE-1.
James Roach	3/6/2018	Website	Under the The NEPA Process or "Umbrella" covers additional Statutes and requirements, such as: Historic Preservation (Section 106) The proposed route is less than 250' from from Cypress Top Historic Park. Documentation is attached. The 290 corriodor is unacceptable due to the adverse effects under historic preservation requirments	Refer to CR-11.
Jim Roach	3/5/2018	Handwritten	Has There Been a Preciminary Design for Sound Barriars on Elevated Viaduct Section That are 45 Feet Above Grade If Not How is Sound Going To Be Mitigated since the Housing in my Neighborhood [sic] The R.O.W.	Refer to NV-1 and NV-7.
Jim Roach	3/5/2018	Oral	My name is Jim Roach. I live in Stone Gate, which is one of the subdivisions that backs right up to the railroad or to the high-speed rail or whatever you want to call it, but I want to talk to these gentlemen there because they hopefully will carry our message back to D.C. or wherever the decision is made. So all those that are still left in the audience, apologies for my back. When I got here, I wasn't planning on speaking this evening, but I was real disappointed when the first 15 guys got up here with the mayor's office, the county commissioner's office and they all started speaking about how great the system was for the City of Houston. And no doubt, I really believe them. I do. I think it will	Refer to ED-1, ED-2, GN-7, GN-9, LU-11, NV-1, NV-5, PI-6, PI-7 and VA-1.

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			be great for the City of Houston. And having the terminal out at Northwest Mall, I remember when that was a vibrant mall. Foley's was there. I used to do shopping there. When I moved here 44 years ago, 290 stopped at Gessner and it was just Hempstead Highway on down. So I've seen a lot of progress being made over the period of time. Well, I'm not really in favor of the rail because I happen to live in this one section of Stone Gate that backs up to the new right-of-way. The problem is -- is that there is no indication in all the stuff that I've read about the noise impact. The vibration impacts are kind of nebulous. There's a lot of engineering technology in there. What really concerns me and it's going to affect all the farmers and ranchers in Leon County, Waller County, Grimes, what's going to affect their property value. What's going to affect my property value when you have to condemn about 15 house of the houses in my subdivision because they are too close to the rail and what's that going to do to my property value? So the economic impact of the City of Houston, probably the City of Dallas, it's going to affect everybody that's on that rail line and how is the rail going to compensate all those people? These poor people that have gotten up here today and talked about how it's gone through their -- Mr. House, how it went through the middle of his property, these other folks, how it's affected their -- there's been a lot of concern about all those little farmers. And in this United States, we have representation. We have the Senate. So we have votes. Every county gets a vote. So all these people in Houston shouldn't have more votes than the people that live in Grimes or Madison or Leon or Waller or Navarro. All these other counties should have equal say and their votes should be equal. So when the decision-makers make the decision in D.C. as to whether or not to approve the program, just remember, these guys out in the country have equal vote through representation. Thank you.	
Amanda Robbins	2/27/2018	Website	I am writing to express my support for the Texas Bullet Train project. I urge you, the Federal Railroad Administration, to move forward with a timely review and approval of the project. The USA is drastically lagging behind other industrialized countries in infrastructure support and transportation advancement, and I believe that left in the governments hands, both will continue to degrade. Obviously, we need to expand projects like this to the private sector for new and improved transportation advances. Texas is an expansive state, and this bullet train will connect the major economic hubs in a way that roads cannot. Lets start advancing this state! I welcome this transportation alternative - because it's good for Texas!	Comment noted.
Linda Robbins	2/16/2018	Website	I believe that people who live within a reasonable distance from the two ends of the Dallas to Houston High-Speed Rail System and any points in between, if possible, will benefit from the construction of the project.I can see where individual property owners whose land could be disrupted would possibly not view this as a positive venture, but I believe that the project's benefits for travelers between the two largest metroplex areas in Housont will see and be able to take advantage of the new high-speed train.	Comment noted.
Eric Roberson	2/5/2018	Handwritten	Please hurry! # Time to build.	Comment noted.
Eric Roberson	3/5/2018	Oral	My name is Eric Roberson. And I've been a Houstonian since 1995. This is supposed to be an environmental impact hearing. Let me say it is time to build this train. And when you get the line built between Houston and Dallas, please continue on to Austin and San Antonio. I'm thrilled that the FRA has heard that Houston is ready for this train tonight. We've also heard a commitment from Metro and our elected officials that they will partner with Texas Central to make sure this project is done right and that mobility needs will be met at the rail stations. One thing I haven't heard tonight is the connectivity with College Station, and I hope that as someone who plans to continue their education for Ph.D., that other people will realize how this rail line will connect our educational institutions between here and Dallas. I'm aboard and hope the FRA is aboard, too, and I support the Texas Bullet Train. Thank you.	Comment noted.
Dolores Roberto	2/3/2018	Website	regards economic impact, which is referenced in numerous paragraphs throughout this Draft Environmental Impact Statement: How much money has the FRA, which is a tax-payer funded agency, spent on this DEIS to date?	Refer to NE-1 and NE-5.
Dolores Roberto	2/4/2018	Website	We own 120 acres in Ellis county just south of FM879, and includes the utility corridor identified by the HSR's path. The HSR proposes to cut kitty corner across the whole of our property following existing power lines, identified as Segments 2A and 2B in the DEIS. Both 2A and 2B routes completely bisect our property. Reference DEIS published document "7 Dallas to Houston High Speed Rail DEIS Appendix D_Project_Footprint_Set_1of5.pdf" pages 42 (sheet40) and 74 (sheet72). Fig1 is provided to show the distance across our land: more than half a mile in length. Fig2 is provided to show the close proximity of the path to our house: ~1,000ft whether route 2A or 2B. Further, our immediate neighbor's house is even closer to either route, as indicated by the structure in the upper left had corner of Fig2. Both the Abstract and Executive Summary para ES.1 Introduction states "Current FRA regulations do not comprehensively address safety requirements for train operations above 150 miles per hour (mph), such as the Project's proposed operations. " Also para ES.4 States " FRA's mission, "to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future, ..." ". The fact that no safety regulations currently exist for speeds exceeding 150mph is indicated several other times throughout the DEIS. This lack of safety regulations is particularly disconcerting to us at our location, because the train cars would be at their peak speed of some 200mph as it crosses our property. How can any assessment of the viability of safety measures be rendered at this time? When, prior to operations for the public, would these safety requirements be defined so that they can be assessed?	Refer to SS-4.

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Dolores Roberto	2/5/2018	Website	Both ES.1 and Chapter 1.0 INTRODUCTION, state " Additionally, one or more companies affiliated with TCR may apply to DOT for credit assistance through the Railroad Rehabilitation and Improvement Financing (RRIF) (45 U.S.C. Â§ 821 et seq.) or Transportation Infrastructure Finance and Improvement Act (TIFIA) (23 U.S.C. Parts 601-609) programs to finance a portion of the Project. Should DOT provide credit or other financial assistance, this activity would also constitute a major federal action. " Further paragraph 1.1.2.2 DOT Credit or Financial Assistance, states " In addition to its credit programs, DOT has authority to allocate private activity bonds for qualified surface transportation projects. " Has TCR, TCRR or any of its affiliates applied for credit assistance? If so, which of these type(s)? Wouldn't these monies, by definition, be from tax-payer revenues ??	Refer to GN-4.
Dolores Roberto	2/5/2018	Website	Regards inclement weather and safe operations: what weather conditions are considered inclement to a HSR operating at speeds near 200mph? Intense rain? Flooding? High wind speeds? Crossing winds? Other? How are operations slowed, stopped, or otherwise impaired?	Refer to SS-15.
Dolores Roberto	2/6/2018	Website	The Abstract, Sections ES.1, and 1.0 state that " 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. " Per Section 1.1.2.1, last paragraph, " As of this writing, FRA has not issued a Notice of Proposed Rulemaking for TCRR's proposed Rule of Particular Applicability. Because the proposed Rule of Particular Applicability constitutes a major federal action and triggers the environmental review under NEPA, FRA cannot publish a Final Rule prior to the issuance of the agency's Record of Decision, which is the final step in the NEPA environmental review process. Further, TCRR cannot operate the Project without FRA's Final Rule or other FRA regulatory action.1" What is the expected time lapse between issuance of Record of Decision and Final Rule? Which document will contain the requirements or conditions necessary to operate at above 150 mph safely? When will these new requirements and conditions (to operate above 150 mph) be reviewed for compliancy?	Refer to NE-2.
Dolores Roberto	2/7/2018	Website	Background necessary for comments on design considerations to avoid and minimize impacts: We own 120 acres in Ellis county just south of FM879, and includes the utility corridor identified by the HSR's path. The HSR proposes to cut kitty corner across the whole of our property following existing power lines, identified as Segments 2A and 2B in the DEIS. Both 2A and 2B routes completely bisect our property. Reference DEIS published document "7 Dallas to Houston High Speed Rail DEIS Appendix D_Project_Footprint_Set_1of5.pdf" pages 42 (sheet40) and 74 (sheet72). Our property is indicated with number 1778 in both the project footprint sheets. Fig1 is provided to show the approximate distance across our land: more than half a mile in length. Fig2 is provided to show the close proximity of the paths to our house: <1,000ft for route 2B; <1,400ft for 2A (using your footprint sheets). Further, our immediate neighbor's house is even closer to either route, as indicated by the structure in the top center of Fig1 and in the upper left hand corner of Fig2. We have spent >20yrs establishing and maintaining a healthy and balanced wildlife environment on our property. Extensive efforts and resources are expended year round to keeping it so. Surrounding acreage, all 4 sides, is either crop or livestock thus allowing us to be the wildlife sanctuary in the midst. We currently enjoy un-inhibited access to all of our acreage for fishing, hunting, hiking, as we propagate the native prairie grasses and wildlife. The southern end of our property includes Mustang Creek, which is a feeder into Bardwell Reservoir, which is managed by the U.S. Army Corps of Engineers (USACE). We purchased this land for our enjoyment and the aesthetic beauty. We spent 3 years searching for this land, another 20 years being responsible stewards, so we can enjoy the results of our efforts to create a natural and healthy environment for the native wildlife and flora. Many of these native grasses have not been seen wild for decades. TCRR states under section ES.4 Purpose of and Need for the Project as well as section 1.2.1.2 TCRR Objectives " Environmental: minimal impacts to the natural and built environments by maximizing adjacency to existing infrastructure ROW ". Re ES.7 Design Considerations to Avoid and Minimize Impacts: "Additionally, TCRR designed 52 percent of the Build Alternatives adjacent to existing infrastructure, which typically includes areas that have previously been disturbed by development. This design approach minimized impacts to more environmentally sensitive areas and potentially reduces the fragmentation of existing habitat." We would submit there are at least three reasons why the current impact assessment is incorrect. The following is rationale for the first of these three reasons: On our property, implementation of the current infrastructure took <10 weeks to build, vice the ~3.5 Years indicated by schedule in Appendix F to the DEIS "32 Dallas to Houston High Speed Rail DEIS Appendix F_TCRR CONSTRUCTABILITY v4 REPORT.pdf". The ground that was disturbed recovered in less than 2 seasons, the permanent ground footprint was negligible, and neither human nor any type of wildlife experienced hindrances to its daily lifestyle. No access to our property was permanently impaired. Temporarily disturbed wildlife returned quickly. None of that will happen with such an extended construction period, a viaduct-based HSR passing in both directions, which passes through dozens of times every day. This severely negative and systemic impact by constructing a HSR is true not just for our property, but for any and all acreage in similar circumstances along the propose 240mi project. Submit the DEIS assessment as 'minimal impact' is wrong on this subject and FRA should revisit and modify their assessment to 'severe impact' as a result.	Refer to ED-2 and LU-11.
Dolores Roberto	2/7/2018	Website	Background necessary for comments on design considerations to avoid and minimize impacts: We own 120 acres in Ellis county just south of FM879, and includes the utility coffidor identified by the HSR's path. The HSR proposes to cut	Refer to NR-6 and NV-1. The sound barrier style will be selected with input from the public

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			<p>kitty corner across the whole of our property following existing power lines: identified as Segments 2A and 2B in the DEIS_ Both 2A and 2B routes completely bisect our property. Reference DEIS published document "7 Dallas to Houston High Speed Rail DEIS Appendix D_Project_Footprint_Set_1 of5.pdf" pages 42 (sheet40) and 74 (sheet72). Our property is indicated with number 1778 in both the project footprint sheets. Fig1 is provided to show the approximate distance across our land: more than half a mile in length. Fig2 is provided to show the close proximity of the paths to our house: We have spent &gt;20yrs establishing and maintaining a healthy and balanced wildlife environment on our property. Extensive efforts and resources are expended year round to keeping it so. Surrounding acreage, all 4 sides, is either crop or livestock thus allowing us to be the wildlife sanctuary in the midst. We currently enjoy un-inhibited access to all of our acreage for fishing, hunting, hiking, as we propagate the prairie grasses and wildlife.</p> <p>The southern end of our property includes Mustang Creek, which is a feeder into Bardwell Reservoir, which is managed by the U S Army Corps of Engineers (USACE). We purchased this land for our enjoyment and the aesthetic beauty. We spent 3 years searching for this land, another 20 years being responsible stewards, so we can enjoy the results of our efforts to create a natural and healthy environment for the native wildlife and flora. Many of these native grasses have not been seen wild for decades.</p> <p>TCRR states under section ESA Purpose of and Need for the Project as well as section TCRR Objectives "Environmental: minimal impacts to the natural and built environments by maximizing adjacency to existing infrastructure ROW." Re ES.7 Design Considerations to Avoid and Minimize Impacts: "Additionally, TCRR designed 52 percent of the Build Alternatives adjacent to existing infrastructure; which typically includes areas that have previously been disturbed by development. This design approach minimized impacts to more environmentally sensitive areas and potentially reduces the fragmentation of existing habitat." We would submit there are at least three reasons why the current impact assessment is incorrect.</p> <p>The following is rationale for the second of these three reasons: Given the extremely close proximity to personal residences, it is expected that both visual and noise abatement will be necessary. Which style(s) as identified in DEIS document "31 Dallas to Houston High Speed Rail DEIS Appendix F_TCRR FDCE v7 REPORT.pdf" will be used? All of these sound barriers are solid walls of differing materials but all solid walls. Habitat will not only be fragmented, it will effectively be permanently segregated/separated. Wildlife requiring continuous areas of habitat could not exist in the numbers and types that they currently flourish in. Further, habitat that is displaced for more than 3 years is not likely to return. How can any of this be assessed a 'minimal' per DEIS? Submit this is wrong. Suggest FRA revisit this assessment and modify to 'severe impact.'</p>	<p>and local jurisdictions to reduce the visual effect of barriers on adjacent lands uses. For example, sound barriers could be opaque or transparent, with various colors, materials and surface treatments. However, all types of sound barriers need to be solid walls to provide effective noise abatement.</p>
Dolores Roberto	2/7/2018	Website	<p>Background necessary for comments on design considerations to avoid and minimize impacts:</p> <p>We own 120 acres in Ellis county just south of FM879, and includes the utility corridor identified by the HSR's path. The HSR proposes to cut kitty corner across the whole of our property following existing power lines: identified as Segments 2A and 2B in the DEIS_ Both 2A and 2B routes completely bisect our property. Reference DEIS published document "7 Dallas to Houston High Speed Rail DEIS Appendix D_Project_Footprint_Set_1 of5.pdf" pages 42 (sheet40) and 74 (sheet72). Our property is indicated with number 1778 in both the project footprint sheets. Fig1 is provided to show the approximate distance across our land: more than half a mile in length. Fig2 is provided to show the close proximity of the paths to our house: We have spent &gt;20yrs establishing and maintaining a healthy and balanced wildlife environment on our property. Extensive efforts and resources are expended year round to keeping it so. Surrounding acreage, all 4 sides, is either crop or livestock thus allowing us to be the wildlife sanctuary in the midst. We currently enjoy un-inhibited access to all of our acreage for fishing, hunting, hiking, as we propagate the prairie grasses and wildlife.</p> <p>The southern end of our property includes Mustang Creek, which is a feeder into Bardwell Reservoir, which is managed by the U S Army Corps of Engineers (USACE). We purchased this land for our enjoyment and the aesthetic beauty. We spent 3 years searching for this land, another 20 years being responsible stewards, so we can enjoy the results of our efforts to create a natural and healthy environment for the native wildlife and flora. Many of these native grasses have not been seen wild for decades.</p> <p>TCRR states under section ESA Purpose of and Need for the Project as well as section TCRR Objectives "Environmental: minimal impacts to the natural and built environments by maximizing adjacency to existing infrastructure ROW." Re ES.7 Design Considerations to Avoid and Minimize Impacts: "Additionally, TCRR designed 52 percent of the Build Alternatives adjacent to existing infrastructure; which typically includes areas that have previously been disturbed by development. This design approach minimized impacts to more environmentally sensitive areas and potentially reduces the fragmentation of existing habitat." We would submit there are at least three reasons why the current impact assessment is incorrect.</p> <p>The following is rationale for the third of these three reasons: What about the systemic and permanent impact to our life style? Our view of the property would be negatively impacted. We've spent years improving and cultivating our land as a natural environment for the native wildlife and pasture grasses. A structure such as this HSR across the property would ruin all of this. Everywhere we look, from any location on our property, we would see the rail system. The wildlife will at minimum be markedly reduced in numbers, and most likely leave or die for the</p>	<p>Refer to NR-5 and NR-6.</p> <p>The project is proposed to be primarily on viaduct (55 percent), and the remaining portion retained fill construction, for the referenced project. Mitigation measures, as detailed in Section 3.10.6, could be used if a specific residence would suffer significant visual impacts. Measures could include planting trees or vegetation to limit views of the Project, as outline in <b>MM#4 in Section 3.10.6.2, Aesthetics and Scenic Resources, Mitigation Measures.</b></p>

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			aforementioned reasons (duration of construction, lengthy displacement time, and separation of the property). This is not a 'minimal' impact. For all property owner's along this 240mi path. Submit this is wrong and FRA assessment is modified as such.	
Dolores Roberto	2/9/2018	Website	Regards Public Safety and Security: the report refers to "locations of 'safe harbors' along the ROW that the train can reach quickly to address any system issues or onboard emergencies." Where are these "safe harbors" located?? Will they be contained within the LOD? Or require more land?	Refer to SS-3.
Dolores Roberto	2/9/2018	Website	Regards Utilities and Energy: The DEIS states that "ERCOT is 'expecting' additions to the system to be developed through the year 2029". There is reference to daily need of HSR being a fraction of the reserve. Who is already planning a 'call' on this reserve capacity mentioned? Who is ensuring this new burden on the grid of 1,279.80 million watts per hour per day the HSR expects to need is provided? Should additional infrastructure be required to run this new demand, outside of already planned for additions, who pays for it? Taxpayers? Suggest more scrutiny is required here to ensure accuracy.	Refer to EU-4.
Dolores Roberto	2/11/2018	Website	Comments on how the proposed HSR will negatively affect several water-related categories is provided. The categories that will be negatively impacted are: Surface Water Quality, Groundwater Quality, Surface Water Supply, Groundwater Water Supply, Impaired Water Bodies, Water Runoff and Natural Water Flow. For reference: Property id's 1778 and 1784 in Ellis county south of FM879 are used as citations. FigA, which has notations added to Appendix D's project footprint sheet 40, is provided as visual reference. The LOD for proposed Segment 2A as it crosses id#1778, will pass within ~400ft of the 'West' stock pond. HSR proposed Seg2A would also pass with ~115ft of a stock pond that USACE helped build on id#1784. Seg2A is proposing to build within ~915ft of >7acre pond currently under construction (id#1778). Both Seg2A and Seg2B cross Mustang Creek: a feeder into Bardwell Reservoir. During construction: There will be negative impact to the land's natural Water Supply because normal runoff patterns across the land will be impaired. Water Quality: Pollutants in the surface water will increase. Erosion will be accelerated and the amount of sedimentation deposited will rise - all are negatives affects on surface and ground water. Also, this will negatively impact wildlife and health of the land in general. On a permanent basis after construction: Water resources that normally rely upon the natural paths of runoff will be impacted by the drainage swells associated with a viaduct design. The stock ponds that normally (aka currently) get their water from the natural runoff of land's topography will not do so after construction. Natural water flow paths will be 're-routed' by the HSR structure and the drainage swells. All of this will negatively impact water source, water quality, wildlife, and health of the land on a permanent basis. While these comments are for two properties as examples, numerous rural properties along the entire route proposed by the HSR share similar issues. Request your assessment of a 'marginal' impact to any segment along the route be re-assessed as 'negative' and 'severe' for the water-related categories. In particular, we've shown the level of severely negative impacts to Segments 2A and 2B.	Refer to FP-1, NR-5, WW-1 and WW-2.
Dolores Roberto	2/13/2018	Website	Comments on Noise: During construction wildlife will be driven off. During operation there are frequencies not heard by human ears that are very sensitive and damaging to wildlife. We're not speaking of the terminal areas, we're alluding to our land as the train passes across it. For reference our property is identified as #1778 per project footprint AppendixD sheet 40 of 536 (Seg2A) and sheet 72 of 536 (Seg2B). The proposed HSR will pass very close to our house: <1,400ft for 2A and <1,000ft for route 2B. Any human in proximity during construction will be greatly disturbed. We are home all day, as are many rural homeowners, and we will be subjected to these noise levels throughout the construction period. As for operations, your own charts and descriptions in chapter 3.4 Noise and Vibration indicate that this proposed HSR will be operating at a noise levels above 70 dBA. Currently the only sounds we hear on a regular basis are those of various types of wildlife. Thus our current noise exposure is well below the lowest end of your scale in your Figure 3.4-3. A HSR that is passing thru at >70 dBA indexes to "Severe Impact" per your own methodology. Per your own statements, is it estimated there will be 68 to 80 train trips per day for the initial and future service levels respectively. That is a lot of "Severe Impact" incidences per day for areas that are currently quiet and peaceful. Every single rural property owner in proximity to the 240mi route is in the same situation: a normally near-negligible noise exposure index would change to a severe level with a HSR. Submit your assessment of minimal impact across our property and ANY and ALL rural homeowners along the route is wrong. Suggest you revisit and change assessment to 'severe'.	Refer to NR-1 and NV-1.
Dolores Roberto	2/17/2018	Website	FRA: the accuracy of environmental impact assessment and recommendations (DEIS) are intimately tied to the fiscal plans of the TCR/TCRR: if the company cannot execute to their proposed build-plan due to fiscal shortfalls, then your assessments are by definition flawed. For your DIES assessment and recommendations to be relevant and accurate the following is suggested: Suggest you demand TCR/TCRR provide public and detailed information on their entire business plan, ridership study, and how they plan to never be a tax burden at the state nor federal level. Included in the information packages must be how the TCR/TCRR plans to fund procurement of required property, construct the HSR in its entirety, maintain, and operate from the time it commences initial activities to time it migrates its ledger from the red to black status: i.e. transitions from a losing business venture to one making a profit. Suggest this information is included, in its entirety, as a separate appendix to the DEIS. Suggest your formal assessments and recommendations are not rendered until this done. Until this information is provided,	Refer to BA-6, GN-2 and NE-1.

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			suggest every single assessment in all areas within the current DEIS are ranked at the lowest scores available and impacts are the mostly negatively severe. Further submit that your final recommendation on this DEIS is a NO BUILD decision	
Dolores Roberto	2/21/2018	Website	Regards impact to Natural Ecological Systems and Protected Species: the HSR proposes to bisect our property, either Segments 2A or 2B. Reference DEIS Appendix D (project footprint) sheets 40 and 72. Our property is indicated with number 1778 in both the project footprint sheets. This property is under a Wildlife Management Plan for the purpose of wildlife habitat enhancement. Surrounding acreage, all 4 sides, is either crop or livestock thus allowing us to be the wildlife sanctuary in the midst. Our entire 120acres is at risk and negatively impacted for the following reasons: it not just the 100' width of the "LOD" that should be considered, it is everything around that swath that a HSR would affect. While the proposed path attempted to minimize impacts to the natural environments by capitalizing on existing infrastructure, the assumption that this was acceptable because an area was previously disturbed and minimal wildlife fragmentation would occur is completely wrong. The total build time and recovery for the current infrastructure was ~ 2 seasons. The build time expected for the HSR is over 3 years. Wildlife will be displaced and not likely to return with a build period so prolonged. Ex: Segment 2A and its LOD proposes to pass within ~400ft of a stock pond that seasonal migratory birds take sanctuary in every year. They are unlikely to do so if the HSR is built. The wildlife will be permanently separated and fragmented by the rail system. Where they currently have uninhibited access to traverse the land, a HSR bisecting the land would make this impossible. Protection of indigenous species and their permanent displacement needs to be considered: everything from owls to deer to hawks to eagles to rabbits to bats to pheasant, etc. All of which currently thrive on this property, but are unlikely to do so if this rail is built. Many properties along the proposed routes are in a similar situation, whether they are under a wildlife management plan or not. Suggest your assessment needs to be broadened and render an impact decision of severely negative and the preferred alternative is the "no build" option.	Refer to NR-2 and NR-6. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . For information regarding vegetation please see <b>Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation</b> and mitigation measures <b>NR-MM#2</b> and <b>NR-MM#4</b> in <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Dolores Roberto	2/21/2018	Website	Comments on the impact to Aesthetics and Scenic Resources: From any location on the entirety of our 120 acres we would see the whole path of this proposed HRS because it would cuts across the middle of our land. Because the of terrain elevation changes north and south of our property and railroad that transport double-decker conex boxes, this proposed HSR will not only be viaducted but >30-40 ft in height AGL. With the screens/barriers/noise abatement features it will be even more eye-offending than the trains and rail infrastructure themselves. What type of screens will be used on our land if this rail is constructed? Lighting is mentioned as an option for screens/barriers/noise abatement: Do not add lighting for heaven's sake!! All the options in Appendix F's Appendix M Noise and Vibration Mitigation Options will create one long and huge eye sore across our land. Further, the impact to aesthetics and scenery is adverse to not only our land but throughout the whole of Ellis county and AND EVERY OTHER COUNTY it proposes to pass through. People live in these rural areas for the specific purpose of peaceful environment with open land views. Your methodology in Chapter 3.10 defined the study area for the six rural counties between Ellis and Waller to be within 1/2 mile of the LOD. Every household within 1/2 mile of the LOD in Ellis through Waller counties should be considered a KVP and an individual viewshed and assessed as such. The simple fact is that those homeowners on the east side of the tracks will have every sunset forever ruined for them. As for the mirror image: those on the west side will never see a sunrise again without this HSR ruining it. Submit this is wrong and FRA should modify, at minimum, its assessment for most of landscape unit 4 and all of units 5 through 9.	FRA identified 13 Landscape Units and more than 40 Key View Points as representative viewsheds throughout the study area to inform the visual impacts along the 240 miles of the Project. The KVPs are meant to replicate typical view. Further detail on KVPs can be found in <b>Section 3.10.3, Aesthetics and Scenic Resources, Methodology</b> and <b>Section 3.10.4, Aesthetics and Scenic Resources, Affected Environment</b> . System lighting will be directed towards the rail and will be designed to limit its projections outward to the community. Please see <b>Section 3.10.5, Aesthetics and Scenic Resources, Environmental Consequences</b> for lighting impacts. Location-specific mitigation has not yet been identified but may include planting trees or vegetation to screen views. Examples of potential mitigation measures can be found in <b>Section 3.10.6, Aesthetics and Scenic Resources, Avoidance, Minimization and Mitigation</b> . For the Final EIS a mitigation measure has been added which, where possible, will minimize viaduct heights to the tops of existing trees to limit aesthetic and visual impacts. Mitigation measures are located in <b>Section 3.10.6, Aesthetics and Scenic Resources, Avoidance, Minimization and Mitigation</b> .
Dolores Roberto	2/22/2018	Website	Comments on Socioeconomics: Where are the secured investment monies of \$15-\$18B needed for capital? If the investment monies do exist, where is the evidence that they are secured by a means NOT related to tax-payer dollars? Do not see where purchase of land is accounted for in TCR/TCRR budget? Property values for land-owners that this proposed HSR crosses will be decreased. In the future it will be virtually impossible to sell land on either side of the HSR for the following: insurance policies will not be issued for properties that HSR crosses due to liability issues; mortgage companies will not offer loans if property is un-insurable; therefore in the future, a person could not secure a loan to purchase property on either side. While the DEIS did identify various emergency service agencies that touch the proposed routes, that is not the whole picture. In the event of an emergency, the high speeds and electrical infrastructure will require specialized training for all first responders: firemen, law enforcement, EMT/Ambulance, emergency rooms, electric company's field repair crews, and trauma centers. This is true for every municipality along the 240miles of track. Do not see where this is called out in TCR/TCRR's budget: Who will pay for the specialized training that will be required for thousands of first responders?? Not sure of your math in 'Table 3.14-22: Annual Ticket Revenue Impacts for all Build Alternatives' which is used to calculate projected sales tax revenue from ticket sales. Using the higher end ridership assumption of 7.2M per year, \$89.55M per annum from Table 3.14-22, and your statement "\$39 billion in sales tax for the state" which	Refer to GN-4, LU-2, LU-11, PI-1, SC-3, SS-18, SS-21 and VA-1. TCRR will bear financial responsibility for the development of all required safety plans as well as safety program documentation and resources. Local agencies would remain autonomous in their ability to determine the number of personnel in attendance at coordination and training events.

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			appears just above the table; mathematically comes out to >435 YEARS to realize the \$39B. [39e9 /89.55e6] Further, the first paying rider of this HSR is currently planned for 2024, so the \$39B will not be attained until the year 2459?? [2024 435] Think someone's math is off. In the instance of persons whose land is in a Wildlife Exemption, taxes would go up if the HSR precludes the land-owner from executing their required duties to maintain this status. These are just a few examples and all of the aforementioned are severe negative economic impacts. Please change your assessments to reflect this.	
Dolores Roberto	3/3/2018	Website	<p>dolores roberto</p> <p>FRA: regards your preferred alternative, assessment, recommendation, and way forward: It should be quite apparent given the comments from Texas land Owners and tax payers that the logic-based assessment and recommendation for Dallas to Houston proposed HSR is a "No Build" decision. TCR/TCRR at minimum critical information from you to allow sound technical, objective: professional: and accurate assessments. It is also apparent that they (TCR/TCRR) misled you on several topics and in some instances flat-out lied. There are numerous shortfalls in TCR/TCRR's assertions and most are unsubstantiated. Here are just a few:</p> <ul style="list-style-type: none"> <li>• No evidence of fiscal viability to operate as a for-profit entity that will never be a tax payer burden;</li> <li>• No defensible ridership study;</li> <li>• no schedule for when safety regulations for speeds beyond 150mph will be published;</li> <li>• no ability to adhere to these non-existent safety regulations;</li> <li>• minimal impact to the environment: Incorrect;</li> <li>• minimal economic impact to property owners: incorrect;</li> <li>• non-existent business plans,</li> <li>• suspect revenue estimates;</li> <li>• no budget identified for property purchase and specialized training of first responders;</li> </ul> <p>After review of the comments and facts provided by the public and after careful re-consideration of DEIS' current content, please change the assessments and recommend the NO BUILD alternative. Additionally: after the final EIS is published and public review period: suggest FRA renders a Record of Decision = DO NOT PROCEED WITH THIS PROJECT _</p> <p>Thank you for your attention _</p> <p>Date of this document: 02 March 2018</p> <p>dolores roberto</p> <p>[...]</p> <p>FRA: regards your preferred alternative, assessment, recommendation, and way forward: It should be quite apparent given the comments from Texas land owners and tax payers that the logic-based assessment and recommendation for Dallas to Houston proposed HSR is a "No Build" decision. TCR/TCRR at minimum withheld critical information from you to allow sound technical, objective, professional, and accurate assessments. It is also apparent that they (TCR/TCRR) misled you on several topics and in some instances flat-out lied. There are numerous shortfalls in TCR/TCRR's assertions and most are unsubstantiated. Here are just a few:</p> <p>No evidence of fiscal viability to operate as a for-profit entity that will never be a tax-payer burden;</p> <p>No defensible ridership study;</p> <p>no schedule for when safety regulations for speeds beyond 150mph will be published;</p> <p>no ability to adhere to these non-existent safety regulations;</p> <p>minimal impact to the environment: incorrect;</p> <p>minimal economic impact to property owners: incorrect;</p> <p>non-existent business plans;</p> <p>suspect revenue estimates;</p> <p>no budget identified for property purchase and specialized training of first responders;</p> <p>After review of the comments and facts provided by the public and after careful re-consideration of DEIS' current content, please change the assessments and recommend the NO BUILD alternative. Additionally, after the final EIS is published and public review period, suggest FRA renders a Record of Decision = DO NOT PROCEED WITH THIS PROJECT. Thank you for your attention.</p>	Refer to BA-6, GN-1, GN-2, NE-1, NE-2, NE-9 and VA-1.
Craig Roberts	3/9/2018	Website	I strongly support this bold plan to move the region forward. Traffic is becoming disastrous and this will be of great benefit.	Comment noted.
Dan Roberts	1/26/2018	Email	No we don't want this don't take people's land	Comment noted.
Marisa Roberts	3/9/2018	Website	I support the High Speed Rail Project because I believe it will bring revenue to both Houston and Dallas for both business and pleasure. As they say, heads in beds and boosting revenue to hotels, restaurant owners, shopping as well as sporting events. Go Cowboys!!!	Comment noted.

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Mervyn Roberts	1/25/2018	Website	I highly support the high speed train between Dallas and Houston. I would absolutely use it as my primary means to travel between the two cities.	Comment noted.
Mervyn Roberts	2/21/2018	Website	I fully support the vision of constructing a high speed rail system between Dallas and Houston based on proven technology. I believe this system will set Texas apart from the rest of the nation and lead the way in alternative transportation solutions. While the highway and air lines will be the primary systems, having all the transport eggs in one basket is foolish. Allowing a private company to take the risk, is to my mind, a no brainer on filling this need.	Comment noted.
Carl Robertson	2/14/2018	Website	I am writing on behalf of Playa Mar Properties III, LLC ("PMIII") pursuant to Michael Johnsen's letter dated December 19, 2017 inviting comment on and response to the Federal Railroad Administration's Draft Environmental Impact Statement ("DEIS") for the proposed Dallas to Houston High-Speed Rail Project (the "Project"). PMIII is an impacted landowner along the Project's proposed alignment and, therefore, is a stakeholder in FRA's decision regarding the Project. For the reasons discussed below, PMIII opposes the Project's proposed alignment due to the substantial detrimental effects the Project poses to PMIII's property and many other properties along this transportation corridor that rely on Hempstead Road as their primary means of access. PMIII is the owner of the West by Northwest Business Park, which fronts on Hempstead Road, with a physical address of 6001 West by Northwest Blvd. in Houston, Texas. PMIII's property is improved with a 149,299-square-foot distribution facility. Access to Hempstead Road, including by large semi-trucks, is essential to the viability and value of PMIII's property, as well as to the business interests of the several tenants of this property. PMIII's situation is not unique as there are literally hundreds of other properties and businesses that depend on the continued safe and efficient access being provided by Hempstead Road. Hempstead Road is a four-lane major thoroughfare, as designated on the City of Houston's Major Thoroughfare and Freeway Plan, and currently carries in excess of 17,000 vehicles per day. The importance of maintaining access on, off, and along this important roadway must be emphasized, and the value of Hempstead Road should not be discounted in the analysis of the Project. Because of the importance of Hempstead Road, PMIII has reviewed with great interest the information, announcements, and publications related to Texas Central's proposed high-speed passenger train and its proposed alignment. The DEIS now makes clear that the only alignment being considered for the Project's entrance into Houston is the Hempstead Road corridor. However, to this point PMIII has not been provided with any information or details as to the impact that this project will have on existing access to Hempstead Road. The current alignment maps depict only a broad yellow line suggesting that the Project will be constructed directly on top of existing Hempstead Road. Such a general illustration as to the Project's footprint leaves PMIII and other property owners completely uninformed as to how they will be impacted by the Project's construction. Consideration must be given to the interests of property owners and businesses currently located on Hempstead Road. Again, Hempstead Road is the primary means of access to and from PMIII's property, as it is for many other properties. Without the benefit of specific information detailing the planned Project and how access will be preserved on Hempstead, PMIII must object to the DEIS as being incomplete, and to the Project itself because of the severe negative impact that it will have on the use and function of PMIII's property, the businesses that operate on the property, and the property's market value. PMIII requests that the Project's proposed alignment on Hempstead Road be reconsidered to avoid significantly damaging properties and businesses that have long relied upon safe and efficient access on and along Hempstead Road. Thank you for your consideration in these matters.	The proposed limits of disturbance (LOD) for the Project will be located within the existing ROW. The Project will also be on viaduct (rail above road) along Hempstead Road, which would maintain all lanes of this primary arterial. As noted in <b>Section 3.13.3, Land Use, Methodology</b> , primary businesses along Hempstead Road in Harris County were not deemed an acquisition in this analysis due to the fact that the LOD would be located within existing right-of-way.
Carl W Robertson	2/14/2018	Website	I am writing on behalf of Playa Mar Properties III, LLC ("PMIII") pursuant to Michael Johnsen's letter dated December 19,2017 inviting comment on and response to the Federal Railroad Administration's Draft Environmental Impact Statement ("DEIS") for the proposed Dallas to Houston High-Speed Rail Project (the "Project"). PMIII is an impacted landowner along the Project's proposed alignment and, therefore, is a stakeholder in FRA's decision regarding the Project. For the reason discussed below, PMIII opposes the Project's proposed alignment due to the substantial detrimental effects the Project poses to PMIII property and many other properties along this transportation corridor that rely on Hempstead Road as their primary means of access. PMIII is the owner of the West by Northwest Business Park, which fronts on Hempstead Road, with a physical address of 6001 West by Northwest Blvd. in Houston, Texas. PMIII's property is improved with a 149,299-square-foot distribution facility. Access to Hempstead Road, including by large semi-trucks, is assential to the viability and value of PMIII's property, as well as to the business interests of the several tenants of this property. PMIII's situation is not unique as there are literally hundreds of other properties and businesses that depend on the continued safe and efficient access being provided by Hempstead Road. Hempstead Road is a four-lane major thoroughfare, as designated on the City of Houston's Major Thoroughfare and Freeway Plan, and currently carries in excess of 17,000 vehicles per day. The importance of maintaining access on, off, and along this important roadway must be emphasized, and the value of Hempstead Road should not be discounted in the analysis of the Project. Because of the importance of Hempstead Road, PMIII has reviewed with great interest the information, announcements, and publications related to Texas Central's proposed high-speed passenger train and its proposed alignment. The DEIS now makes clear that the only alignment being considered for the Project's entrance into Houston is the Hempstead Road corridor. However, to this point PMIII has not been provided with any information or details as to the impact that this project will have on existing access to Hempstead Road. The current alignment maps depict only a broad yellow line suggesting that the	The proposed limits of disturbance (LOD) for the Project will be located within the existing ROW. The Project will also be on viaduct (rail above road) along Hempstead Road, which would maintain all lanes of this primary arterial. As noted in <b>Section 3.13.3, Land Use, Methodology</b> , primary businesses along Hempstead Road in Harris County were not deemed an acquisition in this analysis due to the fact that the LOD would be located within existing right-of-way.

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			Project will be constructed directly on top of existing Hempstead Road. Such a general illustration as to the Project's footprint leaves PMIII and other property owners completely uninformed as to how they will be impacted by the Project's construction. Consideration must be given to the interests of property owners and businesses currently located on Hempstead Road. Again, Hempstead Road is the primary means of access to and from PMIII's property, as it is for many other properties. Without the benefit of specific information detailing the planned Project and how access will be preserved on Hempstead, PMIII must object to the DEIS as being incomplete, and to the Project itself because of the severe negative impact that it will have on the use and function of PMIII's property, the businesses that operate on the property and the property's market value. PMIII request that the Project's proposed alignment on Hempstead Road be reconsidered to avoid significantly damaging properties and businesses that have long relied upon safe and efficient access on and along Hempstead Road. Thank you for your consideration in these matters.	
Christine Robicheaux	2/16/2018	Website	We need to keep up with our future growth. Having been to Japan and riding their high transit rail system it was amazing how their transportation system works! I am excited for us to continue taking this step forward into the future.	Comment noted.
Howard Robinon	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. A number of endangered species of plants and animals were identified by the draft study as being in the direct path of the proposed route and would be adversely effected by it. As landowners along the route denied permission for the survey to take place on their land, the study is therefore incomplete and fatally flawed. Further studies need to be undertaken along the entire route to properly assess the impact on wild life. 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-4. NEPA does not require 100 percent of the Project to have field surveys conducted. The amount surveyed can be found in <b>Section 3.6, Natural Ecological Systems and Protected Species</b> of the EIS.
Charlotte Robinson	2/5/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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? 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-13.
Charlotte Robinson	2/6/2018	Letter	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. 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, VA-1 and VA-3.
Charlotte Robinson	2/6/2018	Letter	I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. The FRA MUST stop ALL further work on this Project and wait TCR 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. TCR has run away from lawsuits that would have resolved this issue. Also, TCR is required to obtain a County Permit from many Rural Counties & those Permits require Proof from TCRR of Eminent Domain Powers. 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.	Refer to BA-9, ED-1, ED-3, NE-1 and NE-8.
Charlotte Robinson	2/6/2018	Letter	I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. 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?	Refer to BA-3, ED-1, ED-3, LU-9, LU-14, TR-6, TR-7 and TR-8.
Charlotte Robinson	2/6/2018	Letter	I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. 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	Refer to LU-10, LU-14 and SG-4.

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			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; 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?	
Charlotte Robinson	2/6/2018	Letter	I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. 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 of Necessity? The true 1-45 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 EJ-1, GN-2, GN-3, NE-1 and PN-3.
Charlotte Robinson	2/6/2018	Letter	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 NE-1, PN-3, TR-6, TR-7 and TR-8.
Charlotte Robinson	2/6/2018	Letter	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.
Charlotte Robinson	2/6/2018	Letter	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.	Refer to ED-1.
Charlotte Robinson	2/6/2018	Letter	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 and NE-1.
Charlotte Robinson	2/6/2018	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. The proposed route will greatly effect the value of properties resulting in a loss of tax revenue for Waller County and its residents. 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.
Charlotte Robinson	2/6/2018	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.	Refer to LU-3 and VA-1.
Charlotte Robinson	2/6/2018	Letter	In the 1830's, a stage coach inn that became a famous stage coach route that is still visible today in the Kickapoo Preserve, was built by a Benaiah Jones. Jones and his descendants are buried in a cemetery on the land. The proposed route will run directly over both the site of the inn and the cemetery, destroying them forever.	Refer to CR-2.
Charlotte Robinson	2/6/2018	Letter	When Kickapoo Preserve in Waller County 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. 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-9.

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

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Charlotte Robinson	2/6/2018	Letter	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.	Refer to VA-1. A discussion of potential impacts to Environmental Justice communities in Waller County has been added to <b>Section 3.18, Environmental Justice.</b>
Charlotte Robinson	2/6/2018	Letter	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, GN-5 and NE-1.
Charlotte Robinson	2/6/2018	Letter	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 TR-6.
Charlotte Robinson	2/6/2018	Letter	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, TR-7 and TR-8.
Charlotte Robinson	2/6/2018	Letter	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.
Charlotte Robinson	2/6/2018	Letter	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.
Charlotte Robinson	2/6/2018	Letter	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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 FRAMIJUST CEASE IMMEDIATELY DOING ANY FURTHER WORK WITH TCRR ON A EIS FOR THE TCRR HSR. and STOP wasting Taxpayer money on this Uneconomic 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, ED-3, NE-1, NE-8 and PN-3.
Charlotte Robinson	2/6/2018	Letter	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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 FRAMIJUST CEASE IMMEDIATELY DOING ANY FURTHER WORK WITH TCRR ON A EIS FOR THE TCRR HSR. and STOP wasting Taxpayer money on this Uneconomic 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, ED-3, NE-1, NE-8 and PN-3.
Charlotte Robinson	2/6/2018	Letter	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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	Refer to ED-1, ED-3, NE-1, NE-8 and PN-3.

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			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 Wont 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	
Charlotte Robinson	2/6/2018	Letter	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? 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.	Refer to ED-1, ED-2 and NE-1.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. The Dallas to Houston FRA DEIS after showing High, Medium, and Low Risk levels of increased Emergency Response times 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 TCR's HSR Project to move forward with ANY INCREASES IN ER TIMES?? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Comment noted.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. TCRR has NOT applied for a required County Permit from several rural Counties being negatively impacted. 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. 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, ED-3, NE-1, NE-8 and TR-6.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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 DEB, 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. 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-8.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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 DEB, 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. 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-8.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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? 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 SS-4.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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	Refer to ED-1, NE-1, NE-8 and PN-3.

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			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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. TCRR has NOT applied for a required County Permit from several rural Counties being negatively impacted. 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. 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, ED-3, NE-1, NE-8 and TR-6.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. 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-2.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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? 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 SS-4.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. 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, NE-1, NE-8 and PN-3.
Charlotte Robinson	2/6/2018	Handwritten	It was announced at a public meeting yesterday that the objection/comment period on the DEIS for the proposed Houston to Dallas has been extended until 9th March, 2018. This study has been some years in the making and utilities facts and figures provided by "experts" on behalf of Texas Central Partners. The comment period is much to short for the "little people" of Texas who are directly effected by the proposed scheme, to digest such a lengthy document, research the figures provided and prepare comments for consideration. In order that time is given for constructive comments to be made on the report, I ask that the deadline for comments be extended for at least ninety days.	Refer to PI-3.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to SS-3, SS-18 and SS-19. Locations where emergency vehicles can access the operational corridor, either on public roads or underneath sections of viaduct will be identified and communicated with emergency responders through coordinated development of the Emergency Preparedness Plan as well as the plan's communication and training programs.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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 Conidor 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. 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, SS-18 and SS-19. 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 <b>Section 3.16.6, Safety and Security, Avoidance, Minimization and Mitigation, SS-CM#4</b> ).

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Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. There is a large amount of Regional non-specific data in this DEIS vs. specific Studies/Inspections with "Boots on the Ground". Without confirming 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. 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 TCR had the permission to survey ALL those properties. So, the FRA must restore the Credibility of this Data with Boots on the Ground surveys and until this done the study is incomplete.. 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-1, NE-8 and NR-4. NEPA does not require 100 percent of the Project to have field surveys conducted.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. Texas Central Railway 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 rerouting 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. 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 and TR-10.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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 TCR. 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-10, LU-14 and SG-4.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to HZ-5, WW-1 and WW-6.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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? 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-10 and LU-13.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. 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 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 and NE-1.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. The DEIS discusses Safety but says nothing about Expectations of TCR and their Contractors regarding Personal and Operational Safety	Refer to SS-19, SS-21, SS-23 and TR-6.

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			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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. 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-6 and TR-7.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NV-1, NV-5 and NV-10.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NV-1, NV-5 and NV-10.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NV-1, NV-5 and NV-10.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to WW-2.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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	Refer to TR-7.

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

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			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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. 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, NE-1, NE-2 and PN-3.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. The Federal Railroad Administration (FRA) does not have the authority to grant ED, only the STB or the state. "Ihe 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, 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. 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, NE-1, NE-2 and PN-3.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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? 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-2.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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? 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, NE-2 and SS-5.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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? 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, NE-2 and SS-5.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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,	Refer to NE-1, PI-1, SS-18 and SS-23.

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			<p>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?</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>	
Charlotte Robinson	2/6/2018	Handwritten	<p>I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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!</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 ED-1 and NE-1.
Charlotte Robinson	2/6/2018	Handwritten	<p>I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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>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-2, GN-3, NE-1 and NE-2.
Charlotte Robinson	2/6/2018	Handwritten	<p>I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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>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 SG-4.
Charlotte Robinson	2/6/2018	Handwritten	<p>I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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.</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 ED-1, NE-1, NE-2 and PN-3.
Charlotte Robinson	2/6/2018	Handwritten	<p>I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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>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 ED-1, NE-1, NE-2 and PN-3.
Charlotte Robinson	2/6/2018	Handwritten	<p>I am lodging an objection to the HC-4 route of the proposed high speed rail line 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.</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 AS-1, NV-1, TR-6 and TR-8.

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Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason Katy Prairie Conservancy owns a 6400 acre preserve that provides essential habitat for migratory birds and is designated as a Global Important Bird Area. The Preserve is home to 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. 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 NR-3. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason Katy Prairie Conservancy is 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 RF-4 and WW-2.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line 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 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.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. 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.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of 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.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest and Six Pines -- all developments for nearly 500 homes, 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 RF-1.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. The proposed route will create an obsolescence in property values in Waller 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, 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to EJ-1, LU-3, LU-4, SC-3 and VA-1.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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	Refer to VA-1. A discussion of potential impacts to Environmental Justice communities in Waller County has been added to <b>Section 3.18, Environmental Justice</b> .

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			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 that the NO BUILD option be chosen in the final Environmental Impact Statement	
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. The proposed route will create an obsolescence in property values in Waller 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, 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to EJ-1, LU-3, LU-4, SC-3 and VA-1.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. I am lodging an objection to the HC-4 route of the proposed high speed rail line 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. 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 VA-1.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. The barrier created by the route between the Daiken Goodman facility and the rest of the County 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." 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-2 and LU-4.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. The 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. 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.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. A 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.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. The route passes within 4,000 feet of the Daikin/Goodman facility currently under construction, a heating and air conditioning manufacturing company, \$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. There is concern that the HSR will create a barrier between Waller and the Goodman facility	Refer to ED-2 and LU-4.

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			and cause the city to lose much needed tax revenue. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. Waller County 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. 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-2 and LU-4.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. HC-4 passes through the Delta Troy Interests, a 990-acre tract being held for housing and commercial development in Waller County. The proposed route will adversely effect this development resulting in a loss of tax revenue to the County and its residents. 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-2 and LU-4.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. HC-4 slices through the entire planned Waller Town Center 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. 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. 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-2 and LU-4.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. The HC-4 route passes through the proposed Waller Town Center development which is a 462-acre \$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. 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-2 and LU-4.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. Waller County is very concerned with catastrophic accidents that may occur from an HSR accident. Waller County is 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 that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to PI-1, SS-1, SS-13, SS-18 and SS-19.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. The HC-4 Route passes through the City's extraterritorial jurisdiction and through the planned Waller Town Center which is a joint venture being marketed by Cullinan Properties, 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 (MNID) specifically for this development. 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-2 and LU-4.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line 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 Grimes 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 Grimes 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-5, BA-7, BA-8, BA-9, BA-10, EJ-1, NE-1, NE-8, NE-9 and PI-1.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. A company by the name of Magellan Pipeline Company is well advanced in their plans to lay a pipeline in, or adjacent, to the Utility Corridor which is the preferred HC-4 route for the proposed high speed rail line. The constant vibrations caused by the passing of trains in excess of	Refer to EU-2 and NV-5.

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			200mph in such close vicinity to a pipe line carrying volatile substances could have a devastating effect. The draft environmental impact study has failed to take into account this dangerous situation and this should be reviewed. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line 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, 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. 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-5, BA-7, BA-8, BA-9, BA-10, EJ-1, NE-1, NE-8, NE-9 and PI-1.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. Waller County 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. 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to SS-18, SS-23 and SS-26.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line 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 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. 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.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to SS-23.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. In the event of an accident or other incident along the route the attendance of local police would be required. In order for them to deal effectively with any such incident, the personnel would require training and specialized equipment. The added expense of such training and the supply of equipment will be the responsibility of Counties along the route who will have to fund the additional expenditure by means of a tax increase. This is not acceptable. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to SS-18, SS-23 and SS-26.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. In the event of an accident or other incident along the route the attendance of local fire department would be required. In order for them to deal effectively with any such incident, the personnel would require training and specialized equipment. The added expense of such training and the supply of equipment will be the responsibility of Counties along the route who will have to fund the additional expenditure by means of a tax increase. This is not acceptable. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to SS-18, SS-23 and SS-26.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. By dividing Counties with a barrier in the form of the proposed rail line, and the closure of roads associated with it, considerable disruption to	Refer to SC-6 and SC-7.

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			school busses taking children to and from their schools will result. This will mean children being picked up even earlier prior to the start of the school day and being returned home later after school closure. No doubt, because of the logistics involved, extra busses will have to be provided resulting in either reducing school expenditure or imposing an increase in the local taxes. This is completely unacceptable. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. In the event of an accident or other incident along the route the attendance of local ambulance service would be required. In order for them to deal effectively with any such incident, the personal would require training and specialized equipment. The added expense of such training and the supply of equipment will be the responsibility of Counties along the route who will have to fund the additional expenditure by means of a tax increase. This is not acceptable. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to SS-18, SS-23 and SS-26.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. The proposed route will in fact divide Counties and restrict freedom of movement along its path. This will increase the response time of the local ambulance departments when attending life threatening incidents which will be completely unacceptable. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to SS-23.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. It is proposed that a two lane service road will be constructed to run adjacent with the proposed ram] line. This road will be constructed at the expense of Texas Central Partners, but once complete will be turned over to the local Counties to maintain. My County has problems funding maintenance of the existing roads without the added burden of even more roadways to maintain. This move is unacceptable. 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-7.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. Texas Central Partners have failed to show to a Court that they are in fact a railway and therefore have no right to condemn property by means of eminent domain which would be the only way they can obtain sufficient land for their 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.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. A number of endangered species of plants and animals were identified by the draft study as being in the direct path of the proposed route and would be adversely effected by it. As landowners along the route denied permission for the survey to take place on their land, the study is therefore incomplete and fatally flawed. Further studies need to be undertaken along the entire route to properly assess the impact on wild life. 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-4. NEPA does not require 100 percent of the Project to have field surveys conducted. The amount surveyed can be found in <b>Section 3.6, Natural Ecological Systems and Protected Species</b> of the EIS.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. The proposed route will in fact divide Counties and restrict freedom of movement along its path. This will increase the response time of the local fire departments when attending life threatening incidents which will be completely unacceptable. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to SS-23.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. The proposed route will in fact divide Counties and restrict freedom of movement along its path. This will increase the response time of the local police departments when attending life threatening incidents which will be completely unacceptable. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to SS-23.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. I live in Saddle Creek Forest which is a gated sub-division which will be directly effected by the proposed HC-4 route. By having the proposed rout running through the neighborhood will result in disruption to our way of life caused by noise and vibration to properties in the vicinity of the proposed line, many of which are occupied by elderly and ill residents. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NV-1.
Charlotte Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. I live in Saddle Creek Forest which is a gated sub-division which will be directly effected by the proposed HC-4 route. A number of properties in the neighbor hood will be acquired for the route and this, together with the proposed route passing through will result not only in the disruption of the tranquil way of life which was one of the reasons why we purchased property in this area, but it will substantially reduce the value of our property and thus reduce the income from property tax payable to the 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 VA-1.

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Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. Texas Central Railway 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 rerouting 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. 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, ED-2, LU-14, TR-6, TR-7, TR-8 and TR-10. Refer to <b>Section 3.11.7, Transportation, Build Alternatives Comparison</b> for a summary of the impacts on roadways, transit services, rail facilities, airports and on-road pedestrian/bicycle facilities. Specifically, <b>Table 3.11-61: Summary of Transportation Impacts by Build Alternative</b> provides summaries based on Build Alternative.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. Texas Central Railway 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 rerouting 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. 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, ED-2, LU-14, TR-6, TR-7, TR-8 and TR-10. Refer to <b>Section 3.11.7, Transportation, Build Alternatives Comparison</b> for a summary of the impacts on roadways, transit services, rail facilities, airports and on-road pedestrian/bicycle facilities. Specifically, <b>Table 3.11-61: Summary of Transportation Impacts by Build Alternative</b> provides summaries based on Build Alternative.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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; 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? 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-14 and SG-4.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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 TCR 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-10, LU-14 and SG-4.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to WW-6.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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 1-45 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to EJ-1 and GN-3.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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	Refer to GN-2 and NE-1.

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			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 I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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 TR-6 and TR-7.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NV-1 and NV-10.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NV-1 and NV-10.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason, 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to WW-6.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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 Feral low center of gravity Hog would be devastating. More specifics specifications should be provided to TCRR for both fencing and monitoring systems. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SS-2, SS-6, SS-10 and SS-12.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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: Wih 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? 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-7.

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Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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. 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-6, TR-7 and TR-8.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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 FRAMUST 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. 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, ED-3, NE-1 and NE-8.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason The Federal Railroad Administration (FRA) does not have the authority to grant ED, only the STB or the state. "Ihe FRA clearly states they CANNOT give an entity ED powers. Question: So, ifTCRR 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, 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. 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, NE-1 and PN-3.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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? 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-2.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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?. 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, NE-2 and SS-5.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. Texas Central Railway 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 rerouting 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. 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 and TR-10.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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 filture; 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	Refer to BA-3, ED-2, LU-14, TR-6, TR-7 and TR-8.

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			from 3000 acres to 8000 acres is DUE to the Rerouting, Modification, Closing, or Rebuilding of Roads OVER the HSR? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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; 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? 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-10, LU-14 and SG-4.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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 TCR 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-10 and LU-14.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to HZ-5, WW-1 and WW-6.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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: Forforested areas, will TCRR be required to replant trees? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SS-19, SS-21, SS-23 and TR-6.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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 1-45 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. 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, NE-1 and PN-3.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SS-19, SS-21, SS-23 and TR-6.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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	Refer to NV-1, NV-5 and NV-10.

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			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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NV-1, NV-5 and NV-10.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason, 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to WW-2.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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: Wih 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? 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-7.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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 FRAMUST 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. 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, NE-1 and NE-8.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason The Federal Railroad Administration (FRA) does not have the authority to grant ED, only the STB or the state. "Ihe FRA clearly states they CANNOT give an entity ED powers. Question: So, ifTCRR 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, 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. 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, NE-1, NE-2 and PN-3.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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	Refer to NE-1 and NE-2.

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			RR for their Specified 205 mph today, since these regulations are not yet written, approved, AND Published by the FRA, Correct? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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?. 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, NE-2 and SS-5.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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? 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-2.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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! 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 and SS-23.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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! 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 and NE-1.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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. 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, NE-1 and NE-2.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason 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	Refer to ED-1, NE-1, NE-2 and PN-3.

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			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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line 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. 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, PI-1 and TR-8.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. Katy Prairie Conservancy owns a 6400 acre preserve that provides essential habitat for migratory birds and is designated as a Global Important Bird Area. The Preserve is home to 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. 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, NR-3 and RF-4. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . For information regarding vegetation please see <b>Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation</b> and mitigation measures <b>NR-MM#2</b> and <b>NR-MM#4</b> in <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. Katy Prairie Conservancy is 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 RF-4 and WW-2.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. The proposed route will greatly effect the value of properties resulting in a loss of tax revenue for Waller County and its residents. 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-12 and VA-4.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. 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 ED-2 and LU-3.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line 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 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 dran 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.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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	Refer to SC-13.

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			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.	
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line 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. 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, SS-17, WW-1 and WW-8.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of 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.
Charlotte Robinson	2/6/2018	Website	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.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. When Kickapoo Preserve in Waller County 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. 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 final Environmental Impact Statement.	Refer to CR-9.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest and Six Pines — all developments for nearly 500 homes, 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 ED-2, LU-3 and RF-1.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line 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. 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-8, LU-4 and PI-1.
Charlotte Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line 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 rider ship. 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	Refer to GN-3.

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			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.	
Cherie Robinson	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.
Elizabeth Robinson	2/28/2018	Email	We also oppose HSR because of the impact it will have on: - surrounding land, wildlife, and business - current roads - travel time within our county - emergency response time We are highly suspect of: - projected ridership - length and cost of construction - inconsistencies and untruths from Texas Central - bullying of land owners by Texas Central	Refer to ED-2, GN-2, SC-19, SS-23, TC-6 and TR-8.
Elizabeth Robinson	2/28/2018	Email	I am writing in opposition of the Dallas Houston HSR. The current route selected, although it does not condemn our land, is close enough to devastate our quality of life and property value. We planned ahead, worked hard and saved, and have spent the last 10 years building a homestead that we had no intention of ever leaving. Our dream is to pass our land and all we put into it to the next generation of our family. Our life plan is now in jeopardy. The personal impact is immense, but not the only reason we oppose this rail. We oppose the rail for our neighbors, for our fellow citizens, for our fellow American dreamers. Land ownership and property rights are essential to this nation and the freedom of its citizens. Eminent domain should be a last resort for government entities in providing a necessary benefit for the public. HSR is NOT necessary and likely to fail. TCR is privately owned. Approving use of eminent domain for TCR is a terrifying precedent. Traveling between Dallas and Houston is a choice, a choice that can be carried out through multiple current options. We also oppose HSR because of the impact it will have on: - surrounding land, wildlife, and business - current roads - travel time within our county - emergency response time We are highly suspect of: - projected ridership - length and cost of construction - inconsistencies and untruths from Texas Central - bullying of land owners by Texas Central There is no amount of money sufficient to compensate a family that has put years, sometimes generations, of work into a piece of land. You cannot find another piece of land, much less a comparable piece of land, to the one you have worked so hard to suit your needs. There are clearings, plantings, fences, outbuildings, barns, watering holes and ponds, homes, burial sites. Land owners have addressed storage, drainage, electrical; the list goes on and on. We cannot pick up and move to an equivalent because an equivalent is not available in our area, and the purchase price would not be enough to replicate the existing land. The Declaration of Independence states the purpose of government, which is to protect our unalienable rights to life, liberty, and the pursuit of happiness. Accordingly, it is the duty of the FRA to protect the property rights (pursuit of happiness) of US citizens from the use of eminent domain whenever possible. HSR will destroy a way of life for so many, a way of life and use of land that feeds and clothes this nation and the world. Stand up and do what is right by stopping Dallas Houston HSR.	Refer to ED-1, GN-2, PN-3, SC-19, SS-14, TC-6, TR-8 and VA-1.
Howard Robinson	12/23/2017	Email	In relation to the public meetings concerning the proposed high speed rail line between Houston and Dallas I am very disappointed to see that the meetings have been arranged to coincide with each other. The impression of this arrangement is that this has been done to prevent large attendances at individual meetings which would enable Texas Central Partners to say that there is little opposition to their ill conceived	Refer to PI-1 and PI-11.

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			scheme. This is a shameful example of the principle of divide and conquer and brings discredit on your organisation. Another concern about having duplicate meetings on the same dates is that your "first team" cannot be in two places at once so one of the meetings will not have the benefit of hearing from your experts. Please reconsider the dates are the meetings in order to avoid any conflicts.	
Howard Robinson	1/18/2018	Email	I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Comment noted.
Howard Robinson	1/18/2018	Email	Should I wish to submit a written comment on the Draft Environmental Impact Statement at one of the forthcoming public hearings, will I need to use an "official " form or will a letter on plain paper be sufficient? If an "official" form is required, where can I obtain a copy prior to the meetings	Refer to PI-1.
Howard Robinson	1/20/2018	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 rider ship. 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.	Refer to GN-3.
Howard Robinson	1/20/2018	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. 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.
Howard Robinson	1/20/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. By dividing Counties with a barrier in the form of the proposed rail line, and the closure of roads associated with it. considerable disruption to school busses taking children to and from their schools will result. This will mean children being picked up even earlier prior to the start of the school day and being returned home later after school closure. No doubt, because of the logistics involved, extra busses will have to be provided resulting in either reducing school expenditure or imposing an increase in the local taxes. This is completely unacceptable. 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, SC-6, TC-7 and TR-8.
Howard Robinson	1/20/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. In the event of an accident or other incident along the route the attendance of local ambulance service would be required. In order for them to deal effectively with any such incident, the personal would require training and specialized equipment. The added expense of such training and the supply of equipment will be the responsibility of Counties along the route who will have to fund the additional expenditure by means of a tax increase. This is not acceptable.	Refer to SS-18, SS-23 and SS-26.
Howard Robinson	1/20/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. In the event of an accident or other incident along the route the attendance of local fire department would be required. In order for them to deal effectively with any such incident, the personal would require training and specialized equipment. The added expense of such training and the supply of equipment will be the responsibility of Counties along the route who will have to fund the additional expenditure by means of a tax increase. This is not acceptable.	Refer to SS-18, SS-23 and SS-26.
Howard Robinson	1/20/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. In the event of an accident or other incident along the route the attendance of local police would be required. In order for them to deal effectively with any such incident, the personal would require training and specialized equipment. The added expense of such training and the supply of equipment will be the responsibility of Counties along the route who will have to fund the additional expenditure by means of a tax increase. This is not acceptable.	Refer to SS-18, SS-23 and SS-26.
Howard Robinson	1/20/2018	Email	The proposed route will in fact divide Counties and restrict freedom of movement along its path. This will increase the response time of the local police departments when attending life threatening incidents which will be completely unacceptable.	Refer to SS-23.
Howard Robinson	1/20/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. Texas Central Partners have failed to show to a Court that they are in fact a railway and therefore have no right to condemn property by means of eminent domain which would be the only way they can obtain sufficient land for their 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 and NE-1.

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Howard Robinson	1/20/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. I live in Saddle Creek Forest which is a gated sub-division which will be directly effected by the proposed HC-4 route. By having the proposed rout running through the neighborhood will result in disruption to our way of life caused by noise and vibration to properties in the vicinity of the proposed line, many of which are occupied by elderly and ill residents. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NV-1.
Howard Robinson	1/20/2018	Website	The Federal Rail Administration (FRA) has improperly selected one build alternative (Utility Corridor) and one alignment (HC-4) through Grimes 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 fts responsibility to advance an alternative that resolves the conflicts the project creates in Grimes 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.
Howard Robinson	1/20/2018	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, 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 fts 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.
Howard Robinson	1/20/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. A company by the name of Magellan Pipeline Company is well advanced in their plans to lay a pipeline in, or adjacent, to the Utility Corridor which is the preferred HC4 route for the proposed high speed rail line. The constant vibrations caused by the passing of trains in excess of 200mph in such close vicinity to a pipe line carrying volatile substances could have a devastating effect. The draft environmental impact study has failed to take into account this dangerous situation and this should be reviewed. 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 NV-5.
Howard Robinson	1/20/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. It is proposed that a two lane service road will be constructed to run adjacent with the proposed rail line. This road will be constructed at the expense of Texas Central Partners, but once complete will be turned over to the local Counties to maintain. My County has problems funding maintenance of the existing roads without the added burden of even more roadways to maintain. This move is unacceptable. 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 and TR-7.
Howard Robinson	1/20/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. The proposed route will in fact divide Counties and restrict freedom of movement along its path. This will increase the response time of the local ambulance departments when attending life threatening incidents which will be completely unacceptable. 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 and SS-23.
Howard Robinson	1/20/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. The proposed route will in fact divide Counties and restrict freedom of movement along its path. This will increase the response time of the local fire departments when attending life threatening incidents which will be completely unacceptable. 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 and SS-23.
Howard Robinson	1/21/2018	Email	When Kickapoo Preserve in Waller County 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. 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-9.
Howard Robinson	1/21/2018	Email	When Kickapoo Preserve in Waller County 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. These are all historical sites that should not be destroyed by the HSR. All of this information was provided. All of	Refer to CR-9.

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			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.	
Howard Robinson	1/21/2018	Email	Kickapoo Preserve is a high-end development for 500 new homes for Daikin/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. The proposed route will greatly effect the value of properties resulting in a loss of tax revenue for Waller County and its residents.	Refer to LU-4 and VA-1.
Howard Robinson	1/21/2018	Email	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.	Refer to TR-6 and TR-8.
Howard Robinson	1/21/2018	Email	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 VA-1. A discussion of potential impacts to Environmental Justice communities in Waller County has been added to <b>Section 3.18, Environmental Justice.</b>
Howard Robinson	1/21/2018	Email	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. Th	Refer to SC-5.
Howard Robinson	1/21/2018	Email	A 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.	Refer to SC-11.
Howard Robinson	1/21/2018	Email	A 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.	Refer to SC-11.
Howard Robinson	1/21/2018	Email	Waller City Council has opposed the HSR project in Resolution 2015-5, passed on January 25, 2015. 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 .	Refer to ED-2 and LU-4.
Howard Robinson	1/21/2018	Email	Waller County 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. 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-2 and LU-4.
Howard Robinson	1/21/2018	Email	The route passes within 4,000 feet of the Daikin/Goodman facility currently under construction, a heating and air conditioning manufacturing company, \$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. 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 revenue.	Refer to ED-2 and LU-4.
Howard Robinson	1/21/2018	Email	HC-4 passes through the Delta Troy Interests, a 990-acre tract being held for housing and commercial development in Waller County. The proposed route will adversely effect this development resulting in a loss of tax revenue to the County and its residents.	Refer to ED-2 and LU-4.
Howard Robinson	1/21/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. HC-4 slices through the entire planned Waller Town Center 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. 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 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, SC-19 and VA-1.
Howard Robinson	1/21/2018	Email	The HC-4 route passes through the proposed Waller Town Center development which is a 462-acre \$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	Refer to ED-2 and LU-4.

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			would allow the City to decrease its tax rate while improving City services. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement'	
Howard Robinson	1/21/2018	Email	The HC-4 Route passes through the City's extraterritorial jurisdiction and through the planned Waller Town Center which is a joint venture being marketed by Cullinan Properties, 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.	Refer to ED-2 and LU-4.
Howard Robinson	1/21/2018	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.	Refer to LU-4 and PI-1.
Howard Robinson	1/21/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. Waller County is 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 PI-1, SS-12, SS-13 and SS-18.
Howard Robinson	1/21/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. Waller County 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 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement'	Refer to SS-23, SS-26 and VA-1.
Howard Robinson	1/21/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement'	Refer to SS-23.
Howard Robinson	1/21/2018	Website	I am lodging an objection to the HC-4 route of 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.
Howard Robinson	1/21/2018	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.	Refer to FP-1, SS-17, WW-1 and WW-8.
Howard Robinson	1/21/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. 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-1 and TR-8. No public roads in Waller County would be closed as a result of the Project. Refer to <b>Table 3.11-51: Waller County Roadway Modifications</b> for more information.
Howard Robinson	1/21/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line 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 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.

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

Submitted By	Date Submitted	Submission Type	Comment	Response
Howard Robinson	1/21/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest and Six Pines — all developments for nearly 500 homes, 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 RF-1.
Howard Robinson	1/21/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. 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, RF-1 and VA-1.
Howard Robinson	1/21/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. Katy Prairie Conservancy is 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 RF-4 and WW-2.
Howard Robinson	1/21/2018	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 TR-6 and TR-8.
Howard Robinson	1/21/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. The proposed route will create an obsolescence in 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, 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. 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, SC-19 and VA-1.
Howard Robinson	1/21/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line 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. 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, SC-19 and VA-1.
Howard Robinson	1/21/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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.
Howard Robinson	1/21/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. The barrier created by the route between the Daiken/Goodman facility and the rest of the County 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	Refer to ED-2 and LU-4.

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			services such as housing and retail options." I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Howard Robinson	1/25/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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.	Refer to NE-6 and ED-1.
Howard Robinson	1/25/2018	Email	As described in the DEIS Abstract, the FRA has jurisdiction over all areas of "RR Safetf'. 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.	Refer to NE-1, NE-2 and SS-5.
Howard Robinson	1/25/2018	Email	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 DE'S? 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 Federal Railroad Administration	Refer to GN-1, NE-1 and NE-8.
Howard Robinson	1/25/2018	Email	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 DE'S? 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	Refer to GN-1, NE-1 and NE-8.
Howard Robinson	1/25/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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? 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, NE-2 and SS-5.
Howard Robinson	1/25/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. I see nothing that clearly 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.	Refer to ED-1 and PN-3.
Howard Robinson	1/25/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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 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-8, ED-1, NE-6 and TR-6.
Howard Robinson	1/25/2018	Email	As described in the DEIS Abstract, the FRA has jurisdiction over all areas of "RR Safetf'. 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.	Refer to NE-1, NE-2 and SS-5.
Howard Robinson	1/25/2018	Email	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	Refer to GN-1 and NE-8

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			not want to issue a report that contains Illegally Obtained data in the DE'S? 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.	
Howard Robinson	1/25/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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? 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, NE-2 and SS-5.
Howard Robinson	1/25/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. I see nothing that clearly 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.	Refer to ED-1, NE-1, NE-2 and PN-3.
Howard Robinson	1/30/2018	Email	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 lemote pasture along the route. This work must be done by the FRA for the Safety of those riding the train.	Refer to SS-3, SS-18, SS-19 and SS-23. Locations where emergency vehicles can access the operational corridor, either on public roads or underneath sections of viaduct will be identified and communicated with emergency responders through coordinated development of the Emergency Preparedness Plan as well as the plan's communication and training programs.
Howard Robinson	1/30/2018	Email	No Discussion in the DEIS on the true Significant Negative Impacts of Tax Revenues due to lower Private Property Values except amund 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 propeny 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to VA-1.
Howard Robinson	1/30/2018	Email	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 why was this not included and how would this impact your route selection? 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, BA-8, BA-11.
Howard Robinson	1/30/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. There is a large amount of Regional non-specific data in this DEIS vs. specific Studies/Inspections with "Boots on the Ground". Without confirming 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. 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 TCR had the permission to survey ALL those properties. So, the FRA must restore the Credibility of this Data with Boots on the Ground surveys and until this done the study is incomplete ..  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-1, NE-8 and NR-4. NEPA does not require 100 percent of the Project to have field surveys conducted.
Howard Robinson	1/30/2018	Email	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.	Refer to EU-2 and SS-19.

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Howard Robinson	1/30/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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 TCR 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. TCR has run away from lawsuits that would have resolved this issue. Also, TCR 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. 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-9, ED-1, ED-3, NE-1 and NE-8.
Howard Robinson	1/30/2018	Email	It was announced at a public meeting yesterday that the objection/comment period on the DEIS for the proposed Houston to Dallas has been extended until 9th March, 2018. This study has been some in the making and utilises facts and figures provided by "experts" on behalf of Texas Central Partners. The comment period is much to short for the "little people" Of Texas who are directly effected by the proposed scheme, to digest such a lengthy document, research the figures provided and prepare comments for consideration. In older that time is given for constructive comments to be made on the report, I ask that the deadline for comments be extended for at least ninety days	Refer to PI-3.
Howard Robinson	1/30/2018	Email	It was announced at a public meeting yesterday that the objection/comment period on the DEIS for the proposed Houston to Dallas has been extended until 9th March, 2018. This study has been some years in the making and utilities facts and figures provided by "experts" on behalf of Texas Central Partners. The comment period is much to short for the "little people" of Texas who are directly effected by the proposed scheme, to digest such a lengthy document, research the figures provided and prepare comments for consideration. In order that time is given for constructive comments to be made on the report, I ask that the deadline for comments be extended for at least ninety days	Refer to PI-3.
Howard Robinson	1/30/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. Texas Central Railway 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 rerouting 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. 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, ED-2, LU-14, TR-6, TR-7, TR-8 and TR-10. Refer to <b>Section 3.11.7, Transportation, Build Alternatives Comparison</b> for a summary of the impacts on roadways, transit services, rail facilities, airports and on-road pedestrian/bicycle facilities. Specifically, <b>Table 3.11-62: Summary of Transportation Impacts by Build Alternative</b> provides summaries based on Build Alternative.
Howard Robinson	2/4/2018	Email	There is nothing in FRA's repott 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 pmcess; 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? 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-14 and SG-4.
Howard Robinson	2/4/2018	Email	There exists No Environmental Limitations or Expectations on TCRR by the FRA regarding whele and how they might remove Fill Material from a Landowner's Property as well as in what Environmentally Sound Condition TCRR is It&#8226;quiled 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 or 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 TCR 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-10 and LU-14.
Howard Robinson	2/4/2018	Email	The Environmental repair and reclamation of Temporary Construction Sites such as Staging or Pre-Cast Construction Sites has not been discussed by the FRA DIELS. 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? 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-10 and LU-13.
Howard Robinson	2/4/2018	Email	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 pally 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 he	Refer to GN-2, GN-4 and NE-1.

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Submitted By	Date Submitted	Submission Type	Comment	Response
			NEGLIGENT IN NOT COMPLETING SUCH AN INDEPENDENT ANALYSIS. The FRA should also review the gmss economic viability as a result of TCRR's Ridership and Cost estimates and include it in the next update of this document I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	
Howard Robinson	2/4/2018	Email	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? 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-2 and TR-6.
Howard Robinson	2/4/2018	Email	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. 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-6.
Howard Robinson	2/4/2018	Email	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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NV-1, NV-1 and NV-10.
Howard Robinson	2/4/2018	Email	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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NV-1, NV-1 and NV-10.
Howard Robinson	2/4/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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 or Fill material on top of them or the excavation for fill material. This Omission must be Collected. 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-8, WW-1, WW-2 and WW-6.
Howard Robinson	2/4/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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 lequire the use of More Private Propeny 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? 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, ED-2, LU-14, TR-7 and TR-8.
Howard Robinson	2/4/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason Considering in Texas, a relatively dry State, all of the legulatory issues today reganling 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 requied to use Surface Water and if So, from what sources in the	Refer to WW-6.

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			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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Howard Robinson	2/4/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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? 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, ED-2, LU-14, TR-7 and TR-8.
Howard Robinson	2/5/2018	Email	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, NE-1, NE-2 and PN-3.
Howard Robinson	2/5/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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 (R PA)), 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 or Decision (ROD) Prior To developing, approving, and publishing the new regulations for speeds of up to 205 mph?.. 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-2.
Howard Robinson	2/5/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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? 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-2.
Howard Robinson	2/5/2018	Email	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, NE-1 and NE-8.
Howard Robinson	2/5/2018	Email	The Federal Surface Transportation Board (STB) denied Texas Central Railway (TCR) Eminent Domain (ED) Powers and proclaimed they do not have 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, NE-2 and PN-3.
Howard Robinson	2/5/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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 prefers the d 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	Refer to ED-1, ED-3, NE-1, NE-8 and PN-3.

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			and to the Public who are ALL FULL aware of the status or this case. TCRR does clearly NOT possess ED Powers, is NOT an Operating RR or TCRR would have been allowed to survey Mr. Miles Pmperty. 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.	
Howard Robinson	2/5/2018	Email	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 properly without Landowner Permission?	Refer to ED-1, NE-1, NE-8 and PN-3.
Howard Robinson	2/5/2018	Email	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 Pmject 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 and NE-1.
Howard Robinson	2/5/2018	Email	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 panicularly 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.
Howard Robinson	2/5/2018	Email	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 pmject 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 and TC-6.
Howard Robinson	2/5/2018	Email	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 extlemely unfair to the Public who the FRA is supposed to Protect..	Refer to NE-1 and NE-2.
Howard Robinson	2/5/2018	Email	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 (R PA)), 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 PROJECr. 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 NE-1, NE-2 and SS-5.
Howard Robinson	2/5/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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 when' it can bc 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 or having to use unsatisfactory roads ror 5+ years? 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-7.
Howard Robinson	2/6/2018	Letter	I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. 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. TCRR AS BEEN UNWILLING OR UNABLE TO PROVE TO A SINGLE LANDOWNER Or in COURT THEY HOLD EMINENT DOMAIN POWERS. TCR has run away from lawsuits that would have resolved this issue. Also, TCR 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-9, ED-1, ED-3, NE-1, NE-8 and PN-3.
Howard Robinson	2/6/2018	Letter	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.	Refer to ED-1, ED-3, NE-1 and NE-8.
Howard Robinson	2/6/2018	Letter	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. TCRR has NOT applied for a required County Permit from several rural Counties being negatively impacted. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. 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.	Refer to BA-6, ED-1, ED-3, NE-1, NE-8 and TR-6.

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			TCRR has NOT applied for a required County Permit from several rural Counties being negatively impacted. No work on any County Roads can be done without that Permit.	
Howard Robinson	2/6/2018	Letter	Texas Central Partners have failed to show to a Court that they are in fact a railway and therefore have no right to condemn property by means of eminent domain which would be the only way they can obtain sufficient land for their project.	Refer to ED-1.
Howard Robinson	2/6/2018	Letter	I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement' 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. 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.	Refer to BA-6, EJ-1 and VA-1.
Howard Robinson	2/6/2018	Letter	When Kickapoo Preserve in Waller County was established, they were required to perform an archaeological survey, which produced the "Kickapoo Archaeological 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. 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-9.
Howard Robinson	2/6/2018	Letter	In the 1830's, a stage coach inn that became a famous stage coach route that is still visible today in the Kickapoo Preserve, was built by a Benaiah Jones. Jones and his descendants are buried in a cemetery on the land. The proposed route will run directly over both the site of the inn and the cemetery, destroying them forever.	Refer to CR-2.
Howard Robinson	2/6/2018	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.
Howard Robinson	2/6/2018	Letter	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, ifTCRR 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 Ilke Power and Pipeline companies can do with Landowners.	Refer to ED-1, NE-1 and PN-3.
Howard Robinson	2/6/2018	Letter	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, NE-1 and NE-8.
Howard Robinson	2/6/2018	Letter	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, NE-8 and PN-3.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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	Refer to ED-1, ED-3, NE-1, NE-8 and PN-3.

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			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 FRAMUST CEASE IMMEDIATELY DOING ANY FURTHER WORK WITH TCRR ON AEIS FOR THE TCRR HSR. and STOP wasting Taxpayer money on this Uneconomic project. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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; 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? 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-10, LU-14 and SG-4.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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 TCR. 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-14.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to HZ-5, WW-1 and WW-6.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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? 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-10 and LU-13.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to EJ-1, GN-3 and PN-3.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. FRA should also review the gross economic viability as a result of TCRR's	Refer to GN-2, GN-4 and NE-1.

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			Ridership and Cost estimates and include it in the next update of this document I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to SS-19, SS-21, SS-23 and TR-6.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. 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-6 and TR-7.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NV-1 and NV-10.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NV-1, NV-5 and NV-10.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to WW-2.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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	Refer to SS-2, SS-6, SS-10 and SS-12.

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

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			TCRR for both fencing and monitoring I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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. 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, NE-1 and NE-2.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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! 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 and NE-1.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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? 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, SS-23 and SS-26.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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? 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-2 and SS-5.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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? 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, ED-1, ED-3, LU-9, LU-14, TR-7 and TR-8.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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	Refer to ED-1, ED-3, NE-1, NE-8 and PN-3.

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			time being used to support an Uneconomic Project. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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: Yf 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 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? 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, ED-3, NE-1 and PN-3.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason Based on the size of Raw Materials and Structural components being moved on existing roads, there will be significant Damage to Existing Private, City, Counw, 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: Wih 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? 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 and TR-7.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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 Leamed 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. 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 and TR-6.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to SG-4.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to SG-4.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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. 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, NE-1 and NE-2.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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	Refer to ED-1 and NE-1.

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			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! I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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? 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, PI-1, SS-18 and SS-23.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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? 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, NE-2 and SS-5.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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? 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, ED-2, LU-9, LU-14, TR-7 and TR-8.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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; 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? 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-10, LU-14 and SG-4.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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 TCR. 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-10, LU-14 and SG-4.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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	Refer to HZ-5, WW-1 and WW-6.

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			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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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, Came Grazing, or Farming? Question: For forested areas, will TCRR be required to replant trees? 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-5.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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 1-45 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. 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, GN-2, GN-3, GN-4, NE-1, NE-9, PN-3 and SC-19.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. 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 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, GN-2, GN-4 and NE-1.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to SS-19, SS-21, SS-23 and TR-6.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. 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-6.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NV-1, NV-5 and NV-10.

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Submitted By	Date Submitted	Submission Type	Comment	Response
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NV-1, NV-5 and NV-10.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to WW-2.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SS-2, SS-6, SS-10 and SS-12.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. Texas Central Railway 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 rerouting 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. 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 and TR-10. Refer to <b>Section 3.11.7, Transportation, Build Alternatives Comparison</b> for a summary of the impacts on roadways, transit services, rail facilities, airports and on-road pedestrian/bicycle facilities. Specifically, <b>Table 3.11-62: Summary of Transportation Impacts by Build Alternative</b> provides summaries based on Build Alternative.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. There is a large amount of Regional non-specific data in this DEIS vs. specific Studies/Inspections with "Boots on the Ground". Without confirming 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. 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 TCR had the permission to survey ALL those properties. So, the FRA must restore the Credibility of this Data with Boots on the Ground surveys and until this done the study is incomplete. 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-1, NE-8 and NR-4.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. 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	Refer to VA-1.

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			Tax analyses. FRA Must Correct this Miscalculation. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. The Dallas to Houston FRA DEIS after showing High, Medium, and Low Risk levels of increased Emergency Response times 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 TCR's HSR Project to move forward with ANY INCREASES IN ER TIMES?? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to SS-23.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. This study has been some years in the making and utilities facts and figures provided by "experts" on behalf of Texas Central Partners. The comment period is much too short for the "little people" of Texas who are directly effected by the proposed scheme, to digest such a lengthy document, research the figures provided and prepare comments for consideration. 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-1, NE-8 and PI-3.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. 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 DEB, 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. 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-1, NE-1 and NE-8.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. 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-1, NE-1 and NE-8.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. 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? 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, NE-2 and SS-5.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. 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, NE-1 and PN-3.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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 ensuring the new State requirements on HSR Safety & Security are	Refer to NE-1, NE-2 and SS-5.

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			being appropriately planned, designed, and applied. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. 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-1, NE-1 and NE-8.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. 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, NE-1 and PN-3.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. I live in Saddle Creek Forest which is a gated sub-division which will be directly effected by the proposed HC-4 route. A number of properties in the neighbor hood will be acquired for the route and this, together with the proposed route passing through will result not only in the disruption of the tranquil way of life which was one of the reasons why we purchased property in this area, but it will substantially reduce the value of our property and thus reduce the income from property tax payable to the County. 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 VA-1.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. I live in Saddle Creek Forest which is a gated sub-division which will be directly effected by the proposed HC-4 route. By having the proposed rout running through the neighborhood will result in disruption to our way of life caused by noise and vibration to properties in the vicinity of the proposed line, many of which are occupied by elderly and ill residents. 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 VA-1.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. The proposed route will in fact divide Counties and restrict freedom of movement along its path This will increase the response time of the local police departments when attending life threatening incidents which will be completely unacceptable. 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 and SS-23.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. The proposed route will in fact divide Counties and restrict freedom of movement along its path. This will increase the response time of the local fire departments when attending life threatening incidents which will be completely unacceptable. 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 and SS-23.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. The proposed route will in fact divide Counties and restrict freedom of movement along its path This will increase the response time of the local ambulance departments when attending life threatening incidents which will be completely unacceptable. 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 and SS-23.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. It is proposed that a two lane service road will be constructed to run adjacent with the proposed rail line. This road will be constructed at the expense of Texas Central Partners, but once complete will be turned over to the local Counties to maintain. My County has problems funding maintenance Of the existing roads without the added burden of even more roadways to maintain. This move is unacceptable. 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-7.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. By dividing Counties with a barrier in the form of the proposed rail line, and the closure of roads associated with it. considerable disruption to school busses taking children to and from their schools will result. This will mean children being picked up even earlier prior to the start of the school day and being returned home later after school closure. No doubt, because of the logistics involved, extra busses will have to be	Refer to SC-6 and SC-7.

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			provided resulting in either reducing school expenditure or imposing an increase in the local taxes. This is completely unacceptable. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. The Federal Rail Administration (FRA) has improperly selected one build alternative (Utility Corridor) and one alignment (HC4) 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. 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-5, BA-8, BA-9, BA-10 and NE-1.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. A company by the name of Magellan Pipeline Company is well advanced in their plans to lay a pipeline in, or adjacent, to the Utility Corridor which is the preferred HC-4 route for the proposed high speed rail line. The constant vibrations caused by the passing of trains in excess of 200mph in such close vicinity to a pipe line carrying volatile substances could have a devastating effect. The draft environmental impact study has failed to take into account this dangerous situation and this should be reviewed. 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 NV-5.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. The HC-4 Route passes through the City's extraterritorial jurisdiction and through the planned Waller Toym Center which is a joint venture being marketed by Cullinan Properties, and Texas. Ille 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 proposed route will place this long planned venture in jeopardy and 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-2 and LU-4.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line 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. 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 PI-1.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. Waller County 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 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to SS-18, SS-23 and SS-26.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line 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 rider ship. 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. 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.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line 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	Refer to PI-1.

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			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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. HC-4 passes through the Delta Troy Interests, a 990-acre tract being held for housing and commercial development in Waller County. The proposed route will adversely effect this development resulting in a loss of tax revenue to the County and its residents. 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-2 and LU-4.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. 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 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.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. The HC-4 route passes through the proposed Waller Town Center development which is a 462-acre \$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. 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-2 and LU-4.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. The barrier created by the route between the Daikin/Goodman facility and the rest of the County 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. ". 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-2 and LU-4.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. Waller County 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. 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-2 and LU-4.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. The route passes within 4,000 feet of the Daikin/Goodman facility currently under construction, a heating and air conditioning manufacturing company, \$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. 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 revenue. 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-2 and LU-4.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. 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 The 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. 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.

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Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. 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.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. A 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." 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.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. The proposed route will create an obsolescence in 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, 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement'	Refer to EJ-1, LU-3, LU-4, SC-3 and VA-1.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. 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-1.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. 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 ED-2.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line 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 obtained funding and built a new water tower and the proposed train route falls directly on top of it. 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.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest and Six Pines - all developments for nearly 500 homes, 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 RF-1.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. The proposed route will greatly effect the value of properties resulting in a loss of tax revenue for Waller County and its residents. 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-12.

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

Submitted By	Date Submitted	Submission Type	Comment	Response
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line 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. 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, PI-1 and TR-8.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. Katy Prairie Conservancy owns a 6400 acre preserve that provides essential habitat for migratory birds and is designated as a Global Important Bird Area. The Preserve is home to 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. 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, NR-3 and RF-4. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . For information regarding vegetation please see <b>Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation</b> and mitigation measures <b>NR-MM#2</b> and <b>NR-MM#4</b> in <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. Katy Prairie Conservancy is 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 RF-4 and WW-2.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of 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.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. 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? 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-2.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. 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? 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-2.
Howard Robinson	2/6/2018	Handwritten	I am lodging an objection to the HCA route of the proposed high speed rail line between Houston and Dallas for the following reason. 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.	Refer to ED-1, ED-3, NE-1, NE-8 and PN-3.

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			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 FRAMUST CEASE IMMEDIATELY DOING ANY FURTHER WORK WITH TCRR ON AEIS FOR THE TCRR HSR. and STOP wasting Taxpayer money on this Uneconomic project. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	
Howard Robinson	2/6/2018	Website	Katy Prairie Conservancy owns a 6400 acre preserve that provides essential habitat for migratory birds and is designated as a Global Important Bird Area. The Preserve is home to 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 500 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.	Refer to NR-2, NR-3 and RF-4. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . For information regarding vegetation please see <b>Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation</b> and mitigation measures <b>NR-MM#2</b> and <b>NR-MM#4</b> in <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Howard Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. A number of endangered species of plants and animals were identified by the draft study as being in the direct path of the proposed route and would be adversely effected by it. As landowners along the route denied permission for the survey to take place on their land, the study is therefore incomplete and fatally flawed. Further studies need to be undertaken along the entire route to properly assess the impact on wild life. 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-4. NEPA does not require 100 percent of the Project to have field surveys conducted.
Howard Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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 Conidor 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. 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, SS-18 and SS-19. 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 <b>Section 3.16.6, Cultural Resources, Avoidance, Minimization and Mitigation, SS-CM#4</b> ).
Howard Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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? 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, NE-1 and PN-3.
Howard Robinson	2/6/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line 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 Grimes 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 Grimes 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-5, BA-7, BA-8, BA-9, BA-10, EJ-1, NE-1, NE-8, NE-9 and PI-1.
Howard Robinson	2/12/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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 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 Katy Prairie Conservancy is trying to preserve. Quiet places are few and far between these days, and keeping the Katy Prairie	Refer to NR-1 and RF-5.

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			Preserve's soundscape quiet should have high importance when considering the project's impacts. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	
Howard Robinson	2/12/2018	Email	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.	Refer to NR-1, NR-2 and RF-5.
Howard Robinson	2/12/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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. 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-8, NR-1, NR-2, and RF-4. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Howard Robinson	2/12/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason 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. 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-8, NR-1, NR-2, and RF-4. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Howard Robinson	2/12/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. 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. 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-8, NR-1, NR-2, and RF-4. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Howard Robinson	2/14/2018	Email	In the draft environmental study insufficient attention was given to the transportation and treatment of mass casualties resulting from an accident to a train travelling in excess of 200mph. The majority of the proposed line is in rural areas where ambulance cover is severely limited resulting in delay in both the initial treatment of casualties at the scene and their subsequent transfer to a hospital which is staffed and equipped to deal with such an emergency. The financial burden of providing for such an accident for both the ambulance service and hospitals will fall upon the taxpayer which is a totally unacceptable situation.	Refer to SS-18, SS-23 and SS-26.
Howard Robinson	2/14/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. In the draft environmental study insufficient attention was given to the need for the ambulance service's response to an incident involving a high speed train The ambulance service will require specialised equipment to deal with such an incident as well as specialised training. This training will, by necessity, be an ongoing requirement. The extra cost involved in equipping and training the personnel will have to be met by either an increase in donations from the public or an increase in taxes, both of which are totally unacceptable	Refer to SS-18, SS-23 and SS-26.
Howard Robinson	2/14/2018	Email	In the draft environmental study insufficient attention was given to the need for the fire service's response to an incident involving a high speed train The fire service will require specialised equipment to deal with such an incident as well as specialised training. This training will, by necessity, be an ongoing requirement. The area is mostly covered by volunteer fire departments and the extra cost involved in equipping and training the personnel will have to be met by either an increase in donations from the public or an increase in taxes, both of which are totally unacceptable	Refer to SS-18, SS-23 and SS-26.

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Submitted By	Date Submitted	Submission Type	Comment	Response
Howard Robinson	2/14/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. In the draft environmental study insufficient attention was given to the increased financial burden placed upon the law enforcement service. Grimes County will be virtually cut in half by the proposed rail line resulting in the need for law enforcement to provide additional stations, personal and equipment either side of the barrier formed by the proposed rail line in order to fulfill their peace and life saving obligations. The extra cost involved in providing adequate cover will have to be covered by either donations from the public or an increase in local taxes, both of which are totally unacceptable.	Refer to SS-23 and SS-26.
Howard Robinson	2/14/2018	Email	In the draft environmental study insufficient attention was given to the increased financial burden placed upon the ambulance service. Grimes County will be virtually cut in half by the proposed rail line resulting in the need for the ambulance service to provide additional stations, personal and equipment either side of the barrier formed by the proposed rail line in order to fulfill their life saving obligations. The extra cost involved in providing adequate cover will have to be covered by either donations from the public or an increase in local taxes, both of which are totally unacceptable.	Refer to SS-23 and SS-26.
Howard Robinson	2/14/2018	Email	In the draft environmental study insufficient attention was given to the increased financial burden placed upon the fire service. Grimes County will be virtually cut in half by the proposed rail line resulting in the need for the fire service to provide additional fire stations, personal and equipment either side of the barrier formed by the proposed rail line in order to fulfill their fire fighting obligations. The area is served by Volunteer Fire Departments and the extra cost involved in providing fire cover will have to be covered by either donations from the public or an increase in local taxes, both of which are totally unacceptable.	Refer to SS-23 and SS-26.
Howard Robinson	2/14/2018	Email	In the draft environmental study insufficient attention was given to the increased response time for law enforcement personal. Grimes County will be virtually cut in half by the proposed rail line resulting in the police service having to make considerable detours in order to reach the scene of any incident. The extra time taken in reaching an incident could well result in the loss of life to citizens of Grimes County	Refer to SS-23.
Howard Robinson	2/14/2018	Email	In the draft environmental study insufficient attention was given to the increased response time for ambulance service personal. Grimes County will be virtually cut in half by the proposed rail line resulting in the ambulance service having to make considerable detours in order to reach the scene of any incident, and also in the transportation of casualties to a hospital. The extra time taken in reaching an incident and transportation to a hospital could well result in the loss of life to citizens of Grimes County .	Refer to SS-23.
Howard Robinson	2/14/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. In the draft environmental study insufficient attention was given to the increased response time for fire service personal. Grimes County will be virtually cut in half by the proposed rail line resulting in the fire service having to make considerable detours in order to reach the scene of any incident. The extra time taken in reaching an incident could well result in not only an increase in property damage but to loss of life to both citizens of Grimes County and the fire fighting personal attending. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement	Refer to SS-23.
Howard Robinson	2/16/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. A new report estimates the Texas bullet train could cost taxpayers \$21.5 billion and concludes that privately funded high speed rail is not a feasible mode of transit outside of the Northeastern United States. The report from the Reason Foundation estimates that the proposed Texas Central Partners project between Dallas and Houston will run at a \$537 million annual operating deficit over the its first 40 years of operations. The Reason report examines ridership trends and projections in the Dallas to Houston corridor, the cost of building a line along the 240-mile proposed route, and other factors, its authors said. The study, Texas High Speed Rail: Caution Ahead, is by Baruch Feigenbaum, the assistant director of transportation policy at Reason Foundation. These factors indicate that "high-speed rail has no chance of succeeding in Texas, absent a dramatic change in land use and transit patterns, " the report concludes. It further finds that Texas Central Partners has exaggerated its ridership projections while underestimating costs, which will lead to revenue shortfalls, financial difficulties and ultimately, taxpayer subsidies "In short, if construction on the line is allowed to start, the project will inevitably have to be bailed out by the taxpayers of Texas, " the report says. All prior proposed passenger rail project considered in the Texas were public/private partnerships and as a result failed to go forward. Texas Central Rail is premised as completely private, but there is reason to believe that it too will need a public funding component. Texas Central plans to apply for Railroad Rehabilitation and Investment Financing loans -- a federally funded taxpayer subsidy, the report notes. Texas Central has not released a business plan, nor has it provided any verifiable, objective data to support its ridership projections or cost estimates. Successful high-speed rail lines operate in areas with extremely high residential and commercial densities, low rates of automobile ownership, widely accessible subway systems and without nearby airports with low-cost air service. Dallas and Houston have some of the highest rates of car ownership in the United States. The area has extremely limited passenger transit systems and percentage of transit usage, and very low population densities. 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 and NE-1.

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Howard Robinson	2/16/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. Business Ethics, Public Trust, and TCRR Competence (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 misled the Public on a number of issues as compared to what the FRA has included in the DEIS?	Refer to NE-1.
Howard Robinson	2/16/2018	Email	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. Business Ethics, Public Trust, and TCRR Competence (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-8 and NE-9.
Howard Robinson	2/16/2018	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: 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 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.
Howard Robinson	2/16/2018	Email	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. 44, Pg. 64 of 199). Question: Have Risk Event Scenarios been developed on any activity or 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.
Howard Robinson	2/16/2018	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. 44, 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.
Howard Robinson	2/16/2018	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. 44, Pg. 64 of 199). Question: 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 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-18 and SS-19.
Howard Robinson	2/16/2018	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. 44, Pg. 64 of 199). Comment: The HSR remote route with its crossings being muted very close to 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.
Howard Robinson	2/16/2018	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. 44, Pg. 64 of 199). Comment: If the FRA is responsible for "RR Safety", it is inconceivable that the FRA is consideling 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 cledible Oversight by the FRA, a Federal Government Agency lesponsihle for 'RR Safety", could easily bc considered "Negligent" to say the least.	Refer to SS-19 and TR-6.
Howard Robinson	2/16/2018	Email	"No Build Alternative". (Rer: DEIS Main Text 1, 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	Refer to AQ-2, BA-6 and PN-3.

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			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 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 the "NEED" exists as 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	
Howard Robinson	2/16/2018	Email	"No Build Alternative". (Ref: DEIS Main Text 1, 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 1-45 with the No Build Alternative. The FRA must Quantify that claim BEFORE it can be used to suppoll 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.
Howard Robinson	2/16/2018	Email	"No Build Alternative". (Ref: DEIS Main Text 1, 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 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. 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, GN-2, NE-9 and PN-3.
Howard Robinson	2/16/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. Water Supply for Use at All Construction Sites and During Construction All Along the HSR Route (kef: 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-6.
Howard Robinson	2/16/2018	Website	I am lodging an objection to the HC-4 route of the proposed high speed rail line between Houston and Dallas for the following reason. Water Supply for Use at All Construction Sites and During Construction All Along the HSR Route (kef: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 7.1, Pgs. 32-33 of 34). Comment: The FRA Must Quantify the Water needs over 5 years of Construction and reconcile that with the Sate or County Water Conservation agencies to determine the need for permits or approvals for the use of Source Water. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to WW-6.
J.D. Robinson	3/9/2018	Email	The Texas Bullet Train Will Help My Business Grow! As a business person who is in the industry, 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 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.
James Robinson	1/25/2018	Website	As a long time property owner in Madison County, Texas, I am perplexed by opposition here to construction of the Texas Central High Speed Rail Line. It is necessary for me to travel on an almost daily basis into Houston and often to Dallas. Completion of the rail line, with the proposed midpoint station relatively close by in Grimes County, would be of substantial benefit to me. As traffic conditions worsen on IH 45 which is already a crowded and often dangerous highway, the high speed train will become ever more important. The originally discussed eastern route would have come through my ranch and I don't think that would have been objectionable in the least. In my opinion, much of the opposition is simply people being fearful over something they don't understand. Build it!	Comment noted.

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James Robinson	3/9/2018	Website	I concur in the DEIS findings that the Dallas to Houston high speed rail line would be a viable project. In my judgement, it would help relieve continually increasing traffic congestion of IH-45 and, because of local traffic congestion leading to the Houston and Dallas airports and TSA delays at both, would provide a travel alternative that is highly competitive with air transportation between the two cities. The project does need to consider methods for connecting its proposed Houston terminal with major business centers including downtown and the Galleria areas, and should partner with Houston's Metropolitan Transit Authority in developing and building these supporting local transit structures. To this end, I concur in remark on the DEIS filed on March 8 by the Metropolitan Transit Authority of Harris County.	Refer to TR-3 and TR-4.
Michael Robinson	2/16/2018	Website	I totally support the high speed rail link between Dallas and Houston, This is the future and will bring genuine transportation options to our state. More freeways are not the answer / it's time to join other modern countries and build this line!	Comment noted.
Sara Robinson	2/27/2018	Website	I would love to be able to ride the train to visit my grandchildren in Houston! Please build it soon!	Comment noted.
Yvette Robinson	2/20/2018	Website	The Dallas Bullet Train to Houston will make a big difference in my life. I have an elder aunt in Houston that I love to visit. However, a 4.5 hour trip to Baytown and 4.5 trip back to Dallas can be daunting! The bullet train would make a big difference in my long boring drive to Houston. In addition, my business often takes me to other areas in Houston and a plane ride can be costly. We need the Bullet Train as soon as possible, for a safer easier commute! Let's go Bullet Train!!! I am excited for this project to begin and complete.	Comment noted.
Curtis Rock	2/19/2018	Website	I believe the Dallas to Houston high speed rail project will provide a net benefit to Texans. The private funding aspect of the project is the prevailing factor, in my opinion, that should allow this project to proceed to completion.	Refer to GN-4.
John Roddy	3/8/2018	Email	The Texas Bullet Train Will Help My Business Grow! As a voting citizen who is in the industry, 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 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.
Leisa Roden	2/18/2018	Website	I DO NOT support the building of the HST! It's unnecessary, poorly planned, expensive, and will displace rural landowners that have owned their land for generations.	Comment noted.
Ruth Roden	2/24/2018	Website	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. No build option should be chosen.	Refer to LU-5.
Ruth Roden	2/25/2018	Website	Morgan Family Ranch is UNIQUE. If YOU were to need a place to go for the weekend to meet with busy influential people who can get things done to help their community, Morgan Creek Ranch would do their best to accommodate you TO HELP carry on why we were all really placed on this Earth to accomplish--to help others, especially those not as fortunate. Corsicana, TX is not TOO FAR even for a (903) community like Paris, TX. In the past Campbell's Soup Co. owned this ranch as a retreat, and Campbell's Soup largest facility in this region of southern states is Paris, TX. Morgan Creek Ranch does NOT rent these facilities, but provides them for free. They were helping first before you drew your route. The Morgan Creek Ranch needs to continue to exist in tact to continue on with its special mission. Please move your 5-7 mile route paralleling 3194 near its intersection with FM709 and move it north of the existing power lines to prevent their lodge from losing access to the stables, arena, and other guest cottages. Thank you, Ruth Roden	Refer to LU-5.
Ruth Roden	2/27/2018	Website	The Morgan Family Ranch, also known as the Morgan Legacy Farm, gives to the community of Texas because its has special facilities that house retreat visitors in its natural beauty. This charitable giving of providing a retreat for respite reaches not only communities in the DFW metroplex, but also the rural communities in the Northeast Texas and Northcentral Texas areas. My outlook on the world is basically people can be divided into two categories, Givers and Takers. Bob and Brenda Morgan are true Givers. They help all people. This may come from their family upbringing in and continuing family active participation in the Catholic faith which continues on to be important in their grown children's and grandchildren's lives. If I were to need to find a place for a group retreat to help a needy portion of the Paris community in some way, this ranch would be a viable option. It would be free and naturally beautiful. Corsicana, TX is not TOO FAR even for a (903) community like Paris, TX. The ranch's facilities such as the lodge and guest houses are located for accessibility among themselves as well as to the arena and stables. They were created when the ranch was owned by Campbell's Soup Co. as a retreat. Campbell's Soup's largest facility in this region of southern states is Paris, TX. Communities even along the Red River are not too far from the Morgan's charitable heart of sharing	Refer to LU-5.

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			their ranch's special mission. Please move the route north just a little so it traverses along the existing power lines along 3194 to keep the ranch intact for access between its facilities and safety of its guests. Thank you, Ruth Roden	
Ruth Roden	3/1/2018	Website	Morgan Legacy Farm freely helps to save lives. It is not a typical ranch at all. Its special facilities house large groups of retreat visitors who can commune with Nature to unwind from their high stress jobs while focusing on how to do a better job at work. This venue is freely given by the Morgan family to first responders especially in the Northeast and Northcentral areas of Texas. In 2014, I truly understood for the first time how my daughter and son-in-law were first responders. Their professions are doctor and nurse at Children's hospital. My first grandson, their only child, was a baby in 2014. The Ebola outbreak in Dallas had spread to a hospital nurse. My grandson's parents were making plans for him to come live with us here in Lamar County which borders Oklahoma until the outbreak was over to keep him safe. They did not want to infect him at home, if they became infected at work and unknowingly brought it home. This is when I realized the unbelievable stress of their jobs, because I was able to empathize with them at that time. What if the outbreak wasn't contained? What if I lost my precious daughter and grandson's father and became a mother myself to my grandson? Their devotion to saving children's lives makes them true heroes. They are willing to sacrifice their lives, leaving their precious children orphaned, to continue participating on their hospital teams to try even against the odds to continue saving children's lives. In 2014, it wasn't only them, but all the doctors and nurses at hospitals in our country. They are not going to give up and quit. The Morgan Legacy Farm provides a free respite within easy driving distance for the communities of first responders from the Red River to the Gulf of Mexico who are dedicated to saving everyone's lives. Access between the ranch's facilities like the lodge from the stables, arena and guest houses will be severed by the train's trench. Morgan Legacy Farm's charitable heart of sharing the ranch, their special mission to help others in need of a respite and team building in professions that serve our communities by saving lives as their daily work, is FREE. Its purpose is so important, it has to be free. Please move the rail route north just a little, so instead it traverses along the existing power lines along 3194 to keep the ranch intact for access between its facilities and safety of its environment. Please preserve this sanctuary for rest and rejuvenation on a large scale for those who protect all our lives. Thank you.	Refer to LU-5.
Ruth Roden	3/3/2018	Website	Morgan Legacy Farm will lose access between important facilities from the train trench scheduled to cut through the farm. If the route was just slightly changed to move it up to the powerlines that run along 3194, these facilities that provide a free respite venue for seminars for first responder organizations in our northeast area Texas will be kept in tact. Please reconsider the present route. Thank you.	Refer to LU-5.
Ruth Roden	3/4/2018	Website	Morgan Legacy Farm needs FRA's help to keep its large group retreat, MLF provides for FREE to hospitals and police departments needing a venue for seminars, available in the future to these first responders. Please consider changing the scheduled route for the high-speed rail slightly north so it will run parallel to the existing power lines along 3194. Morgan Legacy Farm is located south of Corsicana near FM 709 and 3194. The schedule rail route cuts through the retreat buildings and will separate its heart, its lodge, from the guest houses, stables, and arena. Please reconsider your route, vary it slightly to save this unique area which helps refresh hospital workers and police officers as they learn in seminars to help them do a better job for their communities. Thank you.	Refer to LU-5.
Ruth Roden	3/5/2018	Website	I was shocked to find out the Morgan Legacy Farm may no longer have its retreat area. I am writing to beg you to save the Morgan Legacy Farm's special retreat. The Morgan Legacy Farm open-heartedly does so much for the community of Texas. Its charitable giving reaches not only into the DFW metroplex, but anywhere in the (903) area code. My outlook on the world is basically people can be divided into two categories, Givers and Takers. Bob and Brenda Morgan are Givers. They help all people. This giving spirit continues on to be important in their grown children's and grandchildren's lives. This retreat area inside of Morgan Legacy Farm is Free for first responders like police and hospitals that need to stage a retreat and/or seminar. This is important to us all, because first responders are who take care of us when we need lifesaving help. Corsicana, TX is not TOO FAR even for a (903) community like Paris, TX. In the past Campbell's Soup Co. owned this ranch as a retreat, and Campbell's Soup largest facility in Texas is Paris, TX. Please move the route up just a little to parallel the power lines along 3194 to keep the ranch intact for its facilities, wildlife, and watershed. Thank you.	Refer to LU-5. A review of the current alignment indicates that it would closely parallel the existing powerlines for the area in question.
Ruth Roden	3/6/2018	Website	Morgan Legacy Farm is located in Navarro County by the intersection of FM 709 and 3194. The rail for the train is going to be in a trench and this trench is going to cut through the retreat buildings separating the meeting/dining lodge from the guest houses, stables, and arena. This is a very special retreat area, not only because it will accommodate a large group. This retreat area is free to hospitals and police as a stage and respite for work related seminars. Please keep this retreat from being destroyed. Please help Morgan Legacy Farm by moving the scheduled rail route north to run parallel along 3194. Thank you.	Refer to LU-5.
Ruth Roden	3/8/2018	Website	Morgan Legacy Farm is located south of Corsicana near the intersection of FM 709 and 3194. Decades ago, Campbell's Soup built a special area within this ranch---a corporate retreat consisting of a meeting/dining lodge, guest cabins, stables and arena. Morgan Legacy Farm uses this area charitably giving the use of these facilities to hospital and police seeking a stage for a seminar. The use of these special buildings is FREE to first responder groups. Being updated in the latest techniques to help these first responders to do a better job at work in this natural setting is both refreshing and restful. This atmosphere helps people to focus better, since they are in a new environment. Participants can spend the night, helping the seminars to be able to last longer. This way the participants can learn everything at one time, instead of a long	Refer to LU-5.

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			session having to be broken into more than one session with weeks in between. Access between the lodge and the stables, arena, guest houses will be severed by the train's rail trench. The lodge is the large group gathering place, the heart of the retreat. The rail route is cutting its most important building off from the retreat. If this retreat within Morgan Legacy Farm is destroyed, the losers will be our families---yours, mine, and our neighbors in all the communities within a three hour drive to Morgan Legacy Farm. First responders take care of all of us when we truly need them most. Please move the rail route north just a little, so the rail route instead traverses along the existing power lines along 3194 to keep the ranch intact for access between its retreat facilities. Thank you for your help.	
Ruth Ann Roden	2/28/2018	Website	Morgan Legacy Farm gives to the community of the state of Texas, not just the Corsicana area. Its special facilities house large groups of retreat visitors in Nature. This venue is freely given by the Morgan family by those needing a retreat for respite reaches not only communities in the DFW metroplex, but also the rural communities. Access between the ranch's facilities like the lodge from the stables, arena and guest houses will be severed by the train's trench. Morgan's charitable heart of sharing the ranch's special mission to help others in need of a respite and team building in professions that serve our communities by saving lives as their daily work. Please move the rail route north just a little, so instead it traverses along the existing power lines along 3194 to keep the ranch intact for access between its facilities and safety of its guests. Thank you for your consideration, Ruth Roden	Refer to LU-5.
Ruth Ann Roden	3/7/2018	Website	In Navarro County the scheduled high-speed rail route near the intersection of FM 709 and 3194 will be destroying access within Morgan Legacy Farm between its large group meeting lodge and the guest cabins, stables, and arena. These buildings make up a retreat that has been used for free for first responders to unwind in this beautiful natural environment while team building and learning new information that will help them do a better job at work. When I was a teacher in the Houston area, the most memorable seminar I have ever attended was titled "Capturing Kids Hearts". I truly believe I remember it so vividly, because the participants spent the night at Round Top, TX in a huge old house furnished with antiques for the seminar. I felt like I was living in a bygone era. Round Top wasn't a beautiful natural setting, but it was remote and without cell phone service at the time. Its relaxing escape from our daily normal made it possible for us to focus 100% on the new techniques we were learning to use in our classrooms. It is hard to change, to actually implement the new you have learned even though it has been proven to be better. You want to fall back into what you are use to doing, unless you learn the new 100%, master all the information. This is the importance of Morgan Legacy Farm's retreat. I do not know how much Round Top charged for the "Capturing Kids Hearts" presenters, but I doubt it was free. Morgan Legacy Farm is FREE to first responder organizations that need a venue for a team building/work-related workshop or function. It provides an escape so the participants can focus 100% on the new material and techniques they are learning. I am a hospital volunteer in the regional hospital here in the Red River valley. 2014 was a scary time with the Ebola crisis at Presbyterian Hospital. I will never forget the glimpses I saw of the emergency plans beginning to go into effect here in the rural countryside when the first nurse became infected with Ebola. Our hospital administrator was labeled the "regional czar". I heard this label and this incident through my friend who is a member of the church referred to, and her husband was there at the pastor's home when the hospital team arrived. The hospital administrator had to go with a team into their rural community and did a house call to check on this local community's pastor who had just returned from a mission trip to Africa, because the pastor had arrived home sick. Luckily, the pastor was simply sick and it wasn't Ebola. My point is, there is new, critical information as to procedures, etc. that first responders are always having to learn, no matter if they are hospital workers, police, etc. Information has to be LEARNED WELL, so it can be performed even under horrible conditions. Team Building isn't for fun and games, but to save lives even when their own lives are in jeopardy. Morgan Legacy Farm IS IMPORTANT TO US ALL. All of our communities around the Dallas area as well as the metroplex can benefit, now, twenty years from now, 40 years from now... The retreat located on Morgan Legacy Farm is Special. PLEASE change the fast-speed route slightly north, please move the route so it will run parallel to the existing power lines along 3194 to preserve the Morgan Legacy Farm retreat. Thank you.	Refer to LU-5.
Tracy Roden	2/24/2018	Website	Noises from Elevated trains lead to reading difficulties and negative academic performance. No build option should be chosen.	Refer to LU-5.
Tracy Roden	2/25/2018	Website	Please save the Morgan Creek Ranch also known as the Morgan Legacy Farm located where you plan to have the high speed rail travel through by the intersection of FM 709 and 3194 south of Corsicana. Please move your route for a stretch of 5-7 miles to run north by the existing power lines along 3194. Your existing route will cut through the ranch stopping access between the lodge and major out building such as the stables, arena, and guest houses. The ranch is used as a retreat for charitable functions, and provides its venue for free. Visitors will not be able to walk between these areas, negating the "retreat" into this beautiful natural setting. Please reconsider and move your route to the north along the existing power lines. This family has turned a corporate retreat into a wonderful charitable respite for all types of people and organizations needing a place to meet charge themselves up to make change for the better. Please reconsider this short section of your route. Thanks, Tracy Roden	Refer to LU-5.
Tracy Roden	2/27/2018	Website	The Morgan Family Ranch is a wonderful place for friends and family to visit and appreciate nature together. A high speed rail train would destroy this and that would be a terrible shame. If a different location could be chosen that would have a lesser impact upon this family it would be greatly appreciated.	Refer to LU-5.

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Submitted By	Date Submitted	Submission Type	Comment	Response
Tracy Roden	3/3/2018	Website	Morgan Legacy Farm is located south of Corsicana, TX near the intersection of FM 709 and 3194. Please save Morgan Legacy Farm's ability to continue its charitable mission to give first responders a FREE place to stage seminars to update them on the best ways to do their jobs and to plan to better serve the public. The farm's beautiful natural environment provides a peaceful sanctuary in which to focus on change. The present route will cut through separating the arena and overnight guest buildings and meeting lodge where meals are served. Please move the scheduled fast-speed rail route slightly north so it will parallel the existing power lines along 3194. Thank you.	Refer to LU-5.
Tracy Roden	3/4/2018	Website	Morgan Legacy Farm needs your help. Please review the fast-speed route south of Corsicana, TX near the intersection of FM 709 and 3194. Please reconsider and move the scheduled route slightly north so it runs parallel to the existing power lines along 3194. The scheduled route will cut through the facilities built years ago when the property belonged to Campbell's Soup. Morgan Legacy Farm has NEVER commercially rented this large group retreat consisting of a lodge for meetings and meals, guest houses, stables, and arena. However, first responder groups such as hospital and police groups have been allowed to use this retreat for FREE as a venue for their seminars and functions to update teams on the newest practices to help do their jobs better which is saving all our lives in and around the Dallas Fort Worth area which has a population in the millions. This is a special retreat facility not only because it is of NO cost, but because it is so naturally beautiful, and restful because it is home to birds, waterfowl, and wildlife. The scheduled route's rail trench cuts right through this retreat, destroying the access between the lodge and the guest cabins, stables, and arena. I am begging the FRA, please reconsider and move the rail route slightly north so it would be along the existing power lines that run along 3194. This is no more than 5-7 miles long. Thank you so much.	Refer to LU-5.
Tracy Roden	3/5/2018	Website	Located in Navarro County near the intersection of FM 709 and 3194 is the beautiful Morgan Legacy Farm. Decades ago, Campbell's Soup built a special area here when it owned this ranch. They built a retreat consisting of a meeting/dining lodge, guest cabins, stables and arena for company functions and seminars. Morgan Legacy Farm charitably gives the use of these facilities to hospitals and police departments seeking a stage for a seminar or function. The use of these special buildings for seminars is FREE to first responder groups like hospitals and police departments. Being updated in the latest techniques to help these first responders to do a better job at work in this natural setting is refreshing and restful. Access between the lodge and the stables, arena, guest houses will be severed by the train's rail trench. Please move the rail route north just a little, so the rail route instead traverses along the existing power lines along 3194 to keep the ranch intact for access between the retreat facilities. Thank you for your help.	Refer to LU-5.
Tracy Roden	3/6/2018	Website	Morgan Legacy Farm in Navarro County is located near the intersection of FM 709 and 3194. Please help Morgan Legacy Farm by rerouting the scheduled fast-speed rail a little north so it is parallel to the power lines along 3194. This will save Morgan Legacy Farm's retreat area, so the trench for the train will not cut through this complex of buildings. Hospitals and police are allowed to use this meeting lodge, guest houses, stables, and area, for free for seminars in this beautiful natural setting. It helps all of us in the DFW metroplex and outlying communities to have hospital staff and police officers using the newest techniques and rested to face their high stress jobs. Please change the rail route to save this charitable retreat. Thank you.	Refer to LU-5.
Tracy Roden	3/8/2018	Website	Located in Navarro County near the intersection of FM 709 and 3194 is the beautiful Morgan Legacy Farm. Decades ago, Campbell's Soup built a special area here when it owned this ranch. They built a retreat consisting of a meeting/dining lodge, guest cabins, stables and arena for company functions and seminars. Morgan Legacy Farm charitably gives the use of these facilities to hospitals and police departments seeking a stage for a seminar or function. The use of these special buildings is FREE to first responder groups. Being updated in the latest techniques to help these first responders to do a better job at work in this natural setting is both refreshing and restful. This atmosphere helps people to focus better, since they are in a new environment. Participants can spend the night, helping the seminars to be able to last longer. This way the participants can learn everything at one time, instead of a long session having to be broken into more than one session with weeks in between. Access between the lodge and the stables, arena, guest houses will be severed by the train's rail trench. The lodge is the large group gathering place, the heart of the retreat. The rail route is cutting its most important building off from the retreat. Please move the rail route north just a little, so the rail route instead traverses along the existing power lines along 3194 to keep the ranch intact for access between its retreat facilities. Please help Morgan Legacy Farm. Thank you.	Refer to LU-5.
Tommy Roden, III	3/3/2018	Website	Morgan Legacy Farm is located south of Corsicana, TX near the intersection of FM 709 and 3194. Morgan Legacy Farm needs FRA's help to keep its arena and overnight facilities and its lodge area for meetings and meals from being separated by the high-speed train's trench. It will destroy this area from being able to be continued to be used for groups attending seminars in the farm's beautiful natural environment. The only groups who have used it are first responders such as hospitals and police. Morgan Legacy Farm has always offered the use of this special gathering place for free. This is NOT a commercial venue, but a charitable gift for such groups in need who do service for others. Please move the rail route slightly north to run along the existing power lines along 3194. Please help to keep this special feature of Morgan Legacy Farm intact to help us all. Thanks.	Refer to LU-5.
Tommy Roden, III	3/4/2018	Website	Morgan Legacy Farm, located south of Corsicana near FM 709 and 3194, has a very special feature--a large group retreat which consists of many buildings. This retreat feature of Morgan Legacy Farm will be destroyed by scheduled route of the high-speed rail trench which will cut	Refer to LU-5.

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			through these buildings. Please consider moving the scheduled route a little north so it will run parallel to the existing power lines along 3194 for this 5-7 mile stretch. This large group retreat area is NOT commercial. However, it is loaned out for FREE to hospitals and police departments needing a restful venue for seminars to help employees learn new practices to help protect and save lives in our northeast quadrant of Texas. Please reconsider your scheduled route through Morgan Legacy Farm. Thank you.	
Tommy Roden, III	3/6/2018	Website	Near FM 709 and 3194's intersection in Navarro County is located a wonderful retreat in the Morgan Legacy Farm. This retreat can house large groups in guest houses and a lodge for dining and meetings. Unfortunately, the high-speed train's trench will cut in between the lodge and the guest houses, stables, and arena. Please move the scheduled rail route a little north so it will run parallel along the existing power lines along 3194. Please save the peaceful natural beauty of this respite area used by our communities' first responders as well as the wildlife and migrating birds and waterfowl that stop to rest on their journeys. Thank you.	Refer to LU-5.
Tommy Roden, III	3/7/2018	Website	High-speed scheduled rail route in Navarro County near the intersection of FM 709 and 3194 will cut through a special area within the Morgan Legacy Farm destroying an important resource available for free to hospitals and police in the DFW and surrounding (903) areas including the Red River Valley. Morgan Legacy Farm has always provided a FREE gathering place for large groups of first responders to participate in hospital functions within its beautiful natural environment. For example, this time of year, flocks of migrating birds are beginning to fly up from across the Gulf of Mexico to return to Canada. They also refresh and rejuvenate at Morgan Legacy Farm using it as a respite before continuing on in their journey. The rail trench will destroy the watershed for their habitat just like the rail trench is cutting through the retreat area of Morgan Legacy Farm separating the meeting lodge from the guest cabins, stables and arena. Providing first responders a place for R&R while team building and learning better ways to be more effective in high stress jobs that protect and save lives helps the participants so they are better able to save all of our lives in the communities they serve. Morgan Legacy Farm is a FREE friendly site for the people who stand for us all in our communities. Please find a way to change the fast-speed rail route by moving it north to go along the existing electrical power lines along 3194, saving access within the ranch, so Morgan Legacy Farm will be able to continue its charitable mission for years to come. Thank you.	Refer to LU-5.
V.T. Roden, III	2/25/2018	Website	The train route is scheduled to go through the intersection of FM709 and 3194 and cut through the Morgan Creek Ranch also known as the Morgan Legacy Farm. Please move this 5-7 mile stretch north to run along the existing power lines along 3194. If this is done, the ranch will remain in tact, so it can continue to be a charitable respite retreat. Please preserve this valuable resource for Northeast Texas. Vaughn Thomas Roden, III	Refer to LU-5.
Vaughn Roden, III	2/24/2018	Website	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. No build option should be chosen.	Refer to LU-5.
Vaughn T. Roden, III	2/27/2018	Website	Your scheduled rail route south of Corsicana near the intersection of FM 709 and 3194, will cut through important areas within the Morgan Legacy Farm destroying its purpose. Its purpose is a gathering place for a very large group of people to be in nature. Providing a place for R&R while team building and learning better ways to be more effective in high stress jobs that protect and save lives helps not only the participants but also the communities they serve. There are few friendly sites affordable (free) for the people who stand for us all in our communities, such as police officers, firefighters, EMTs, nurses, and doctors, to name a few. Please find a way to move the rail a little north so it will it go along the existing electrical poles along 3194 instead, saving access on the ranch to continue its purpose. Thank you.	Refer to LU-5.
Vaughn Thomas Roden, III	3/5/2018	Website	Morgan Legacy Farm is located near the intersection of FM 709 and 3194 in Navarro County. Morgan Legacy Farm's has a special area, consisting of a meeting/dining lodge, guest cabins, stables and arena. Morgan Legacy Farm charitably gives to all of us Texas. How? The use of these special buildings which can house a large group to participate in a seminar updating the latest techniques to do a better job at work. This venue in Nature is loaned for FREE to first responder groups like hospital and police. Besides learning, the first responders are refreshed. Access between the lodge and the stables, arena, and guest houses will be severed by the train's rail trench. Please move the rail route north just a little, so the rail route instead traverses along the existing power lines along 3194 to keep the ranch intact for access between the retreat facilities. Thank you for your help to protect this unique feature of Morgan Legacy Farm.	Refer to LU-5. A review of the current alignment indicates that it would closely parallel the existing powerlines for the area in question.
Vaughn Thomas Roden, III	3/8/2018	Website	High-speed scheduled rail route in Navarro County near the intersection of FM 709 and 3194 will cut through important areas within the Morgan Legacy Farm destroying an important resource available for free to hospital and police in the DFW and (903) areas including the Red River Valley. Morgan Legacy Farm has always provided a FREE gathering place for large groups of first responders to participate in hospital functions or seminars within its beautiful natural environment. This time of year flocks of migrating birds are beginning to fly up from across the Gulf of Mexico to return to Canada. They also stop at Morgan Legacy Farm for a respite before continuing on in their journey. The rail trench will destroy the watershed for their habitat just like the rail trench is cutting through the retreat area of Morgan Legacy Farm separating the meeting lodge from the guest cabins, stables and arena. Providing first responders a place for R&R while team building and	Refer to LU-5.

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			learning better ways to be more effective in high stress jobs that protect and save lives helps the participants so they are better able to save all of our lives in the communities they serve. Morgan Legacy Farm is a FREE friendly site for the people who stand for us all in our communities. Please find a way to change the fast-speed rail route by moving it north to go along the existing electrical power lines along 3194, saving access within the ranch to continue its charitable mission. Thank you.	
Carol Rodgers	2/16/2018	Website	I am a landowner in Navarro County. The ridership numbers and revenue numbers are, I believe, very inflated. The vast number of people who will be served by this project have both auto and airline alternatives. Unlike Europe or Japan's urban centers that have limited auto access and ownership. If this rail project is using older high speed rail technology and there is not substantial ridership, then I believe that the taxpayers at the state and federal level may be at risk for having to take over. As a landowner and taxpayer, I have a large stake in this. I do not support this dated technology or project.	Refer to GN-2, GN-4 and TC-2.
John Rodgers	2/16/2018	Website	I am AGAINST the high speed rail in the state of Texas. It will NOT be good for this state either financially or economically. It will NOT be as good as published. The ridership is NOT there for this train. The economics are NOT there for this train. The financial economics are NOT there for this train. The large and small landowners in each county will be hurt. Lands that have been in families for generations will be split up. County roads will be shut down. Higher than normal flooding will be apparent during heavy rains and even not so heavy rains along the train route. All of this is BAD for the state of Texas and for the people of Texas. This project needs to be ABANDONED.	Refer to FP-1 GN-2, NE-1, SC-19, TR-8, WW-1 and WW-2.
John Rodgers	2/27/2018	Website	I am 100% AAINST the dallas/houston so-called high speed rail. Everything given to the Texas people regarding this train has been false. The projected ridership is overinflated. The environmental impact is inaccurate. The cost is under-estimated. The benefit for the State of Texas has been over-inflated. This only possibly helps a few people in houston and dallas, and that's all. The people of Texas will end up funding this entire project through increased taxes. This is bad for the State of Texas and not needed.	Refer to GN-1, GN-2, GN-4, NE-9, PN-3, SC-19 and SC-22.
Lola Rodgers	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.
Theresa Rodriguez	3/8/2018	Website	On behalf of the Bay Area Houston Transportation Partnership (BayTran), 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	Comment noted.

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			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.	
Rebecca Roeth	2/28/2018	Website	<p>I am against the HSR.</p> <p>The hub for this project will be located within 2 miles of my home and property. We already have enough noise pollution from airplanes, highway, and the normal railway. It will increase the light pollution we get at night also. It looks like our dirt road will get an upgrade from the addition of the HSR, which means an increase in traffic. I worry about the increase in crime in the area as criminals start targeting those who have the money to ride the HSR.</p> <p>On a less personal note, I do not see how HSR will benefit the majority of Texans. It is going to ruin the properties of farms and ranches that provide food and products for the State of Texas. The money offered to those near the HSR is not enough for them to find an equivalent property with the amenities and structures they already have.</p> <p>I am against this project.</p>	<p>Refer to AS-1, ED-2, LU-2, LU-11, NV-1, SC-19, SS-6, SS-7, TR-7 and TR-8.</p> <p>System lighting will be directed towards the rail and will be designed to limit its projections outward to the community. Please see <b>Section 3.10.5, Aesthetics and Scenic Resources, Environmental Consequences</b> for lighting impacts. Location-specific mitigation has not yet been identified but may include planting trees or vegetation to screen views. Examples of potential mitigation measures can be found in <b>Section 3.10.6, Aesthetics and Scenic Resources Avoidance, Minimization and Mitigation</b>. TCRR shall coordinate with individual landowners regarding modifications to a private dirt road. Driveways and private roads were not usually provided grade separations. If driveway access is eliminated, TCRR will need to provide a new option. If driveway access is limited, TCRR will need to work with the landowners to develop options for access.</p>
Daniel Rogers	2/5/2018	Oral	<p>My name is Daniel Rogers and I'm here to support everybody in Madison County and hope you will do the same for us in our Grimes County meeting tomorrow now. You heard from Becky and you heard her story. I lived next door on the place, 1858. My grandfather ran cattle on all of that out there at one time. In 2006 a piece of property came up for sale. My wife says, that's a nice piece of property, and I said, yeah, it is. And I looked at it and I talked to the owner. I didn't know it was Becky's dad. We have the same last name. My wife said we ought to buy this place, we've been looking for a place. Okay. I was tired of Houston. Thirty years of the noise, grime, the traffic and the people. I said I'm ready to move out. I got four generations buried in Willohough. I said, why don't I come home. I said I could live out the rest of my years, hopefully in a little peace, work in a small town, make enough money to live, and be happy. I bought that place. Now that train is going to be a hundred, two hundred off my back fence. It's cutting off five or seven acres back there. But now they tell they got jurisdiction two miles in either direction. If they need dirt, and you got a big coastal field sitting behind dry, you going to have a pond. If you've never seen what happens when they build a tract across pastures, go over to lola and see what TOPA did, when they built a coal mine. What used to be good pasture turned into a year-round swamp. Here's another thing you gotta think about. They're telling you big ranchers they're going to give you access under the train to get under there. Watch 'em. They're not going to give you a permanent access. They're just going to tell you that you got access. If any time they want to, they can shut you off just like the MTA did. They'll put it in. They will put gates on both sides. They are the worst fences built too. But don't believe a word these people are telling you. Like the people have said here, we've heard all the negatives? What have we heard that's positive? This is the thing you got to think about. From this day forward we got to pushed for our rights to this safe and what I don't understand is, the state of Texas, a former republic, has special rights over any other state in the United States. But where are our representatives in this. They're sitting on the fence. you don't see them standing up and talking against it. They're some of them up there that are all for this. And when it comes time for an election, we need to make sure they know we don't appreciate it. Thank you.</p>	Refer to LU-11, LU-14 and NR-6.
Ellis Rogers	1/29/2018	Oral	<p>My name is Ellis Rogers. And my statement, my comment is, please hurry and make this train come through. We want the high speed rail because it's going to take traffic, the impact of traffic off of Interstate 45. It's going to get people from destination to destination so much faster. It's going to create opportunities for jobs in other major cities, opportunity that you wouldn't have if you didn't have that type speed travel. So yes.</p>	Comment noted.
James Rogers	2/8/2018	Website	<p>I would like to see this system built and it has my full support. It is an environmentally sound plan, and it will not involve taxpayer funds. Please let this project succeed. We always talk about private industry building infrastructure. Let's walk the walk, and not just talk!</p>	Comment noted.
Jeremy Rogers	2/9/2018	Email	<p>To whom it may concern, 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</p>	Refer to BA-6, BA-8, LU-4, NE-1 and PI-1.

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			<p>facility currently under construction, a heating and air conditioning, \$410 million facility that will be 4.2 million square feet in size, the 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. HC4 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. I vote the NO BUILD option. Regards, Jeremy Rogers Ocean Edge Services, Inc. 161 832-604-7245 (main) 832-604-7247 (fax) 281-685-2727 (cell) OCEAN EDGE 6720 Theall Road Houston, Texas 77066 ISO 9001 &amp; 14001 certified</p>	
Jeremy Rogers	2/9/2018	Email	<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 coordination meetings, and the FRA has failed to address these impacts in the draft EIS.</p>	Refer to TR-8.
Jeremy Rogers	2/9/2018	Email	<p>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.</p>	Refer to LU-3, RF-1 and VA-1.
Jeremy Rogers	2/9/2018	Email	<p>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.</p>	Refer to LU-4.
Jeremy Rogers	2/9/2018	Email	<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 \$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</p>	Refer to EJ-1, LU-3, LU-4, SC-3 and VA-1.

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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.	
Jeremy Rogers	2/9/2018	Email	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 and SC-8.
Jeremy Rogers	2/9/2018	Email	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.
Jeremy Rogers	2/9/2018	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 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. California has attempted a similar project and it is grossly over budget, behind schedule and now a burden on the taxpayers, therefore I vote for the NO BUILD option.	Refer to GN-3, NE-1.
Jeremy Rogers	2/9/2018	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.
Jeremy Rogers	2/9/2018	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 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 vote the NO BUILD option.	Refer to NR-1, NR-2, RF-2 and WW-2.
Jeremy Rogers	2/9/2018	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 was brought to the attention of the FRA by	Refer to FP-1, SS-17, WW-1, WW-2 and WW-8.

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			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 vote the NO BUILD option.	
Jeremy Rogers	2/9/2018	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. I vote the NO BUILD option	Refer to EU-2.
Sherri Rogers	3/9/2018	Website	I welcome this, not only as a much-needed service to the community, but also as the beginning of true mass transportation in Texas. Those who have traveled in other cities here and around the world realize the doors which are opened via such commerce.	Comment noted.
Paula Rogers Dossett	2/5/2018	Handwritten	<p>My ancestors were the early settlers along the Old San Antonio Road (OSR) that now separates Leon and Madison Counties. A grave marker located in the Randolph Cemetery, and shown here-in at Attachment i, illustrates the lineage of my ancestors, with the bottom name, J.M. Rogers being my Father. Robert and Stephen came to the area between 1820 and 1835, receiving Land Grants from Mexico, Robert to the north of OSR in Leon County and Stephen to the south of OSR in Madison County. These grants are reflected as the Robert Rogers Survey and the Stephen Rogers Survey in the respective counties. Ownership of the property has passed down to the family, and I still retain an ownership interest. I spend considerable time enjoying the "tranquility/" the property provides.</p> <p>Impact to Home The Japanese train poses the greatest threat to a 217 acre tract identified on the map found at Attachment 2. I have not been told how much, if any, of this property the Japanese will attempt to confiscate. They have sent representatives unannounced to my Conroe residence and have sent certified mail containing forms with letters threatening expensive legal action if I fail to do as they request. Judging from their aggressive behavior, I reason that the Japanese train company has an interest in at least part of my property. I do not want to surrender it to them, and my blood pressure soars when I think of my ancestors serving in World War II preventing the Japanese from taking our land with guns and bombs, but 75 years later they are back with lawyers and lobbyist trying to take 8,000 acres out Of the heart Of Texas! My husband's 90 year old father lives on Bryan, Texas, and as a result, he is on the road regularly between Conroe and Bryan or between Madisonville and Bryan. During the construction phase of this fiasco it will be impossible to travel to Bryan from either location without experiencing construction related traffic delays. It is my understanding that we have a shortage of skilled labor, and that those that find themselves unemployed are lacking in the skills in demand. This situation is predicted to worsen. If this fiasco produces even half the labor boom the Japanese train folks advocate, the agriculture industry will face inflated labor costs and delays in building fence, pens, barns, and in agriculture hauling. It may be a boom for welders, equipment operators and haulers for a while but "boom and bust" economies are disruptive to everyone in the long run.</p> <p>Community Culture Impacts Cattle are raised on the 217 acres shown at Attachment 2, and unlike many similar operations, this one consistently turns a profit. Being 71 years of age, and on a relatively fixed income, this revenue is welcomed, but the real value of the property lies in what it represents to the continuity of the Texas spirit. My Daughter and I are members of The Daughters of the Republic of Texas, and in the spirit of the Republic, we maintain a small one-room cabin, complete with an "out house". The cabin has no electricity and heat is provided by a wood stove or a campfire. I have memories of visiting a similar Structure very near this one as a child. It was my Grandfather's home. My Father and Uncles would help my Grandfather work cattle on horseback while I looked on. The primitive experience helps me relate the past to the future. My children have enjoyed the experience for the past 45 years and my grandchildren (all members of The Children of the Republic of Texas) continue to show the same enthusiasm. I do not see this experience continuing with Japanese trains whizzing by every few minutes at 200 miles per hour. My husband takes pleasure and comfort from places where he can escape the sounds made by man's machines. He says (speaking of the property identified at Attachment 2) one can go for upwards of 30 minutes without hearing any sound made by a machine. In the evening one can sit by the campfire, listen to coyotes howl, the frogs croak, and maybe the rustle of an Armadillo in the bushes. These experiences bring us in contact with how it was and how we got to where we are today. When we read history they help us relate. We do not want, nor do we need, fifteen Japanese trains whizzing by every few minutes.</p> <p>Things of Historical Significance A picture found at Attachment 1 shows the grave marker for Stephen Rogers. This area was once known as Rogers Prairie and Stephen was one of its first settlers. This grave marker is all that is left to remind us of his existence. He selected this place Randolph Cemetery Madison County, Texas for his final rest because of its beauty and because of its tranquility. The map found at Attachment 3 shows that the Japanese bullet intends to take no mercy on Stephen or the other settlers trying to rest in peace in Randolph Cemetery. Ironically, my Brother, Harvey J. Rogers elected to join the family in Randolph Cemetery on Christmas Day of 2013, just months before the Japanese announced their fiasco. 2 The dead, especially those that have been resting for over a 150 years, should be allowed to rest in peace.</p>	Refer to CR-6, ED-1, ED-2 and TR-6. The Randolph Cemetery, determined eligible for listing in the National Register of Historic Places, is adjacent to the Limits of Disturbance and has the potential to be impacted by the Project.
Tom Rohm	2/19/2018	Website	This project is good for Texas and the US.	Comment noted.
David Rojas	3/8/2018	Email	Dear Officials, 4342	Comment noted.

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Lorraine Rolewicz	2/5/2018	Website	It makes much more sense to have the College Station stop actually be in Bryan or College Station. Making a stop in the middle of nowhere in Navasota is beyond ridiculous. The train is a wonderful idea for the growing Texas A&M community. Why are you not making the stop convenient? Just wondering what genius came up with a station in Navasota?	Refer to GN-7, NE-1 and TR-2.
Gretchen Rollins	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 our family. We spend time there with the Morgans every year and have built a lifetime of memories. Please save Morgan Legacy Farm.	Refer to LU-5.
Gretchen Rollins	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 our family. We spend time there with the Morgans every year and have built a lifetime of memories. Please save Morgan Legacy Farm.	Refer to LU-5.
Gretchen Rollins	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 our family. We spend time there with the Morgans every year and have built a lifetime of memories. Please save Morgan Legacy Farm.	Refer to LU-5.
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Gretchen Rollins	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 our family. We spend time there with the Morgans every year and have built a lifetime of memories. Please save Morgan Legacy Farm.	Refer to LU-5.
Gretchen Rollins	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.
Gretchen Rollins	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 our family. We spend time there with the Morgans every year and have built a lifetime of memories. Please save Morgan Legacy Farm. See attached from my son...	Refer to LU-5.
August Roquevert	2/2/2018	Website	I believe that the High Speed project in Texas would be a start of a great thing. This country is so behind in passenger rail transportation. I believe that if this project is a reality, this country will see this type of rail systems throughout the country. I ride Amtrak as much as I can, it is slow and the trains hardly arrive on time because of the shared tracks with the freight railroads. You can see in many cities in the United States that streetcars and light rail lines are being built, and the younger generations are using public transportation. I been to Europe many times and have rode many of the High Speed trains, they ride thought some of the most beautiful parts of their country and the train does not disturb any of normal movement of people near the train. This country does need more options on transportation, the highways are crowded and flying can be very time consuming. I believe that the High speed project is an answer, clean, safe and fast. I hope that they are able to work with the land owners and they come to the realization that this is good for Texas and that this is history in the making.	Comment noted.
Auburn Rose	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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			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.	
Matina Rose	1/10/2018	Email	Please explain why this train is needed? An airline flight from Houston to Dallas is only 45 minutes, the train will take 90. An airline flight costs less AND won't disrupt people's lives and properties, so why do we need this rail again?	Refer to BA-12, SC-3 and PN-3.
Matina Rose	1/10/2018	Email	Why is the notice of intent cut off at the beginning? It starts in the middle of a sentence?	Refer to PI-1.
Matina Rose	1/10/2018	Email	Why do we need this rail? It will be a huge expense for very little return for the local area. What effect will this have on the rural communities that rely economically on use of the highways?	Refer to PN-3, SC-15 and SC-19.
Matina Rose	1/10/2018	Website	Will this electric train use our current electric grids? What happens when there are brownouts, which do happen currently in the summer? Will electricity be diverted for use of the rail in this type of situation? How will that effect the local communities?	Refer to EU-3 and EU-4.
Matina Rose	1/31/2018	Email	What allowances are being made for the shifting of the earth in this area? Ellis county has black dirt that turns to sticky mud in the rainy season and in the dry season it cracks and shifts causing constant problems in building foundations and roads.	Refer to SG-1.
Matina Rose	2/1/2018	Email	Why is this rail not going to be placed along Hwy 45 which already has a pre-existing path between Dallas & Houston?	Refer to BA-9.
Matina Rose	2/1/2018	Email	What is your projected impact on local businesses with the reduction of traffic on the Highway? You project a 36% reduction in traffic, what is the corresponding projection of reduced income to the communities?	Refer to SC-15.
Matina Rose	2/2/2018	Email	Was there a study done on the costs overruns in California and how the delays there have affected the environment? Also were any delays due to weather, soil conditions etc considered and how those delays would affect the water supply road interruptions and farm production?	Refer to NE-1, NE-9 and WW-6. The California High Speed Rail project is out of the scope of the study for the Dallas to Houston HSR project.
Matina Rose	2/2/2018	Email	There are studies that loud noise (over 80db) can effect the male sex hormone in cattle and produces changes in the reproductive organs and glands. Noise stress provokes an increase in serum corticosteroid, which causes up to 80% decline in testosterone concentration. How is this going to be combated by the train company? If they build sound barriers how much additional cost will be added to the project?	Refer to NR-1.
Matina Rose	2/7/2018	Website	how long is the construction projected to last? How will the local watersources be protected during the construction phase of this project	Refer to TC-6, TR-6, WW-1 and WW-6.
Matina Rose	2/7/2018	Website	During the summers in this area there are often electrical brownouts, will the train have it's own electric grid or will it be pulling from the existing grid? If it's using the existing grid, how will this affect the community at large and how will it be decided who gets first use of the grid?	Refer to EU-3 and EU-4.
Matina Rose	1/10/2018	Email	How much taxpayer money will have to be spent on this project? Not only for initial construction but for maintenance. This is a private company that is majority owned by a Japanese company, who is using outdated (over 50 years) technology.	At this time, TCRR has not spent any tax payer money to design the Project. Additionally, TCRR has not requested nor obtained any tax payer funding for construction or operations.
Taylor Rosenberger	1/25/2018	Website	This would be an amazing idea for Texas. But please add a line that connects Houston to Abilene or Abilene to Dallas. This would connect a huge amount of Texas and cut a 6 hour drive from Abilene to Houston down in half! Please don't leave out the little people in this huge step forward!	Comment noted.
Norman Rosenblatt	2/5/2018	Email	Questions on proposed Dallas to Houston bullet train Good evening, I am sorry I could not attend the public hearing tonight. I would greatly appreciate it if you would answer a few questions of mine: 1) How many trips per day in each direction are expected? 2) What stops along the way are expected? 3) Will all of those stops be on each trip in each direction, or will some be bypassed on some trips? 4) If you could provide a detailed schedule Of proposed trips, including time Of departure and time Of arrival, that would be fantastic. Thank you very much for this opportunity to gain new knowledge.	Refer to TC-4.
Arthur Rosene	3/9/2018	Website	The bullet train will create a flood risk to my subdivision (White Oak Falls). What do they intend to do to mitigate the flooding problem?	Refer to FP-1, WW-1 and WW-2. The route near the White Oak Falls subdivision is parallel to Highway 290 and on viaduct.
Gerry Rosier	2/5/2018	Handwritten	Identify all natural gas gathering in the path of rail line and construction area and proposed routes. The erosion effects including grass and trees. Power for the HSR is proposed to be electric. Compare all fossil fueled power plants to alternative power sources such as wind and solar. Include cost analysis and emissions. Protected species: Determine the length of time seeds from the large fruited sand verbena may lay dormant and methods used to determine if any seeds are in the projected path. And part of the New Deal: During depression era, the soil erosion service provided instruction and funding for terrace and [sic] plowing. Determine all properties with these archaeological sites. The effect on soil erosion by removing the terraces. Determine method to prevent soil erosion. Determine the agency to grant permission to remove the terraces. Determine long and short term effects of water flow across the area with the terraces removed.	Refer to CR-4, EU-2, EU-4, NR-4 and SG-1. LFSV flowers for the first time at 2-3 years of age.
Gerry Rosier	2/5/2018	Handwritten	US 79 and FR 39 are major routes for oversize loads including height, weight, length and width. With the limiting of the height a vessel [sic], determine alternative routes for the vehicles. Determine [sic] noise effecting schools, hospitals, nursing homes and other sites. Determine the	Refer to NV-1, TR-6 and TR-7.

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			disruption to normal traffic patterns including access to businesses and parks. The increased traffic to load zoned roads will damage the road. Determine the impact and expenses to the citizens for vehicle damage. The alternative routes may increase the distance by many miles increasing the cost of moving the vehicle. Determine the cost increase of moving the vehicles on the alternate route.	
Christopher Rosinski	2/20/2018	Website	Looking forward to this high speed rail being built. Hopefully they find a way to connect it to Austin. Regardless, it's about time we got high speed rail infrastructure in the US.	Comment noted.
Lou Rossitto	2/6/2018	Oral	My name is Lou Rossitto, and I've got a 300-acre ranch, and the train is going to go one mile through the middle of my ranch. I just had CenterPoint run power lines through one mile of my ranch. Now I've got Valero and Magellan pipeline wanting to run one mile through my ranch. All -- CenterPoint had the right of eminent domain. Their project was ridiculous also because they don't have any power to put in their lines, but they made \$125 million profit building that project. Valero, it's a business scheme, but they're threatening, and they low-ball it and they will put people into court to fight that pipeline. I missed the road, the 249 Freeway, by a quarter of a mile. This train would also take one mile through the ranch. And I bought the ranch in 1985. I could talk about pollution. I'm an engineer. I could talk all about pollution. But the problem is we do not have any landowner rights. I paid taxes on this thing for 34 years, and at the end of the day it's just divvied up by companies for profit. My land is going to be worth absolutely nothing. And the property of my neighbors, like Steve, he won't get any money out of this but his property value will be zero. And for me, they will have taken probably 75 acres. And to me there is no option for taking people's land. And I talked to Kevin Brady last Saturday night, and he is 100 percent against this. And hopefully he can get Donald Trump's ear, and some more of the swamp in Washington. And, for God sakes, it better not be any federal money that gets into this.	Refer to ED-1, ED-2 and NE-9.
Melissa Rowell	3/9/2018	Email	I am against this high speed rail project. There won't be the ridership expected. It will cost more than expected. Costs should not be coming out of tax payers pockets Eminent domain should not be used to destroy personal property and farm land and businesses Hardly anyone is going to pay the planned costs to ride from Houston to Dallas Property values will be lowered significantly Our family is fully against this Japanese and private Investors' high speed rail project. We want the "NO BUILD" option.	Refer to GN-2, ED-1, NE-1 and SC-1
Stephanie Rubeck	2/5/2018	Oral	Thank you. My name is Stephanie Rubeck, and I live in the neighborhood. I'm a neophyte at this and most people have taken my bullet points. However, there are a few things that I am most interested in. I live in Stonegate, and I live on the outside perimeter. Outside of our fence is a retention area. Beyond the retention area is an active pipeline. Beyond that is the railroad, the Union Pacific freight line. Then we have the feeder road and 290. There is no space that I have been able to find that would allow the railroad to put their pilings down in to support the railroad, which obviously has to be quite high. It has to go over Barker Cypress. The only thing I have heard that has been proposed is that the railroad would put its pilings between pipelines. The pipelines themselves, as they run from Barker Cypress down to Huffmeister, are 50 feet apart. I think that's a little dangerous on the environment there. What are the chances of a pipeline rupturing? What is the vibration of the train going to do to the pipeline? What is the guarantee that we have that the railroad would choose the most effective abatement procedures for this train, which would be to cover all of the pollution that would be more than -- cost more than the cheaper version? The view, as most people have said, is also a concern. We have a lot of birds, we have a lot of little small animals, rabbits, deer, whatever. What's it going to do to them? And what is it going to do to our way of life and the thousands of other people that live in this general area? We like to protect the life we've chosen as well as the folks do that have a lot of land. Thank you.	Refer to EU-1, EU-2, NR-2 and NV-5. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Stephanie Rubeck	3/7/2018	Website	environmental hazards using the pipe line easement tunnel under the 290 corridor and alleviate most environmental problems with the several thousand homes and families and proximity to high school	Refer to EU-2.
Stephanie Rubeck	3/5/2018	Oral	MS. RUBECK: My name is Stephanie Rubeck. This is my second meeting. I did speak at the one that was on Barker Cypress because I live in that territory. Tonight, I was out before the meeting, talking with the engineers on the building of this line. No. 1, there has only been and only is one track that they're talking about to get from Waller to the terminus. We don't have any choices, apparently. He pulled up Appendix G, which is my backyard. The rail will run at the top end 60.5 feet above ground. The actual train base would be, I believe, about 15 feet less than that, maybe a couple more. They said to me that they were pretty sure that they were going to be able to put their footings in a pipeline right-of-way. That's the only land there that is available, quote, "available." There is 290. There's a feeder road. There's the rail -- freight rail. There's the pipeline. There's a ditch that is supposed to take the water off of Stone Gate. It doesn't have any room to take any water off of a rail line. And then there's my backyard. What they said to me tonight was that they are planning on putting their footings in the pipeline easement. Safe? I don't think so. Some of those pipes are pretty old. I hear there are two companies that have pipelines in there. It's not safe. Thank you.	Refer to BA-4, BA-7, and EU-1.

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Brenda Rubenstein	2/16/2018	Website	This would be a great opportunity to ease traffic, save travelers time, create jobs for the people of Texas. Let's do it!	Comment noted.
Adam Rubinson	2/16/2018	Website	Please get this done! This would make intrastate travel much easier and help me grow business in our state! Dallas to Houston would be a tremendous win for Texas business.	Comment noted.
Adam Rubinson	2/19/2018	Website	Please make this happen! This would help me with my business and even family travel to and from Houston. This would save so much time and money for us. Please help us revolutionize Texas travel and the future of US infrastructure!	Comment noted.
Ellen Rud	2/21/2018	Website	Texas desperately needs better public transit infrastructure. I'm thrilled to see this train project. It will prevent lots of auto traffic and associated pollution between Dallas and Houston. It should also encourage local tourism between the two cities. I can't wait to take the rail!	Comment noted.
Dick Ruddell	2/19/2018	Website	I support the Texas Bullit Train	Comment noted.
Delinda Ruffino	2/14/2018	Website	After hearing multiple peoples comments from a meeting held in Ennis, I am VERY concerned for our community and our surrounding community neighbors!	Comment noted.
Delinda Ruffino	2/14/2018	Website	I have read articles about a similar train in California and the negative impact on the communities there.	Comment noted.
Jeremy Rugenstein	2/8/2018	Website	I have seriously considered moving to Texas (specifically Houston) to work, but the lack of alternative means of transportation has always scared me away. This project will make Texas more attractive as a place to live and work, and therefore I strongly support approving the high-speed rail between Dallas and Houston.	Comment noted.
Mario Runco	2/17/2018	Website	This project is long overdue!	Comment noted.
Etta Rush	2/21/2018	Website	I am very much against the Hight Speed Rail. My name is Etta Rush. Our land is approximately 2,000 feet from the proposed right-of-way of the HSR. We bought our homeplace in 1962 and have lived and worked our land each year, raised our two children here and we love our home, our cows, hay meadows, our deer hunting and fishing. We are aware that deer hunting or any type of hunting requiring firearms will not be allowed. This type of hunting has provided food to many in this area. We know it is not beneficial for our state, the amount of land it will take, the people who will lose their homes and land, and we know the train will never pay for it's self. The information the promoters of the HSR are providing is not always correct. The EIS proposal statement is allowing 65 days to review a document that contain 5,647 pages. There has not been enough time for even the FRA employees to read, review, and understand the plans for this private rail system. They tell us the vibration of the ground will only last a moment or two. That statistic is for one train, what about 68 train a day? The only study conducted for high speed rail was for 160 miles per hour. This proposed railway will travel at 205 miles per hour. Is not the safety of individuals an important consideration and further studies needed before allowing such a transportation system without proper documentation for such a speed in a railway? These trains will be running every 14 to 15 minutes each day. Livestock will not cross under the train through tunnels for fear of the noise and vibration. The land owner will be cut-off from the cattle and unable to move the livestock. A world-wide contractor attending the FRA meeting, and witnessing such a situation, has stated that the cows will not enter the tunnels as the promoters of the HSR have published in their statistics. The project will not relieve the traffic on Interstate 45 since the cars are not the problem. The trucking industry is the cause of traffic congestion on the interstate. In comparison the project to the Highway 130 from Georgetown to Interstate 10. There is not enough traffic on that highway to pay for itself in 100 years. A better solution would be adding addition lanes from Huntsville, TX to Fairfield, TX, which would create 3 lanes all the way from Dallas to Houston, TX. Additional lanes are feasible with the adaqueate right-of-way the interstate secured before any construction was started. This project at Georgetown is only for a few people, 2,000 at the most and the same ones will probably be the percentage of people riding the train. What about the other 99.99 percent of Texas that will end up paying for the project and never using it, plus the poor families that have lost their homes and land who have worked, saved, and loved their land? The counties involved with the proposed railway will now be required for the upkeep placing the county under a tax increase to meet the new repairs, in turn passing more expense to the citizens of the county involved. The corridor selected, one of four corridors possible, is a utility corridor and these companies with various types of lines in this corridor will be required to relocate those lines at the company expense. This will more than likely be passed on the the customers of these utilities. I am adamantly against the Dallas to Houston High Speed Rail.	Refer to BA-4, ED-2, EU-2, GN-4, NE-1, NE-9, NR-1, PI-3, SS-4, TR-7 and VA-1.
Etta Rush	2/22/2018	Website	I am Etta Rush and I am adamantly against the High-Speed Rail. Our land is approximately 2,000 feet from the proposed right-of-way. We bought our homeplace in 1962 and have lived and worked our land each year, raised two children. We love our land, cows, hay meadows and also deer hunting and fishing. We know the HSR is not beneficial for our state or county. The amount of land it will take and the people who will lose their homes and land; the train will never pay for it's self. The information HSR has promoted is not adequate because they state the viberation of the land will only last a minute or two. That information is only for one train. What statistics have been provided for 68 trains commuting daily. These trains will run ever 14 to 15 minutes according to the hourly statistics from HSR. Livestock will not be able to pass under the rail for fear of noise. A retired contractor addressed the Federal Railroad Administration meeting in Madison County and stated he	Refer to ED-1, LU-11, NE-9 and NR-1.

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			<p>had witnessed cattle at these crossing and they will not enter the tunnels, as stated. Also, will hay equipment have adequate space to use the tunnel to access the other side of the hay meadow when cut in half by the proposed railway or will they have to be loaded on trailers and hauled, no telling how far, to re-enter the same property and complete the hay process? These tractors, balers and hay rake's are all large equipment. The hay meadows are fertilized and sprayed by commercial distributor trucks and will need even more width in the tunnel to accomodate their size than a mere cattle crossing. The HSR will not relieve the traffice on Interstate 45 as the congestion is created by the trucking industry not private vehicles. There is more congestion in the metropolition areas than on Interstate 45 in the rural regions. To relive the congestion of I-45, a third lane should be added from Huntsville to Fairfield. I-45 has more than adequate right-of-way to continue adding additional lanes as needed. This project being properly planned, allowed adequate right-of-way that was purchased before the project ever began. In comparing the HSR project to the Highway 130 from Georgetown to Interstate 10, there is not enough traffic on that highway to pay for it's self in 100 years from the usage observation of the traffic flow I have witnessed. The HSR project is for only a few people commuting from Dallas to Houston on this railway. How long will it take for this project to be turned over to the Federal Government and the taxes will be the responsibility of government and the people? Has a study been completed for financial obligation bonds to secure 100% o construction cost and operation/maintenance for the life of the project? HSR predicts an enormous amount of jobs the rail will create. Work will probably be sublet to various contractors and they have their own crews that travel with the company from job site to job site. These workers possibly will bring their families and this could crowd Texas public school system regulations of students per classroom. This will require schools to hire additonal teachers and the salaries are the responsibility of the school not the state. This is another fallacy of how the railway will benefit the involved counties. Our families are big deer hunters and we hunt them for food source, not pleasure. The viberation of the HSR, the additonal electrical grids and various pipelines that benefit Houston and Dallas are all contributing to reduction in deer population. Texas Central officials have repeatedly stated that this project will spur economic development, create jobs and generate tax revenue for the surrounding counties and communities. This railway will only stop in Roans Prairie, so it will not generate income for any other of the counties involved in this project. The Office Of The Attorney General of Texas, states that Texas Law prohibits condemnation authorities from taking your propery to enhance tax reveues or foster economic development. (Texas Government Code Section 402.031 and Chaper 21 of the Texas Property Code). How can the HSR claim to have Eminent Domain since this is not a railroad but a private form of transportation? I am definitely against Eminent Domain, the HSR , and parterening with foreign governments in any situation!!!!</p>	
Etta Rush	2/22/2018	Website	<p>I am Etta Rush and I am adamantly against the High-Speed Rail. Our land is approximately 2,000 feet from the proposed right-of-way. We bought our homeplace in 1962 and have lived and worked our land each year, raised two children. We love our land, cows, hay meadows and also deer hunting and fishing. We know the HSR is not beneficial for our state or county. The amount of land it will take and the people who will lose their homes and land; the train will never pay for it's self. The information HSR has promoted is not adequate because they state the viberation of the land will only last a minute or two. That information is only for one train. What statistics have been provided for 68 trains commuting daily. These trains will run ever 14 to 15 minutes according to the hourly statistics from HSR. Livestock will not be able to pass under the rail for fear of noise. A retired contractor addressed the Federal Railroad Administration meeting in Madison County and stated he had witnessed cattle at these cossing and they will not enter the tunnels, as stated. Also, will hay equipment have adequate space to use the tunnel to access the other side of the hay meadow when cut in half by the proposed railway or will they have to be loaded on trailers and hauled, no telling how far, to re-enter the same property and complete the hay process? These tractors, balers and hay rake's are all large equipment. The hay meadows are fertilized and sprayed by commercial distributor trucks and will need even more width in the tunnel to accomodate their size than a mere cattle crossing. The HSR will not relieve the traffice on Interstate 45 as the congestion is created by the trucking industry not private vehicles. There is more congestion in the metropolition areas than on Interstate 45 in the rural regions. To relive the congestion of I-45, a third lane should be added from Huntsville to Fairfield. I-45 has more than adequate right-of-way to continue adding additional lanes as needed. This project being properly planned, allowed adequate right-of-way that was purchased before the project ever began. In comparing the HSR project to the Highway 130 from Georgetown to Interstate 10, there is not enough traffic on that highway to pay for it's self in 100 years from the usage observation of the traffic flow I have witnessed. The HSR project is for only a few people commuting from Dallas to Houston on this railway. How long will it take for this project to be turned over to the Federal Government and the taxes will be the responsibility of government and the people? Has a study been completed for financial obligation bonds to secure 100% o construction cost and operation/maintenance for the life of the project? HSR predicts an enormous amount of jobs the rail will create. Work will probably be sublet to various contractors and they have their own crews that travel with the company from job site to job site. These workers possibly will bring their families and this could crowd Texas public school system regulations of students per classroom. This will require schools to hire additonal teachers and the salaries are the responsibility of the school not the state. This is another fallacy of how the railway will benefit the involved counties. Our families are big deer hunters and we hunt them for food source, not pleasure. The viberation of the HSR, the additonal electrical grids and various pipelines that benefit Houston and Dallas are all contributing to reduction in deer population. Texas Central</p>	Refer to ED-1, LU-11, NE-9 and NR-1.

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			officials have repeatedly stated that this project will spur economic development, create jobs and generate tax revenue for the surrounding counties and communities. This railway will only stop in Roans Prairie, so it will not generate income for any other of the counties involved in this project. The Office Of The Attorney General of Texas, states that Texas Law prohibits condemnation authorities from taking your property to enhance tax reveues or foster economic development. (Texas Government Code Section 402.031 and Chaper 21 of the Texas Property Code). How can the HSR claim to have Eminent Domain since this is not a railroad but a private form of transportation? I am definitely against Eminent Domain, the HSR , and parterening with foreign governments in any situation!!!!	
Howard Rush	2/21/2018	Website	I Howard D. Rush am against the High Speed Rail Train from Houston to Dallas, becaus people in Madison County will not benefit any what so ever from it. The people here have worked their whole lives to purchase land to live the rest of their lives on and some foreign people want to take their land away from them and put a high speed rail through Madison County and it will not benefit anyone in Madison County. It does not cross my property, but it comes within 2,000 ft from my home and if it goes through they may decide to take my property in next. I am against the high speed rail.	Refer to LU-14 and SC-19.
James Russell	2/22/2018	Website	My name is Dr James Russell, and I am strongly opposed to a portion of the the train's proposed route, near FM 709 and 3194. This section would essentially destroy a unique, historic and charitable ranch referred to as Morgan Legacy Farm. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment, while preserving a tremendously important property. In addition to issues of environmental impact, Bald Eagle habitat, watershed disruption and others that have been expressed, I would like to add a personal reason. Morgan Legacy Farm has served as the location of many outdoors retreats for me, and others like me. It is where my family has been able to gather and enjoy the peace and quiet of nature for many years, all completely free of charge. There are hundreds of other families who have done the same. Please consider the small route change outlined above to allow this ranch to survive for future enjoyment. Thank you for your time.	Refer to FP-1, LU-5, NR-2, WW-1 and WW-2.
James Russell	2/22/2018	Website	I am strongly opposed to a portion of the the train's proposed route, near FM 709 and 3194. This section would essentially destroy a unique, historic and charitable ranch referred to as Morgan Legacy Farm. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment, while preserving a tremendously important property. The proposed route travels in one of the highest elevations of the area, which would create significant watershed issues, in addition to the obvious aesthetic impact. The proposed route also destroys a three-way intersection, which would require significant engineering and rerouting of county roads and the access roads to surrounding properties. In regard to Morgan Legacy Farms, the proposed route would gut the property and render it useless for further cultural and charitable functions. It has served as the location of retreats, meetings, and getaways for thousands of Texans, 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. Thank you for your time.	Refer to AS-1, LU-5, TR6, TR-7, TR-8 and WW-2.
James Russell	2/23/2018	Website	I am strongly opposed to a portion of the the train's proposed route, near FM 709 and 3194. This section would essentially destroy a unique, historic and charitable ranch referred to as Morgan Legacy Farm. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment, while preserving a tremendously important property. The proposed route travels in one of the highest elevations of the area, which would create significant watershed issues, in addition to the obvious aesthetic impact. The proposed route also destroys a three-way intersection, which would require significant engineering and rerouting of county roads and the access roads to surrounding properties. In regard to Morgan Legacy Farms, the proposed route would gut the property and render it useless for further cultural and charitable functions. It has served as the location of retreats, meetings, and getaways for thousands of Texans, including Boy and Girl Scouts, 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. Thank you for your time.	Refer to LU-5.
James Russell	2/27/2018	Website	Dear Sir or Madam, I am strongly opposed to a portion of the the train's proposed route, near FM 709 and 3194. This section would essentially destroy a unique, historic and charitable ranch referred to as Morgan Legacy Farm. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment, while preserving a tremendously important property. We are very concerned about the potential disruption of the home of a bald eagle, which we have frequently seen on the ranch. Furthermore, The proposed route travels in one of the highest elevations of the area, which I am told would create significant watershed issues The aesthetic impact of adding a second large structure away from the established easement would be less than ideal. The proposed route also destroys a three-way intersection, which would require significant engineering and rerouting of county roads and the access roads to surrounding properties. In regard to Morgan Legacy Farms, the proposed route would gut the property and render it useless for further	Refer to LU-5.

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			cultural and charitable functions. It has served as the location of retreats, meetings, and getaways for thousands of Texans, 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. Thank you for your time.	
Texas Skin Surgery Center	2/27/2018	Website	Dear Sir or Madam, My name is Dr James Russell, and I am writing again to voice my opposition to a portion of the the train's proposed route, near FM 709 and 3194. This section would essentially destroy a unique, historic and charitable ranch referred to as Morgan Legacy Farm. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment, while preserving a tremendously important property. In addition to issues of environmental impact, Bald Eagle habitat, watershed disruption and others that have been expressed, I would like to voice a personal reason. Morgan Legacy Farm has served as the location of many outdoors retreats for me, and others like me. It is where my son first saw a deer and rode a horse. It is where my family has had a peaceful evening to look at stars without glare from city lights. These are simple things, but Morgan Legacy Farm has allowed me and my family to experience them, completely free of charge, for years. There are hundreds of other families who have done the same. Please consider the small route change outlined above to allow this ranch to survive for future enjoyment. Thank you for your time.	Refer to LU-5.
James Russell	2/28/2018	Website	Dear Sir or Madam, I am strongly opposed to a portion of the the train's proposed route, near FM 709 and 3194. This section would essentially destroy a unique, historic and charitable ranch referred to as Morgan Legacy Farm. I believe a move north of the power lines in an established easement would be less detrimental to the environment, while preserving a tremendously important property. Moving this portion of the route into the established utility easement north of the power lines would avoid a number of negative outcomes. First, the ranch known as Morgan Legacy farms would be spared destruction. Second, the proposed route would cause watershed issues for the entire area. Third, wildlife in and near Morgan Legacy Farms would be spared, including a bald eagle. Finally, the proposed route also destroys a three-way intersection, which would require significant engineering and rerouting of county roads and the access roads to surrounding properties. In regard to Morgan Legacy Farms, the proposed route would gut the property and render it useless for further cultural and charitable functions. It has served as the location of retreats, meetings, and getaways for thousands of Texans, 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. Thank you for your time.	Refer to LU-5, NR-3, WW-1 and WW-2. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Texas Skin Surgery Center	2/28/2018	Website	Dear Sir or Madam, My name is Dr James Russell, and I am writing again to voice my opposition to a portion of the the train's proposed route, near FM 709 and 3194. This section would essentially destroy a unique, historic and charitable ranch referred to as Morgan Legacy Farm. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment, while preserving a tremendously important property. In addition to issues of environmental impact, Bald Eagle habitat, watershed disruption and others that have been expressed, I would like to voice a personal reason. Morgan Legacy Farm has served as the location of many outdoors retreats for me, and others like me. It is where my son first saw a deer and rode a horse. It is where my family has had a peaceful evening to look at stars without glare from city lights. These are simple things, but Morgan Legacy Farm has allowed me and my family to experience them, completely free of charge, for years. There are hundreds of other families who have done the same. Please consider the small route change outlined above to allow this ranch to survive for future enjoyment. Thank you for your time.	Refer to LU-5.
James Russell	3/2/2018	Email	Dear Sir or Madam, I am strongly opposed to a portion of the the train's proposed route, near FM 709 and 3194. This section would essentially destroy a unique, historic and charitable ranch referred to as Morgan Legacy Farm. I believe a move north of the power lines in an established easement would be less detrimental to the environment, while preserving a tremendously important property. Moving this portion of the route into the established utility easement north of the power lines would avoid a number of negative outcomes. First, the ranch known as Morgan Legacy farms would be spared destruction. Second, the proposed route would cause watershed issues for the entire area. Third, wildlife in and near Morgan Legacy Farms would be spared, including a bald eagle. Finally, the proposed route also destroys a three-way intersection, which would require significant engineering and rerouting of county roads and the access roads to surrounding properties. In regard to Morgan Legacy Farms, the proposed route would gut the property and render it useless for further cultural and charitable functions. It has served as the location of retreats, meetings, and getaways for thousands of Texans, 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. Thank you for your time.	Refer to LU-5.
James Russell	3/2/2018	Website	My name is Dr James Russell, and I am strongly opposed to a portion of the the train's proposed route, near FM 709 and 3194. This section would essentially destroy a unique, historic and charitable ranch referred to as Morgan Legacy Farm. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment, while preserving a tremendously	Refer to FP-1, LU-5, NR-2, WW-1 and WW-2.

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			important property. In addition to issues of environmental impact, Bald Eagle habitat, watershed disruption and others that have been expressed, I would like to add a personal reason. Morgan Legacy Farm has served as the location of many outdoors retreats for me, and others like me. It is where my family has been able to gather and enjoy the peace and quiet of nature for many years, all completely free of charge. There are hundreds of other families who have done the same. Please consider the small route change outlined above to allow this ranch to survive for future enjoyment. Thank you for your time.	
Texas Skin Surgery Center	3/6/2018	Website	Dear Sir or Madam, My name is Dr James Russell, and I am writing again to voice my opposition to a portion of the the train's proposed route, near FM 709 and 3194. This section would essentially destroy a unique, historic and charitable ranch referred to as Morgan Legacy Farm. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment, while preserving a tremendously important property. In addition to issues of environmental impact, Bald Eagle habitat, watershed disruption and others that have been expressed, I would like to voice a personal reason. Morgan Legacy Farm has served as the location of many outdoors retreats for me, and others like me. It is where my son first saw a deer and rode a horse. It is where my family has had a peaceful evening to look at stars without glare from city lights. These are simple things, but Morgan Legacy Farm has allowed me and my family to experience them, completely free of charge, for years. There are hundreds of other families who have done the same. Please consider the small route change outlined above to allow this ranch to survive for future enjoyment. Thank you for your time.	Refer to LU-5.
James Russell	3/6/2018	Website	Dear Sir or Madam, I am strongly opposed to a portion of the the train's proposed route, near FM 709 and 3194. This section would essentially destroy a unique, historic and charitable ranch referred to as Morgan Legacy Farm. I believe a move north of the power lines in an established easement would be less detrimental to the environment, while preserving a tremendously important property. Moving this portion of the route into the established utility easement north of the power lines would avoid a number of negative outcomes. First, the ranch known as Morgan Legacy farms would be spared destruction. Second, the proposed route would cause watershed issues for the entire area. Third, wildlife in and near Morgan Legacy Farms would be spared, including a bald eagle. Finally, the proposed route also destroys a three-way intersection, which would require significant engineering and rerouting of county roads and the access roads to surrounding properties. In regard to Morgan Legacy Farms, the proposed route would gut the property and render it useless for further cultural and charitable functions. It has served as the location of retreats, meetings, and getaways for thousands of Texans, 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. Thank you for your time.	Refer to LU-5.
James Russell	3/7/2018	Website	Dear Sir or Madam, I am strongly opposed to a portion of the the train's proposed route, near FM 709 and 3194. This section would essentially destroy a unique, historic and charitable ranch referred to as Morgan Legacy Farm. I believe a move north of the power lines in an established easement would be less detrimental to the environment, while preserving a tremendously important property. Moving this portion of the route into the established utility easement north of the power lines would avoid a number of negative outcomes. First, the ranch known as Morgan Legacy farms would be spared destruction. Second, the proposed route would cause watershed issues for the entire area. Third, wildlife in and near Morgan Legacy Farms would be spared, including a bald eagle. Finally, the proposed route also destroys a three-way intersection, which would require significant engineering and rerouting of county roads and the access roads to surrounding properties. In regard to Morgan Legacy Farms, the proposed route would gut the property and render it useless for further cultural and charitable functions. It has served as the location of retreats, meetings, and getaways for thousands of Texans, 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. Thank you for your time.	Refer to LU-5.
James Russell	3/7/2018	Website	My name is Dr James Russell, and I am writing again to voice my opposition to a portion of the the train's proposed route, near FM 709 and 3194. This section would essentially destroy a unique, historic and charitable ranch referred to as Morgan Legacy Farm. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment, while preserving a tremendously important property. In addition to issues of environmental impact, Bald Eagle habitat, watershed disruption and others that have been expressed, I would like to voice a personal reason. Morgan Legacy Farm has served as the location of many outdoors retreats for me, and others like me. It is where my son first saw a deer and rode a horse. It is where my family has had a peaceful evening to look at stars without glare from city lights. These are simple things, but Morgan Legacy Farm has allowed me and my family to experience them, completely free of charge, for years. There are hundreds of other families who have done the same. Please consider the small route change outlined above to allow this ranch to survive for future enjoyment.	Refer to LU-5, NR-3, WW-1 and WW-2.
James Russell	3/8/2018	Website	Dear Sir or Madam, I am strongly opposed to a portion of the the train's proposed route, near FM 709 and 3194. This section would essentially destroy a unique, historic and charitable ranch referred to as Morgan Legacy Farm. I believe a move north of the power lines in an established easement would be less detrimental to the environment, while preserving a tremendously important property. Moving this portion of the route into the established utility easement north of the power lines would avoid a number of negative outcomes. First, the ranch known as	Refer to LU-5.

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James Russell	3/9/2018	Website	Dear Sir or Madam, I am strongly opposed to a portion of the the train's proposed route, near FM 709 and 3194. This section would essentially destroy a unique, historic and charitable ranch referred to as Morgan Legacy Farm. I believe a move north of the power lines in an established easement would be less detrimental to the environment, while preserving a tremendously important property. Moving this portion of the route into the established utility easement north of the power lines would avoid a number of negative outcomes. First, the ranch known as Morgan Legacy farms would be spared destruction. Second, the proposed route would cause watershed issues for the entire area. Third, wildlife in and near Morgan Legacy Farms would be spared, including a bald eagle. Finally, the proposed route also destroys a three-way intersection, which would require significant engineering and rerouting of county roads and the access roads to surrounding properties. In regard to Morgan Legacy Farms, the proposed route would gut the property and render it useless for further cultural and charitable functions. It has served as the location of retreats, meetings, and getaways for thousands of Texans, 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. Thank you for your time.	Refer to LU-5.
James Russell	3/9/2018	Website	My name is Dr James Russell, and I am writing again to voice my opposition to a portion of the the train's proposed route, near FM 709 and 3194. This section would essentially destroy a unique, historic and charitable ranch referred to as Morgan Legacy Farm. I believe a move north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment, while preserving a tremendously important property. In addition to issues of environmental impact, loss of waterfowl and Bald Eagle habitat, watershed disruption and others that have been expressed, I would like to voice a personal reason. Morgan Legacy Farm has served as the location of many outdoors retreats for me, and others like me. It is where my son first saw a deer and rode a horse. It is where my family has had a peaceful evening to look at stars without glare from city lights. These are simple things, but Morgan Legacy Farm has allowed me and my family to experience them, completely free of charge, for years. There are hundreds of other families who have done the same. Please consider the small route change outlined above to allow this ranch to survive for future enjoyment. Thank you so much for your consideration.	Refer to LU-5, NR-2, WW-1 and WW-2. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Joseph Russell	1/29/2018	Oral	That's a tough act to follow. My name is Joseph Russell and I want to speak to the location of the proposed location of the train station in the Dallas area. So right now the train station's being proposed to be right below downtown Dallas, which is a very congested area of town, highway, not easy to get on and off of, and right now under construction. But from what I'm hearing it might be a little bit in the future when this happens when some of that construction is gone. But I'm proposing that the train station be located, and this might be ironic because of the we're in, at the intersection of Illinois and Mayforge Road. No one know where that is? That used to be the Wilmer Hutchins Independent School District office building. That location is 4.7 miles from where they currently want it to be and offers easy on and off the highway. It offers a rail line running right along the side of it. It offers actual economic help for the southern sectors. Economic help for an area that's already bumping and grinding. So why not give the south side some of that 10,000 jobs, 36 billion in economic help and \$2.5 billion in taxes for roads, et cetera, etcetera. Now I really do want to say one thing too. I really sympathize with these people who don't want a wall, basically, built through their property, you know. And I wish there was another way that it could happen, but if there is and we can do it, maybe we can, but as Commissioner of Ellis said, this is for everybody to profit and I want the people of south Dallas to profit. South Dallas profit, not that	Refer to GN-7, NE-1 and TR-3.

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			south Dallas that's right there under downtown, but the south Dallas that's on the other side of the Trinity River. And if there's any possibility that that could happen, I would like to see it happen. Thank you. Also, I'm for it.	
Joseph Russell	1/29/2018	Oral	I want to propose a new train station. A different train station. Located at Illinois and Mayford. 4.7 miles south of the current preferred location. For the following reasons: it will make a tremendous and socio-economic impact on the community. It offers ease of access, on the off. Open land ready to be built upon and easy access to the trains, the train lines that are proposing. That's my proposal.	Refer to GN-7, NE-1 and PN-3.
Kane Russell	3/8/2018	Letter	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. WHL objects to any Project plans or alignments that would limit access to Prime Pointe or disturb its grov.rth 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 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, 231-611, 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.	Refer to LU-12 and TR-1.
Mary Russell	1/30/2018	Email	I am very much in favor of this proposed high speed line and think it would be a great boon to the people of Texas, both economically and socially.	Comment noted.
Megan Russell	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 significant watershed issues, causing a loss of migratory waters. This will significantly and negatively impact the native wild life in the area, including a number of species of migratory birds. Many, of not most, migratory birds nest in the same location year after year whenever possible, so the current proposed route would a substantial number of birds and could have a chain effect on the native flora, insect population, and prey populations of these species. 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 and NR-2. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Megan Russell	2/22/2018	Website	I am strongly opposed to the current preferred train route that would destroy the culturally, economically, historically significant, 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 preserving the natural beauty of the Texas landscape should be a high priority for the Texas governing powers, and thus should be a huge consideration in this route. A move to north of the already existing power lines would have less impact on the visual pollution of the Texas landscape, as it would easily consolidate the man-made structures of the powerlines and the train for a portion of the train route. Please consider the preservation of Texas's natural beauty and landscape and move the train route north to proposed route 3Z along the existing powerlines.	Refer to LU-5.
Megan Russell	2/22/2018	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.
Megan Russell	2/22/2018	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,	Refer to LU-5, NR-2 and WW-2. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in

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			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.	<b>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.</b>
Megan Russell	2/23/2018	Website	I am opposed to the preferred train route through a ranch located near FM 709 and 3194 referred to as Morgan Legacy Farm. 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 this irreplaceable property. The preferred route travels in one of the highest elevations which will create significant watershed issues, causing a loss of migratory waters. This will significantly and negatively impact the native wild life in the area, including a number of species of migratory waterfowl. A large portion of migratory birds nest in the same location year after year, so the current proposed route would affect a substantial number these animals. Furthermore this could have a chain effect on the native flora, insect population, and predator populations in this ecosystem. 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.
Megan Russell	2/25/2018	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. Thanks for your consideration.	Refer to LU-5.
Megan Russell	2/28/2018	Website	I am 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 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 significant watershed issues, causing a loss of migratory waters. This will significantly and negatively impact the native wild life in the area, including a number of species of migratory birds. Many, of not most, migratory birds nest in the same location year after year whenever possible, so the current proposed route would affect a substantial number of birds and could have a chain effect on the native flora, insect population, and prey populations of these species. 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.
Megan Russell	2/28/2018	Website	I am strongly opposed to the current preferred train route cuts through and restricts the access to multiple properties located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines would be less detrimental to the environment and less disruptive to the longstanding tenants of these properties. Furthermore, preserving the natural beauty of the Texas landscape should be a high priority for the Texas governing powers, and thus should be a huge consideration in this route. A move to north of the already existing power lines would have less impact on the visual pollution of the Texas landscape, as it would easily consolidate the man-made structures of the powerlines and the train for a portion of the train route, and would not add additional visual (and noise) pollution in an additional area of the surrounding. Please consider the preservation of Texas's natural beauty and landscape, and consider the impact the proposed route would have to the current residents in the area, and please move the train route north along the existing powerlines. Thank you for your time.	Refer to LU-5.
Megan Russell	3/4/2018	Email	I am strongly opposed to the current preferred train route that would destroy the culturally, economically, historically significant, 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 preserving the natural beauty of the Texas landscape should be a high priority for the Texas governing powers, and thus should be a huge consideration in this route. A move to north of the already existing power lines would have less impact on the visual pollution of the Texas landscape, as it would easily consolidate the man-made structures of the powerlines and the train for a portion of the train route. Please consider the preservation of Texas's natural beauty and landscape and move the train route north to proposed route 3Z along the existing powerlines. Thank you for reading this.	Refer to LU-5.
Megan Russell	3/8/2018	Website	I am strongly opposed to the current preferred train route that would destroy the culturally, economically, historically significant, 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 preserving the natural beauty of the Texas landscape should be a high priority for the Texas governing powers, and thus should be a huge consideration in this route. A move to north of the already existing power lines would have less impact on the visual pollution of the Texas landscape, as it would easily consolidate the man-made structures of the powerlines and the train for a portion of the train route. Please consider the preservation of Texas's natural beauty and landscape and move the train route north to proposed route 3Z along the existing powerlines. Thank you for reading this.	Refer to LU-5.

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Megan Russell	3/9/2018	Website	I am strongly opposed to the current preferred train route cuts through and restricts the access to multiple properties located near FM 709 and 3194. I believe a move north of the power lines paralleling the existing lines would be less detrimental to the environment and less disruptive to the longstanding tenants of these properties. Furthermore, preserving the natural beauty of the Texas landscape should be a high priority for the Texas governing powers, and thus should be a huge consideration in this route. A move to north of the already existing power lines would have less impact on the visual pollution of the Texas landscape, as it would easily consolidate the man-made structures of the powerlines and the train for a portion of the train route, and would not add additional visual (and noise) pollution in an additional area of the surrounding. Please consider the preservation of Texas's natural beauty and landscape, and consider the impact the proposed route would have to the current residents in the area, and please move the train route north along the existing powerlines. Thank you for your time.	Refer to LU-5.
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Megan Russell	3/9/2018	Website	Please find attached my documents (letter and photo) in strong opposition of the current proposed route and its destruction of Morgan Legacy Farm. First, thank you for taking the time to read this letter. I would like to give feedback regarding the FRA proposed route for the Dallas-Houston High Speed Rail. In general, I am in favor of the high speed rail, as I feel it will help reduce vehicular traffic and thus pollution from travels between cities. However, I have serious concerns about portions of the southern-most proposed route, namely the portion traveling through Navarro County. As I'm sure you have realized after reading countless letters and comments on the FRA website, there is an amazing and meaningful property referred to as the Morgan Legacy Farm that would be essentially destroyed by this portion of the railway. Clearly this is major motivator for my letter, but I truly believe that the environmental and economic arguments set forth in this letter are legitimate reason themselves to reconsider the railway route. The portion of the proposed route traveling through Navarro County south of 3194 would affect more untouched land than alternative routes, thus creating more significant environmental and economic impact. This is	Refer to LU-5.

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			<p>the area that I am asking you to reconsider. A small diversion of the route north to the already existing utility easement and paralleling the existing powerlines would solve many of these problems. A major concern of mine is the preservation of the Texas landscape and visual pollution of manmade structures. Clearly any time a manmade structure is added to an untouched area of land, the environmental impact is substantial. If the proposed route was diverted north along the utility easement, as suggested by the middle route, both the train and already existing power lines would run parallel. This would have substantially less impact on the visual pollution of the Texas landscape, as it would easily consolidate the man-made structures of the powerlines and the train for a portion of the train route. It also would create less environmental impact as this area of the countryside has already been cleared and (partially) developed, leaving a larger portion of the landscape untouched. As a veterinarian, I care deeply about what the preservation of landscape means for our native Texas wildlife and their habitats. Given the topography of the area surrounding CR 709 and 3194, the proposed train route would initially be below grade and then quickly increase in elevation. Additionally, it would also cut through multiple small bodies of water. The negative impact on watershed and subsequent change in irrigation would dramatically change the surrounding land and could destroy countless animal habitats-beyond the ones destroyed by the construction itself. Furthermore, the potential loss of the streams and small lakes cut off by the rail could be devastating to the native animal populations, particularly migratory waterfowl. Many migratory waterfowl preferentially nest in the same location year after year, so the potential loss of waters would be devastating to these birds and would significantly-and negatively-affect their populations. A change in the waterfowl populations could have a chain effect on the native flora, insect population, and prey/predator populations of these species. 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. Given that the preferred route would cause substantially more disruption to these habitats and loss of waters, it stands to reason that there is a greater likelihood of the train construction disturbing or destroying the nests and nesting areas of our native Texas birds. A move north to the already established utility easement would be less likely to disturb these habitats, and would have less impact on the untouched landscape, watershed, animal populations, and generally would be less damaging to the environment in the long term. There are also a number of economic reasons to move the train to the utility easement. It would likely be more cost effective to run the train next to the already existing high voltage power grid, rather than having to run more expensive (and unsightly) high towers. The proposed train route would parallel a county route and also intersect a three-way intersection, thus limiting access to surrounding properties and requiring expensive road work to reconfigure the roads. If the small move north is made, the train would cross 709 at the already existing utility easement and would not adversely affect the three-way intersection or limit access along CR 3194. 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 must seek fulfillment of them elsewhere. 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. Finally, as alluded to earlier in this letter, the proposed route would destroy a property referred to as Morgan Legacy Farm. This farm has more meaning than I can put into words, both culturally and personally. The owners of the property are without a doubt the most charitable people that I personally know. They are continuously giving of their time and resources to others, both to individual persons and to schools, the church, and non-profit organizations. Many of their charitable contributions come in the form of benefits to families, children, and civil servants. In the past few years, Morgan Legacy Farm has hosted (at no cost) over 900 guests, including church groups, Boy Scouts, Girl Scouts, military personnel and their families, police officers, fire fighters, doctors, nurses, city leaders, and victims of natural disasters. I feel certain that if this ranch is preserved, the Morgan family will continue to use this property charitably and they will open their doors even wider than before. To destroy this ranch rather than move the train route slightly north to the utility easement would create irreparable losses and damage to the county and for guests who benefit from the property from all over the state and country. Personally, this property holds so much sentimental and emotional value to myself and to my family, both extended and nuclear family: My husband and I read the prayers of the faithful at my cousin's wedding ceremony; they said their vows overlooking the beautiful lake at sunset. When we moved out of state and I missed being near family for holidays, my aunt Brenda meticulously collected and cracked dozens (if not hundreds) of pecans to send me a care package with jar of perfect whole pecans from the ranch--so that I could make her pecan pie recipe with Texas pecans and feel close to home and family. Most recently, I watched my 3-year-old son John experience ranch life first hand and for the first time. John put on his hand-me-down cowboy boots and helped feed deer, cows, goats, and chickens. He watched as we collected and cracked walnuts. He tried his hand at fishing in the pond. He was able to see the stars beautifully and clearly with no light pollution. He rode a horse for the first time, saying as he rode, "I'm a cowboy!". He followed my uncle Bob around like a little duck--watching, learning, and taking in every beautiful second of ranch life. John didn't want to take his cowboy boots off for the rest of the week. These memories are a drop in the bucket of what Morgan Legacy Farm has been witness to. This irreplaceable</p>	

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			property is host to weddings and family reunions. It educates our children about ranch life and responsibility. It is a reminder of the importance and beautiful simplicity of time with family. This property is unlike any other in Navarro County, and the cultural benefits of this property reach people across the state and country. The current proposed route for the Dallas-Houston High Speed Rail would destroy Morgan Legacy Farm. We are asking you to please reconsider the route for the Dallas-Houston High Speed Rail. If the portion of the route set to travel through Navarro County south of 3194 is diverted north to the utility easement, it will save vast areas of the Texas landscape, have dramatically less environmental impact, and be more economic to build and maintain. It would save Morgan Legacy Farm. Please reconsider the route and divert the rail north along the utility easement as suggested in the proposed middle route. Thank you for your time and consideration.	
Joseph Russell Jr.	1/6/2018	Email	Who would I speak to in order to make a suggestion for the placement of the Dallas Station?	Refer to GN-7.
Vicki Russell Leathers	2/19/2018	Website	1. We own property on Oxford Cemetery Road where the highline crosses, not 1/2 mile from us. It will disrupt our access to our property, our solitude and peaceful environment that we worked so hard to buy to enjoy our retirement! It will do the same to our neighbors. 2. We live there for a reason, to get away from all of the urban mess. I live full time in Pasadena since my husband still works. This will not benefit anyone south of Houston to relieve the terrible traffic congestion here between Galveston and the north side of Houston. Northwest mall is an hour away from our side of town so no one out here will use it. 3. Who will be employed to build this train? Will the locals who live in the counties it is cutting through have an opportunity for these jobs? If not, even more reason not to continue this project. 4. I want to know since the stop is in Roans Prairie how this train is going to benefit Madison and surrounding counties? Roans Prairie is still too far away from Houston and Brian-College Station to have any real impact on the ridership. College Students will not pay the \$199 each way ticket. They will continue to drive back and forth. 5. This is Texas, not New York. People in this state don't mind driving. They want their own transportation when they get from point A to point B. They will also balk at paying \$199 each way for a ticket when they can fly Southwest Airlines between Dallas and Houston for anywhere from \$49 to \$79 each way depending on when they travel. 6. We have cows on our 96 acres along with all kinds of wildlife and deer. No one can convince me that the sound every 15 minutes, 18 hours a day will not have a negative impact on our beef production and the wildlife that belong on our properties and co-exist peacefully as our neighbors. This train will severely disrupt everyone's peaceful way of life. 7. I want to know if eminent domain can be used to take our land. I would like a straight answer to this question. This is NOT a federal agency like our railroad, flood control, etc. so can we expect this to happen? 8. Where are our lawmakers in this fight? I want to know where they all stand in this land grab, especially since this is an election year. It is just that in my opinion, a land grab from hardworking people that left the city to live a slower paced peaceful country life. Shame on Texas Central High Speed Railway and the Federal Railroad Administration for the entire project. 9. There are alternatives that would help relieve traffic and get people faster from Houston to Dallas. I have heard nothing mentioned so Texas Central must be in someone's pocket. We already have airports in Galveston, Ellington Field, Hobby, Houston Intercontinental, a Northwest airfield and there is one in Katy, Conroe and LaPorte that can accommodate an air shuttle system between Dallas, San Antonio and Houston with point in-between. Bryan and Waco also have an airfield too and I'm sure there are more. These are already in place to expand and use without spending billions of dollars on a gamble this train will be ridden enough to justify its existence. It would be much safer, faster and quieter with no significant impact to use air travel. I don't know any fool my age that has said they are going to ride a 200 mph train either. 10. I have to believe that someone in these agencies are getting their pockets padded pretty well to push this project. Again, where is our government representation? Where do they stand on this project. If they are for it, they will not have my vote.	Refer to BA-12, ED-1, ED-2, LU-11, NE-1, NR-1, SC-3, SC-4, SC-19 and SC-22.
Joseph Russell, Jr.	1/29/2018	Oral	I want to propose a new train station. A different train station. Located at Illinois and Mayford. 4.7 miles south of the current preferred location. For the following reasons: It will make a tremendous and socio-economic impact on the community. It offers ease of access, on the off. Open land ready to be built upon and easy access to the trains, the train lines that they are proposing. That's my proposal.	Refer to GN-7, NE-1 and PN-3.
Monica Russo	2/6/2018	Website	When it comes to multi-modal transportation, the United States is far behind other countries. I welcome the Texas Bullet train as the first step towards a 21st-century transportation network. Our freeways and roads are too crowded already and will become even more congested as time goes on. Road expansion is not sustainable and is much more detrimental to the environment than electric above grade rail. I totally support the Texas Bullet train project. I just wish it went all the way to downtown Houston.	Comment noted.
JR Rust	1/25/2018	Website	Please, please move this project forward. The drive and flying are such a hassle. This would be ideal, and we will use it often.	Comment noted.
Ronald Rust	2/20/2018	Website	I strongly urge you to deny construction of the Dallas to Houston High Speed Rail project. It is not needed and is destined to fail financially. It will negatively impact many farms and ranches along its proposed route. These ranches have been in families for many years and will be almost impossible to replace.	Refer to ED-1, ED-2, GN-1, LU-2, LU-11, NE-1, NE-9 and PN-3.
Nancy Rutherford	3/5/2018	Oral	My name is Nancy Rutherford and I'm vice president of the Tax Exchange Institute in Houston. We are donor advocates and we are on the education side of any kind of right-of-way. It could be a highway, it could be a pipeline, it could be a transmission line, in this case, you know,	Refer to ED-2.

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			it's talking about this train. What we do and what I do is speak to landowners as soon as they even hear a whisper of a right-of-way or condemnation or eminent domain. Those are sort of like buzz words and what they can do at no charge to them is reach out to me and I will walk them through the process of what could happen to them. And the sooner they talk to me, the better it is for them. Some landowners will need to seek counsel. I might be able to provide information on who they might will use, maybe who they don't want to use in the middle of negotiations and then lastly, if a landowner is paid, if they receive an award for their -- for the project, then they find they have a capital gains tax on that. So it's like this aha moment of you're kidding me. Now, I didn't want my land taken and now they have to pay capital gains tax. They do not necessarily have to pay the tax and we show them how to avoid paying a capital gain tax. So that kind of gives you a summarization for it. Most people don't know that they can avoid paying those taxes and we walk them through it. So they get stepped on. They get, as you can hear tonight, they get bullied. It's really sad. They're not treated well. They're not treated fairly. So that's it and they can, you know, if I would have known, I would have been able to speak tonight out loud; but I didn't know. Thank you.	
Nancy Rutherford	3/8/2018	Email	This is absurd. It's too expensive at \$200-. I can use Southwest Airlines for less. I do not support this bullet	Refer to SC-3.
Byron Ryder	1/30/2018	Oral	Hi, I am Judge Ryder and I am here to represent myself and the commissioners court. I just want everybody to know since we learned that this train was coming through Leon County, which was November or December of 2014, your commissioner's court and myself have been violently opposed to this train. We have passed three resolutions against the train and we passed a economic agreement opposing the train. We have had many, many agenda items in our court against the train. We even passed a policy about being able to go across our roads. They are going to have to get our permission. So there are lots of things the commissioner's court has done. The commissioner's court continuously goes to Austin and Washington. Whatever it take to get things done. And you notice in those six bills we introduced two of our bills passed and Kyle Workman and Bill and that bunch really worked hard for that and we all had a part of talking to our representatives and Senators about that tonight. The environmental study that we are talking about, they have not gone through and asked us anything about the impact of the roads or the impact of our ditches? How it would impact the drainage, nothing. I would think if they are going to go through ten rural counties, the two on each end. Those two are for it. They would have to go through the counties to figure out how is was going to impact us. That should of been in their study. They didn't do that. I just want you to understand that your commissioner's court -- every single meeting we have we have an agenda item where we talk about the train. When events like this come up keep inviting people to be there and oppose the train. I just want you all the understand and personally I just want people to know the Texans against High-speed Rail -- I have personally given twice money for that. So I urge you need to get on board for this. They come ask us for money, they come and ask us for their water too. So please please, please help that out. Thank you very much.	Refer to NE-1, NE-6, NE-9, PI-1 and TR-8.
Byron Ryder	1/30/2018	Oral	I want to say thank you very much for being here tonight. I know a lot of the crowd is gone. This is the crowd that kind of sticks around to see what is going on at the very end. There might be some excitement. You can't tell. I wanted to tell you I have been to every meeting, every meeting. I even went to onein Teague and when they first started this thing the problem that everybody has had with this train and the presentation is that every time, you know, they say something different. Ever single time they say somethingdifferent. And we're over here in Jewitt from the very first meeting over there and their point man and I am not going to say who it was. I know people know who it was. He came up to me and he said, "what would it take for you all to be for a train in Leon County". I said, "absolutely nothing." He said, "Well, I tell you what I'm willing to do. I am going to promise you a station in Leon, Texas. Will that do it?" I said, "no it won't do it." The very next meeting we have another meeting in Jewitt and the same gentlemen was there. Several minutes later he says, "What is it going to take to get ya'll to agree to this in Leon County?" I said, "nothing." He said, "I tell you what I am going to do. I am going to make sure that ya'll have a 2 million dollar sludge fund." He said, "I like your jail down there in the Elm Square that has the hanging booth in it and I want to see ya'll use some of that money to fix that jail." And there was six or seven people around there that heard him say that. I left after that. I left and went out to my car. Then what does he do? This grown man he comes running after me cause he knows what he said has just been downright bribery. That has been the problem you ask the guy at the first meeting how they are going to get the financing. He says he is not going tell me tonight. All I will say to that is we need to be very, very careful what they're presenting out here tonight. Everybody made some real good points. They have different bullet points on the paper. Be real careful because remember the next meeting you go to it will be totally different. I just talked to the commissioner and of another county and he said it was the same way there. They always deceive us every time they comment so please, please, please be very careful what you see and what you here. Thank you.	Comment noted.
Byron Ryder	2/12/2018	Website	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 Leon County. Further, we understand that it is assumed that existing roads may altered or closed and new roads are proposed to be constructed within our jurisdiction for our frture 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, Leon County will not accept responsibility for new or	Refer to ED-3 and TR-8.

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			<p>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. 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.</p>	
Dianne Ryder	3/2/2018	Email	<p>I am Dianne Ryder elected Buffalo, Texas City Council member and President of the Leon County Economic Development Association. The associations I am affiliated with see NO benefit for Leon County. In fact we see it as a total detriment to our rural way of life. I am totally against eminent domain and do not want to see land grabbed and divided. If your ridership estimates are anywhere close to correct, our businesses along I 45 will definitely be affected. The cities along the I 45 corridor depend heavily on the interstate traffic to stop at our local businesses. Cities along the I 45 stretch will receive no tax revenue from the rail. We will only lose sales tax dollars from our businesses. I am also very concerned about the loss of property value along the rail. Why would anyone want to be located anywhere near this rail? Our property values will go down and no estimates can even be given on the tax amount the rail will pay the county. Cities will receive nothing but a loss of sales tax dollars which may lead to reduction of city services and even businesses going out of business. Sure there may be a boom, if the rail is built, with construction but that is only good for a short time. There will be no ridership from the rural counties. Why would I drive an hour to the Grimes County stop and pay \$199.00 to ride a train to Houston or Dallas when I can be there in my car in less than 2 hours and have transportation once I get there. If you think College students from A &amp; M and Sam Houston State University will ride this train you evidently have never raised teenagers or young adults, they want their own transportation. Our school district, ems, fire departments, sheriff department have not been contacted. I understand from the last information received at several meetings I attended, that roads will have to be moved and maybe totally re-routed. This will seriously affect our response times and may cause deaths due to the extended time to reach a location. Please consider my comments. Thank you for your time.</p>	Refer to ED-1, GN-2, PI-1, PN-3, SC-3, SC-15, SS-23, TR-8 and VA-1.

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<b>S</b>				
Jim S	NA	Website	I fully support the further development of this project. This project will provide a much needed alternative for transportation in this corridor and will be a significant economic benefit to our region. I am a resident of the Cypress area and believe that any minor impacts will be offset by the greater benefit of this project.	Comment noted.
K S	NA	Website	Taxpayers will end up paying for a train. This is not needed!	Refer to GN-4 and PN-3.
John S.	1/30/2018	Oral	Well I started farming out there when I was 15 years old and i am 100 next month. I bought land and we irrigated it and worked together. and got to where I could farm all of it. It's pretty good farm. I invested in and paid the taxes on it for seventy years. If there is any way they can get profit for the rail to get the farm and keep it that way. It's not a question of money it's a question of people. There is more people in the area they are talking about than ever. They will put people of business. Out of the way they work and if they have to pay more taxes, it won't be good. The story of the taxes is that other places have tried it and it ended up bad and the same thing is going to come up here. They are just taking advantage of a lot of land and a lot of taxes. People pay taxes on it. They seem like money grabbers. It isn't for the people. We have the Southern Pacific railroad and they couldn't make it work. Oklahoma couldn't make it profitable. California broke all the banks and it's still going on. Those are the things that these people overlook. The things that we have to have and need to have get taken from us. I guess that is all I want to say.	Refer to GN-4 and VA-1.
Dawn Sachs	2/17/2018	Website	#buildthistrain	Comment noted.
Teresa Sackett	3/5/2018	Website	HIGH SPEED RAIL IS NOT WANTED IN THIS RURAL COMMUNITY WHERE WE ARE RAISING OUR KIDS AND GRANDKIDS!!! WE MOVED THEM OUT OF THE CITY TO GET AWAY FROM BUSY TRAFFIC AND NOW ARE HAVING TO FIGHT TO NOT HAVE THIS MONSTROSITY FLY THROUGH OUR LAND!! WE DO NOT WANT THE HIGH SPEED RAIL!!!	Comment noted.
Saddle Creek Forest Property Owners Association	3/9/2018	Email	Claims suggesting that this project will result in one or more solutions to current traffic situation are flawed and even contradicted by statements made by TCRP, particularly near the big cities. There will be a devastating impact on traffic in the rural areas. There have been no independent evaluations of future traffic along the I-45 corridor that support statements about the benefit of the high-speed rail project. Traffic volumes of I-45 are currently much lower than predictions made in previous government sponsored studies. Independent and objective analysis must be authorized and completed before the need for this project can be established.	Comment noted.
Mitchell Sadler	2/16/2018	Website	As a lifelong 4th generation resident of Texas, I deeply feel the time is right for Texas and the United States to take the national lead in environmentally responsible, efficient and safe travel in the Americas. While others talk about and flounder at leading us to the next generation of mass transit the great team at Texas Central Rai's team is making great strides toward blazing the trail forward without burdening the taxpayers. In a growing state with expanding population the people of Texas need and want alternatives that support clean air, safe and efficient travel. Texas Central's project is the perfect example of just such an alternative. Please clear the way by expeditiously approving this project and removing any obstacles at the Federal level. In doing so you will show the country that the U.S. Department of Transportation is serious about it's mission and wants to forward the progress of clean, safe, modern transportation for this country.	Comment noted.
Dalin Sakoglu	2/22/2018	Website	Hi. I live in Dallas, TX. I support building this train since my family and I travel between Houston and Dallas frequently, and flying is much hassle. Noone is mentioning this: the HSR between Dallas and Houston can also help when a disaster strikes, such as a hurricane, to rapidly transport people. It is good to have alternative modes of transport available. And HSR is simply the future. There are 15 million people in the two metropolitan areas combined and we are already late to build this project.	Comment noted.
Unal "Zak" Sakoglu	1/25/2018	Website	My family and I currently live in Dallas, TX. I drive between Dallas and Houston frequently. Within the last two years, I drove more than 100 times round-trip, so it would be a much safer and quicker option for me to travel. So I support the high speed rail project between Dallas and Houston. Having it as alternative way of transportation is very important for It is also important and necessary to have it as an additional mode of transportation in case a disaster strikes (such as Hurricane Harvey) for people to be able to evacuate quicker.	Comment noted.
Sam Sakowitz	2/16/2018	Website	What would we have done if railroads had never been built. Are built landing strips somewhere.	Comment noted.
Priscilla Salas	3/9/2018	Website	We should not take land from owners to build this train. I also don't feel the train, itself, it cost effective and will be worth the expense to consumers in terms of driving/flying versus taking the train.	Refer to BA-12, ED-1, ED-2, PN-3 and SC-3.
Judy & Ray Salazar	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	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.	
Ray & Judy Salazar	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 TO COORDINATE WITH THE LOCAL WALLER COUNTY GOVERNMENT, stop this disaster from destroyed our "HISTORY".	Refer to CR-9.
Ray & Judy Salazar	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 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.
Ray & Judy Salazar	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.
Ray & Judy Salazar	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.
Ray & Judy Salazar	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	Refer to BA-3, PI-1, SC-13, SC-19 and TR-8.

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			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.	
Ray & Judy Salazar	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.
Ray & Judy Salazar	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.
Ray & Judy Salazar	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.
Ray & Judy Salazar	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.
Ray & Judy Salazar	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.	Refer to AS-1, NV-1, NV-5, SS-1 and TC-4.

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

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			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.	
Ray & Judy Salazar	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.
Ray & Judy Salazar	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 <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . For information regarding vegetation please see <b>Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation</b> and mitigation measures <b>NR-MM#2</b> and <b>NR-MM#4</b> in <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Ray & Judy Salazar	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.
Ray & Judy Salazar	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.
Ray & Judy Salazar	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	Refer to NR-1, NR-2, RF-2 and WW-2.

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			<p>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>	
Phillip Salerno	3/5/2018	Oral	<p>MR. SALERNO: My name is Phillip Salerno, and I'm representing Super Neighborhood 5, Greater Inwood Council, and I'm a member of the Houston High-Speed Rail Watch organization and the Citizens Transportation Coalition.                      Three potential sites for a Houston terminus were identified in the DEIS. TCR has indicated that they prefer the Northwest Mall terminal option. The drawings contained within Appendix G, Volume 3.1 present issues and conflicting data that needs to be addressed and analyzed further in a revised DEIS or in the Final EIS in order for the FRA to make an effective choice for the Houston terminus.                      There are inadequate parking spaces for high-speed rail customers based upon an existing terminus design. The current plan calls for a five-level parking facility northwest of the terminus for as many as 6,500 vehicles, including privately-owned vehicles, rental cars, valet service, and employee parking. The terminal design does not support a multi-modal facility, and there's no direct connectivity to the Northwest Transit Center. The drawing for the station needs to be updated to include the availability from the access road, which curves around the east end of the current mall site to a newly constructed flyover ramp that ends at the Northwest Transit Center. Access to this flyover would permit more rapid transit time to the center and decrease the circulator traffic on North Post Oak Road.                      A timeline for the discussions between the City of Houston and Texas Central Railroad for the study and design of efficient multi-modal connections between the Houston station and the City's major activity centers needs to be identified in the DEIS. The DEIS also lacks a definition of peak hours.                      The failure to define peak hours of operations factors into the volume of traffic, level of anticipated congestion, and parking requirements. Section 3.2.3.2.2 states that TCR expects only a 62 percent utilization for train, while Appendix F Section 6.4.3.1 states that TCR expects a 95 percent utilization per train. So there's a conflict between these sections of the DEIS.                      In Appendix F, Section 6.41, TCR indicates that they've conducted a proprietary market demand study, but provides no data as to who conducted the survey or any other data about the demographics of the survey participants; therefore, the allocation of only 6,500 total parking spaces at the terminal, of which 5,500 is allocated for car parking, see Appendix F, Section 6.5, is insufficient to meet the needs of passengers.                      TCR estimates that for the Houston terminal, only 25 percent of the passengers would make a short journey of one night or fewer, while the remainder would be -- make a journey of three days on average. This estimates -- estimate appears to be incorrect based upon business traveler trip duration.                      Since this project is the first of its kind in the United States, it should have a first-of-its-kind planning to make sure the project benefits the areas it will serve. The only way to do this is to ensure community representation at the table when decisions are made. Thank you.</p>	<p>Refer to PN-3, TC-5, TR-4 and TR-5.                      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 <b>TR-MM#1: Traffic Control Plan</b> in <b>Section 3.11.6.2, Transportation, Mitigation Measures</b> for more information.</p>
Ray and Judy Salezar	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>	<p>Refer to EJ-1, NV-5, PI-1, PN-3, PN-5, SC-19, SS-1 and VA-1.</p>
Ray and Judy Salezar	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</p>	<p>Refer to GN-3, NE-1 and NR-1.</p>

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			<p>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>	
Ray and Judy Salezar	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.
Ray and Judy Salezar	2/5/2018	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.
Ray and Judy Salezar	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.
Ray and Judy Salezar	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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Ray and Judy Salezar	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.
Ray and Judy Salezar	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.
Ray and Judy Salezar	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.
Ray and Judy Salezar	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.
Ray and Judy Salezar	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.	Refer to BA-3, PI-1, PI-8, PN-3, SC-7, SC-19 and SS-23.

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			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	
Ray and Judy Salezar	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 <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . For information regarding vegetation please see <b>Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation</b> and mitigation measures <b>NR-MM#2</b> and <b>NR-MM#4</b> in <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Ray and Judy Salezar	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.
Ray and Judy Salezar	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.
Ray and Judy Salezar	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-9.

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Anna Salinas	12/19/2017	Website	I think this would be a great opportunity to be able to commute from Houston to Dallas since there have not been many jobs in the Houston area. this will allow workers to use the train and still maintain steady income.	Comment noted.
Marta Salinas	2/25/2018	Website	Include San Antonio and rio Grande Valley please!!!!	Refer to BA-2.
Joseph L. Salmeron	2/5/2018	Website	If we want continue development for our State, we must have high speed transportation.	Comment noted.
Oscar Salter	3/3/2018	Website	This would be great to travel from Houston to Dallas	Comment noted.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: "No Build Alternative". (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8). The No Build analysis left out the huge increase in Impacted Acreage from 3,000 acres as communicated in writing by TCRR to 8,000 acres and has not been addressed by the FRA nor was it a part of the No Build Alternative Analysis.	Refer to LU-9 and LU-14.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). The HSR remote route with its crossings routed very close to O&G and Utility Facilities demands 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to SS-19 and TR-6.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). There are no Risk Management Systems applied to Emergency Response for the HSR if there is a shut down or emergency situation in a remote area. There is also no Risk Management System applied nor Emergency Response Planning indicated to handle a high elevation rescue of the public in case of a shut-down or incident in a remote area. These same issues would apply to the construction phase. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to EU-2, SS-18 and SS-19.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). 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. Thank you, Casey Salzar	Refer to EU-2, SS-18 and SS-19.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). There is no indication that risk event scenarios have been developed by the FRA on any activity of the HSR construction and operation along with performing risk assessments by qualified Risk Engineers for those events/scenarios. There is also no evidence that the FRA has applied any Risk Management System to the highly congested traffic flows along with road and lane closures, modifications and rerouting of roads, or any risk management situations associated with construction of the HSR. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to EU-2, SS-18 and SS-19.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). There is no mention of any Risk Management System to be applied to the crossing or close proximity of the HSR to other hazardous facilities such as O&G facilities, pipelines, and transmission lines. 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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to EU-2, SS-18 and SS-19.

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

Submitted By	Date Submitted	Submission Type	Comment	Response
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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. TCRR, based on its track record for 3+ years, will likely not fulfill many of the commitments included in the DEIS and when they do not, the FRA will be held accountable. There are also questions about TCRR's unethical actions during the collection of field data and it appears the FRA has potentially implicated themselves in potentially illegal activity against the very people they are being paid to protect. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to BA-6, NE-1, NE-2 and NE-8.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 governing 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 governing body, and to not attend the meetings. Waller County won the court 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 fully aware of this case, does this not destroy the public trust in what the FRA has done regarding the HSR DEIS? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to PI-1.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Business ethics, public trust, and TCRR competence level (Ref: Nothing in the DEIS on this issue). 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? Is it important to FRA's analysis of TCRR's capability to operate a RR or not if TCRR has misled the public on a number of issues as compared to what the FRA has included in the DEIS? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to GN-1, GN-2 and NE-1.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Water supply for use at all construction sites and during construction along the entire HSR route (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 7.1, Pgs. 32-33 of 34). The FRA must quantify the water needs over 5 years of construction and reconcile that with the State or County Water Conservation agencies to determine the need for permits or approvals for the use of source water. No indication of this in the DEIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to WW-6.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to WW-6.
Casey Salzar	3/9/2018	Website	TCRR's current plan has caused the closure, rerouting, modification, and rebuilding over the HSR of many private and public roads and increased the ROW land required without any accountability for TCRR's earlier claims. The FRA simply glosses over those huge changes.	Refer to BA-3, LU-14 and TR-8.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Water supply for use at all construction sites and during construction along the entire HSR Route (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 7.1, Pgs. 32-33 of 34). 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? 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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to WW-6.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Significant changes to the magnitude, congestion, and make-up of traffic flows in small rural areas as a result of newly built	Refer to TR-6, TR-7 and TR-8.

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			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). 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. and will cause considerable wear and tear on county roads that counties will then be responsible for maintaining. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to TR-6, TR-7 and TR-8.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). The DEIS has not quantified the 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 roads, traffic associated with the road closures and road modifications or rebuilding, and that associated with construction of the HSR. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to TR-6, TR-7 and TR-8.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Texas State Regulatory Agency/Body (Ref: DEIS_MAIN TEXT I; DEIS Abstract). Does RR security fall under the responsibility of the FRA? Where in the DEIS does the FRA address the new state law 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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to SS-4, SS-5 and SS-9.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Texas State Regulatory Agency/Body (Ref: DEIS_MAIN TEXT I; DEIS Abstract). 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"? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to BA-6, NE-1, SS-4 and SS-5.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Adverse impact of the added construction personnel on the area traffic, schools, and housing infrastructure (Ref: DEIS Omission) 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to SC-4 and TR-6.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Adverse impact of the added construction personnel on the area traffic, schools, and housing infrastructure (Ref: DEIS Omission). There exists nothing in the DEIS to address this issue. Has the FRA been working with Counties to provide them with the extraordinary needs	Refer to BA-6, SC-4 and SC-6.

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			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, particularly in very small ISDs? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Adverse impact of the added construction personnel on the area traffic, schools, and housing infrastructure (Ref: DEIS Omission). 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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to BA-6, SC-4 and SC-6.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). What is the quantity of permit loads the public should expect to be 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. 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 traverse existing roads to transport them to the HSR installation site. This will cause significant wear and tear on those roads and there is no money allocated to the counties to cover the cost. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to TR-6 and TR-8.
Casey Salzar	3/9/2018	Website	Also not addressed are 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 from point A to point B due to the HSR.	Refer to SS-23, TR-6 and TR-8.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Personal safety expectations during construction (Ref: DEIS Omission). 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 personal safety, but for the safety of motorists. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to SS-19 and TR-6.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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, homes and businesses, why has the FRA DEIS not 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to NV-1.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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. 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 scientifically proven aerodynamic "slapping sound". I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to NV-1 and NV-10.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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. 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	Refer to NV-1 and NV-10.

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			direction (87 dBA at 50'). I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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. 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. What if it is not proposed, meaning TCR actually gets to decide? That decision should not be left to a private company and can be catastrophic to a landowner. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to TR-6 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.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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. Will Texas 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 public need or financial viability for this project. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to ED-1, ED-3, LU-14, TR-8 and VA-2.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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. 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? Will all road construction be completed before, at the same time, or after the HSR construction is completed? What priority will be placed on repairing and replacing roads vs. construction of the HSR? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	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 <b>TR-MM#1: Traffic Control Plan in Section 3.11.6.2, Transportation, Mitigation Measures</b> for more information.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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. 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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	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.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 will be cut in half with no free movement, which will severely restrict their economic potential and harm the landowner's livelihood. As TCRR is only willing to purchase the ROW they need for the HSR, landowners will suffer immensely from the restriction on the use of their land with no compensation, for a project that has not been proven necessary or financially viable. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to LU-14.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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	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

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Submitted By	Date Submitted	Submission Type	Comment	Response
			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 for a viaduct providing this free movement were FALSE. Animals would have to be moved across a public road. 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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	conducted on a case-by-case basis between TCRR and the landowner.
Casey Salzar	3/9/2018	Website	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. Thank you, Casey Salzar To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: "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. The FRA DEIS understates the damage to the public and property but overstates the necessity for the HSR.	Refer to BA-6, NE-9 and PN-3.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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) Documentation exists showing 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? Does TCRR have valid reasons for the change, or are they attempting to obtain the land for a reason other than the HSR, like laying broadband cable from Houston to Dallas? The FRA should investigate this issue. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to BA-3, LU-14 and TR-8.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 3,000 acres. The recently released DEIS shows around 8,000 impacted acreage. The FRA should halt 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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to BA-6 and LU-14.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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". 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? Since this FRA DEIS is not based on traffic modeling yet of the traffic increase, particularly during construction with many roads under construction, then how can the FRA with any credibility or accuracy make a claim that "impact on ER times is not anticipated to be significant? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to SS-23.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Devaluation of property value. Although there is no data to support that property located near a high speed rail loses value, one only need look at other modes of transportation, including airports, freeways, railroad tracks and bus stations, to confirm that property all along the route will lose value. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to VA-1.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 1. Potential for flooding. My understanding is that the route will have a berm in our area which could block the water flow and cause flooding in an already flood prone area. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to FP-1 and WW-2.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Impact on hunting. We currently have deer on our property and duck and geese that fly over that will leave the area if a train is going by every 30 minutes. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to NR-1, NR-2, RF-2 and WW-9.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Aesthetic value. The elevated train will be visible for much of the 240 mile route which ruins the aesthetics and rural environment. I	Refer to AS-1.

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

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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. Thank you, Casey Salzar	
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: The most significant reason the HSR should not be allowed to be built by TCRR is because it is not a financially viable project. According to the Reason Foundation, TCRR has grossly underestimated the cost of the project and overestimated the potential ridership. Based on TXDoT data of projections for people that will travel between Dallas and Houston, the HSR will not get close to the ridership it needs to sustain itself. And because TCRR has publicly stated that they will pursue federal loans, taxpayers will end up supporting the HSR for generations. There is no factual data other than from TCR that shows the HSR is even needed. Any prudent person can see that based on the commute to the station, parking, security and transportation from the station to destination, it will not be practical to ride the train and very few people will take advantage of it, especially since the advertised ticket price will be so high. It just doesn't make sense for Texas, and appears too much like the California boondoggle. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to GN-2, GN-3, GN-4, NE-1, PN-3 and SC-3.
Casey Salzar	3/9/2018	Website	Per the Reason Foundation, TCRR underestimates the project cost and overestimates the ridership. The FRA did not consider the Reason Foundation's Analysis, which clearly proved this project will fail; nor has it been mentioned in the FRA DEIS at all, which proves the DEIS is not an objective and unbiased analysis. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to AQ-7, BA-6, GN-2, GN-3 and NE-1.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: "No Build Alternative". (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8). The Claims by the FRA on I-45 transportation predictions, traffic congestion, safety, and transportation alternatives are not adequately supported with detailed facts.	Refer to BA-6, BA-9 and NE-1.
Casey Salzar	3/9/2018	Website	The "Public Need" has never been established in the DEIS by the FRA. "Public Need" must clearly be established due to the huge negative impact of landowners' property, homes, cemeteries and livelihood.	Refer to NE-1, NE-9, PN-3 and TR-7.
Casey Salzar	3/9/2018	Website	Existing public roads and county maintenance costs have 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to NE-1 and TR-7.
Casey Salzar	3/9/2018	Website	To Whom It May Concern: I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: "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 publicly. TCRR has stated this project will not solve any perceived traffic issues, particularly near the big cities. In fact, due to the location of the stops, traffic within the cities will increase. Second, the FRA must show more data regarding future estimates of traffic volume. Researching past predictions, today the traffic volumes of I-45 have in no way even come close to reaching TCRR's traffic predictions. In fact, traffic volume has only reached roughly one half of those predictions. Third, the FRA simply makes the statement that the No Build Alternative would provide no alternative transportation option, when it has not provided any data or proof that a need exists. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you, Casey Salzar	Refer to BA-6, NE-1 and PN-3.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: "No Build Alternative". (Ref: DEIS Main Text 1, Sect. ES.8, Pg. 8). The FRA does not provide adequate documentation for elimination of the No Build Alternative. The FRA DEIS understates the damage to the public and property but overstates the necessity for the HSR. Per the Reason Foundation, TCRR underestimates the project cost and overestimates the ridership. The FRA did not consider the Reason Foundation's Analysis, which clearly proved this project will fail; nor has it been mentioned in the FRA DEIS at all, which proves the DEIS is not an objective and unbiased analysis. 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, PN-3, TR-2 and TR-5.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: "No Build Alternative". (Ref: DEIS Main Text 1, Sect. ES.8, Pg. 8). The Claims by the FRA on I-45 transportation predictions, traffic congestion, safety, and transportation alternatives are not adequately supported with detailed facts. The "Public Need" has never been established in the DEIS by the FRA. "Public Need" must clearly be established due to the huge negative impact of landowners' property, homes, cemeteries and livelihood. Existing public roads and county maintenance costs have 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. 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, NE-9, PN-1, PN-3 and TR-7.

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Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: "No Build Alternative". (Ref. DEIS Main Text 1, 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 publicly. TCRR has stated this project will not solve any perceived traffic issues, particularly near the big cities. In fact, due to the location of the stops, traffic within the cities will increase. Second, the FRA must show more data regarding future estimates of traffic volume. Researching past predictions, today the traffic volumes of I-45 have in no way even come close to reaching TCRR's traffic predictions. In fact, traffic volume has only reached roughly one half of those predictions. Third, the FRA simply makes the statement that the No Build Alternative would provide no alternative transportation option, when it has not provided any data or proof that a need exists. 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, PN-3, TR-2 and TR-5.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). If the FRA is responsible for "RR Safety", it is inconceivable that the FRA is considering giving a private company the responsibility to construct and operate a HSR 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.	Refer to SS-19 and TR-6.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). The HSR remote route with its crossings routed very close to O&G and Utility Facilities demands 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. 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 SS-18.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). There are no Risk Management Systems applied to Emergency Response for the HSR if there is a shut down or emergency situation in a remote area. There is also no Risk Management System applied nor Emergency Response Planning indicated to handle a high elevation rescue of the public in case of a shut-down or incident in a remote area. These same issues would apply to the construction phase. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SS-18 and SS-19.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). 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.	Refer to SS-19.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). There is no indication that risk event scenarios have been developed by the FRA on any activity of the HSR construction and operation along with performing risk assessments by qualified Risk Engineers for those events/scenarios. There is also no evidence that the FRA has applied any Risk Management System to the highly congested traffic flows along with road and lane closures, modifications and rerouting of roads, or any risk management situations associated with construction of the HSR. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SS-19, TR-6 and TR-8.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). There is no mention Of any Risk Management System to be applied to the crossing or close proximity of the HSR to other hazardous facilities	Refer to EU-2 and SS-19.

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			such as O&G facilities, pipelines, and transmission lines. 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 ? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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. TCRR, based on its track record for 3+ years, will likely not fulfill many of the commitments included in the DEIS and when they do not, the FRA will be held accountable. There are also questions about TCRR's unethical actions during the collection of field data and it appears the FRA has potentially implicated themselves in potentially illegal activity against the very people they are being paid to protect. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Comment noted.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to WW-6.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Significant changes to the magnitude, congestion, and make-up of trafficflows 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). 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. and will cause considerable wear and tear on county roads that counties will then be responsible for maintaining. 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-6 and TR-7.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). 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. 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-6 and TR-7.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). The DEIS has not quantified the 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 roads, traffic associated with the road closures and road modifications or rebuilding, and that associated with construction of the HSR. 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-6 and TR-7.

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Submitted By	Date Submitted	Submission Type	Comment	Response
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Texas State Regulatory Agency/Body (Ref: DEIS MAIN TEXT 1; DEIS Abstract). Does RR security fall under the responsibility of the FRA? Where in the DEIS does the FRA address the new state law 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? 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, SS-4, SS-5 and SS-6.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Texas State Regulatory Agency/Body (Ref: DEIS MAIN TEXT 1; DEIS Abstract). 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"? 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, SS-4, SS-5 and SS-6.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Adverse impact of the added construction personnel on the area traffic, schools, and housing infrastructure (Ref: DEIS Omission) 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. 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-4.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Adverse impact of the added construction personnel on the area traffic, schools, and housing infrastructure (Ref: DEIS Omission). 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, particularly in very small ISDs? 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-4 and SC-6.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Applicable noise measurements and science omitted by the DEIS (Ref: DEIS Appendix E Combined Tech Memos Set I of 2; Pgs. 4-8). Since TCRR and the FRA are aware that the route they selected goes through or adjacent to many subdivisions, homes and businesses, why has the FRA DEIS not 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NV-1.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Adverse impact of the added construction personnel on the area traffic, schools, and housing infrastructure (Ref: DEIS Omission). 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? 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-2, SC-4, SC-6 and TR-6.
Kevin Salzar	1/29/2018	Handwritten	Texas Central is still spreading the manure from the DEIS that the HSR will generate \$15 - \$39 Billion in sales tax revenue from ticket sales on its website AND telling people to comment on the DEIS: <a href="https://www.texascentral.com/itstime/">https://www.texascentral.com/ itstime/</a> Even if every number in the DEIS's Table 3.14-22 were correct (big hint: they are not), it would take over 600 years to reach \$39 billion in sales tax revenue. This process is irretrievably broken. The DEIS must be scrapped and FRA must immediately issue a decision of NO BUILD.	Refer to SC-3 and TR-6.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Personal safety expectations during construction (Ref: DEIS Omission). 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 personal safety, but for	Refer to SS-23 and TR-6.

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			the safety of motorists. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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. 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 scientifically proven aerodynamic "slapping sound". I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NV-10.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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. 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'). I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NV-1.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 111, Tables 3.11). TCRR has stated in a Public Forum that the only road going over the HSR is Beltway 8. 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. What if it is not proposed, meaning TCR actually gets to decide? That decision should not be left to a private company and can be catastrophic to a landowner. 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-10.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 111, 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. Will Texas 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 public need or financial viability for 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, ED-3, LU-12, LU-14, NE-1 and PN-3.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 111, Tables 3.11). A number of FM and CR roads all across the counties being closed and reconstructed with an overpass over the HSR. 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? Will all road construction be completed before, at the same time, or after the I-ISR construction is completed? What priority will be placed on repairing and replacing roads vs. construction of the HSR? 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-6, TR-7 and TR-8.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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, 1 of 14): File 3, TEXT 111, Tables 3.11). A number of FM and CR roads all across the counties being closed and reconstructed with an overpass over the HSR. 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	Refer to TR-7.

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			alongside the HSR route that will be used to get around many of the road closures and modifications? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 111, 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 will be cut in half with no free movement, which will severely restrict their economic potential and harm the landowner's livelihood. As TCRR is only willing to purchase the ROW they need for the HSR, landowners will suffer immensely from the restriction on the use of their land with no compensation, for a project that has not been proven necessary or financially viable. 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-11, NE-1, NR-6, PN-3 and TR-7.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 111, 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 for a viaduct providing this free movement were FALSE. Animals would have to be moved across a public road. 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? 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-11 and NR-6. 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.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 111, 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 for a viaduct providing this free movement were FALSE. Animals would have to be moved across a public road. 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? 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-11 and NR-6. 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.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 111, Tables 3.11) Documentation exists showing 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? Does TCRR have valid reasons for the change, or are they attempting to obtain the land for a reason other than the HSR, like laying broadband cable from Houston to Dallas? The FRA should investigate this issue. 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-14.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 111, Tables 3.11) Question: viii. There exists documentation of TCRR stating the impacted acreage for the HSR would be around 3,000 acres. The recently released DEIS shows around 8,000 impacted acreage. The FRA should halt 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? 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 and LU-14.

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Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Regarding emergency response times during construction of the Dallas to Houston HSR, the FRA DEIS Summary Statement in File TEXT 111, 3.16- 24, 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? Since this FRA DEIS is not based on traffic modeling yet of the traffic increase, particularly during construction with many roads under construction, then how can the FRA with any credibility or accuracy make a claim that "impact on ER times is not anticipated to be significant"? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SS-23.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Devaluation of property value. Although there is no data to support that property located near a high speed rail loses value, one only need look at other modes of transportation, including airports, freeways, railroad tracks and bus stations, to confirm that property all along the route will lose value. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to VA-1.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 1. Potential for flooding. My understanding is that the route will have a berm in our area which could block the water flow and cause flooding in an already flood prone area. 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 and WW-2.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Impact on hunting. We currently have deer on our property and duck and geese that fly over that will leave the area if a train is going by every 30 minutes. 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-5 and NR-6.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Aesthetic value. The elevated train will be visible for much of the 240 mile route which ruins the aesthetics and rural environment. 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.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: The most significant reason the HSR should not be allowed to be built by TCRR is because it is not a financially viable project. According to the Reason Foundation, TCRR has grossly underestimated the cost of the project and overestimated the potential ridership. Based on TXDoT data of projections for people that will travel between Dallas and Houston, the HSR will not get close to the ridership it needs to sustain itself. And because TCRR has publicly stated that they will pursue federal loans, taxpayers will end up supporting the HSR for generations. There is no factual data other than from TCR that shows the HSR is even needed. Any prudent person can see that based on the commute to the station, parking, security and transportation from the station to destination, it will not be practical to ride the train and very few people will take advantage of it, especially since the advertised ticket price will be so high. It just doesn't make sense for Texas, and appears too much like the California boondoggle. 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, PN-3 and SC-22.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: "No Build Alternative". (Ref: DEIS Main Text 1, Sect. ES.8, Pg. 8). The No Build analysis left out the huge increase in Impacted Acreage from 3,000 acres as communicated in writing by TCRR to 8,000 acres and has not been addressed by the FRA 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 ROW land required without any accountability for TCRR's earlier claims. The FRA simply glosses over those huge changes. Also not addressed are 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 from point A to point B due to the HSR. 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, LU-14, SS-23, TR-6 and TR-8.
Kevin Salzar	1/29/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: "No Build Alternative". (Ref: DEIS Main Text 1, Sect. ES.8, Pg. 8). The FRA does not provide adequate documentation for elimination of the No Build Alternative. The FRA DEIS understates the damage to the public and property but overstates the necessity for the HSR. Per the Reason Foundation, TCRR underestimates the project cost and overestimates the ridership. The FRA did not consider the Reason Foundation's Analysis, which clearly proved this project will fail; nor has it been mentioned in the FRA DEIS at all, which proves the DEIS is not an objective and unbiased analysis. 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, PN-3, TR-2 and TR-5.

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Submitted By	Date Submitted	Submission Type	Comment	Response
Marilyn Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Aesthetic value. The elevated train will be visible for much of the 240 mile route which ruins the aesthetics and rural environment. 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.
Marilyn Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: The most significant reason the HSR should not be allowed to be built by TCRR is because it is not a financially viable project. According to the Reason Foundation, TCRR has grossly underestimated the cost of the project and overestimated the potential ridership. Based on TXDOT data of projections for people that will travel between Dallas and Houston, the HSR will not get close to the ridership it needs to sustain itself. And because TCRR has publicly stated that they will pursue federal loans, taxpayers will end up supporting the HSR for generations. There is no factual data other than from TCR that shows the HSR is even needed. Any prudent person can see that based on the commute to the station, parking, security and transportation from the station to destination, it will not be practical to ride the train and very few people will take advantage of it, especially since the advertised ticket price will be so high. It just doesn't make sense for Texas, and appears too much like the California boondoggle. 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, PN-3 and SC-3.
Marilyn Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Water supply for use at all construction sites and during construction along the entire HSR route (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 7.1, Pgs. 32-33 of 34). The FRA must quantify the water needs over 5 years of construction and reconcile that with the State or County Water Conservation agencies to determine the need for permits or approvals for the use of source water. No indication of this in the DEIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to WW-6.
Marilyn Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to WW-6.
Marilyn Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Water supply for use at all construction sites and during construction along the entire HSR Route (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 7.1, Pgs. 32-33 of 34). 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? 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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to WW-6.
Marilyn Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). 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. 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-6 and TR-7.
Marilyn Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). The DEIS has not quantified the 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 roads,	Refer to TR-6 and TR-7.

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			traffic associated with the road closures and road modifications or rebuilding, and that associated with construction of the HSR. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Marilyn Salzar	2/5/2018	Website	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 111, Tables 3.11). A number of FM and CR roads all across the counties being closed and reconstructed with an overpass over the HSR. 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? Will all road construction be completed before, at the same time, or after the HSR construction is completed? What priority will be placed on repairing and replacing roads vs. construction of the HSR? 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-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 <b>TR-MM#1: Traffic Control Plan in Section 3.11.6.2, Transportation, Mitigation Measures</b> for more information.
Marilyn Salzar	2/5/2018	Website	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Impact on hunting. We currently have deer on our property and duck and geese that fly over that will leave the area if a train is going by every 30 minutes. 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 and RF-2.
Marilyn Salzar	2/6/2018	Letter	Texas Central has grossly exaggerated the potential ridership and underestimated the costs of this project, as shown by 5 studies based on factual data.	Refer to GN-2, GN-3 and GN-4.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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. TCRR, based on its track record for 3+ years, will likely not fulfill many of the commitments included in the DEIS and when they do not, the FRA will be held accountable. There are also questions about TCRR's unethical actions during the collection of field data and it appears the FRA has potentially implicated themselves in potentially illegal activity against the very people they are being paid to protect. 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-1 and NE-1.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). 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. and will cause considerable wear and tear on county roads that counties will then be responsible for maintaining. 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-6 and TR-7.
Marilyn Salzar	2/6/2018	Handwritten	My concern with this high speed rail project is its financial viability, which I believe covers the scope of the DEIS to "assess the potential benefit and detrimental effects of implementing the project" as stated in the introduction to the DEIS. Texas Central has grossly exaggerated the potential ridership and underestimated the costs of this project, as shown by 5 studies based on factual data. The Texas Department of Transportation projected annual ridership of .7 to 2.7 million passengers by 2035, yet Texas Central expects 5 million. Where are these extra passengers coming from? The FRA should not just accept what Texas Central tells them and should start relying on facts and critical thinking to do their analysis. Most commuters from Houston to Dallas do not come from the area around the potential Houston station. Even most business travelers do not live downtown. They will have to commute from the suburbs to the train station, which only makes Houston's transportation issues worse. Then they will have to park, go through TSA Security (which Texas Central fought against in the last legislative session) then commute from the station in Dallas to their final destination. So the trip will save very little time, if any. In addition to the extra hassle of getting to and from the stations, the rider will have to pay an average of \$400 for the trip. Any prudent person can recognize that very few people are going to choose to commute into Houston just to save an extra 30 minutes on their trip to Dallas, plus pay more money to take that trip. Also according to several studies, Texas Central has grossly underestimated their capital costs to build the project. Their estimated costs have grown since they first touted the project, but it is still underestimated by half according to several studies. One study estimates the high speed rail will have a shortfall of \$537 million dollars per year. We know that it is not a privately funded project like Texas Central has said because they have raised less than 1% of the capital they need and they are trying to get your approval so they can pursue federal loans. The investors are intelligent people. They are not going to put their money in a project they know will not cash	Refer to AQ-7, GN-2, NE-1, NE-9 and SC-22.

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			flow, until they are certain they receive those federal funds, which is why only 1% has been raised. If you allow this project to move forward, when Texas Central defaults on those federal loans, I and my descendants for generations will have to pay to operate a high speed train that few people ride. I should not have to support the pipe dreams of others. Your obligation is to the taxpayers of this country, not to the highly paid marketing experts at Texas Central, the misled politicians, and investors with grandiose ideas who might be seeking your favors. I and other voters will be watching to see who is doing their job for the taxpayers, not for the investors with deep pockets. Thank you for your time.	
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: "No Build Alternative". (Ref. DEIS Main Text 1, Sect. ES.8, Pg. 8). The FRA does not provide adequate documentation for elimination of the No Build Alternative. The FRA DEIS understates the damage to the public and property but overstates the necessity for the HSR. Per the Reason Foundation, TCRR underestimates the project cost and overestimates the ridership. The FRA did not consider the Reason Foundation's Analysis, which clearly proved this project will fail; nor has it been mentioned in the FRA DEIS at all, which proves the DEIS is not an objective and unbiased I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement. Thank you,	Refer to BA-6, GN-2, GN-3, NE-9 and PN-3.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: "No Build Alternative". (Ref: DEIS Main Text 1, Sect. ES.8, Pg. 8). The Claims by the FRA on 1-45 transportation predictions, traffic congestion, safety, and transportation alternatives are not adequately supported with detailed facts. The "Public Need" has never been established in the DEIS by the FRA. "Public Need" must clearly be established due to the huge negative impact of landowners ' property, homes, cemeteries and livelihood. Existing public roads and county maintenance costs have 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. 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, NE-9, PN-3 and TR-7.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: "No Build Alternative". (Ref. DEIS Main Text 1, Sect. ES.8, Pg. 8). The FRA does not provide adequate documentation for elimination of the No Build Alternative. The FRA DEIS understates the damage to the public and property but overstates the necessity for the HSR. Per the Reason Foundation, TCRR underestimates the project cost and overestimates the ridership. The FRA did not consider the Reason Foundation's Analysis, which clearly proved this project will fail; nor has it been mentioned in the FRA DEIS at all, which proves the DEIS is not an objective and unbiased 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-2, BA-6, GN-2, GN-3, NE-1, NE-9, PN-3 and SC-22.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: "No Build Alternative". (Ref: DEIS Main Text 1, Sect. ES.8, Pg. 8). The Claims by the FRA on 1-45 transportation predictions, traffic congestion, safety, and transportation alternatives are not adequately supported with detailed facts. The "Public Need" has never been established in the DEIS by the FRA. "Public Need" must clearly be established due to the huge negative impact of landowners ' property, homes, cemeteries and livelihood. Existing public roads and county maintenance costs have 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. 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-4, NE-1, NE-9, PN-3, TR-7 and TR-8.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: "No Build Alternative". (Ref. DEIS Main Text 1, 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 publicly. TCRR has stated this project will not solve any perceived traffic issues, particularly near the big cities. In fact, due to the location of the stops, traffic within the cities will increase. Second, the FRA must show more data regarding future estimates of traffic volume. Researching past predictions, today the traffic volumes of I-45 have in no way even come close to reaching TCRR's traffic predictions. In fact, traffic volume has only reached roughly one half of those predictions. Third, the FRA simply makes the statement that the No Build Alternative would provide no alternative transportation option, when it has not provided any data or proof that a need exists. 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, PN-3, TR-2 and TR-5.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR and Emergency Response Planning for Public Safety (Ref:	Refer to SS-19 and TR-6.

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

Submitted By	Date Submitted	Submission Type	Comment	Response
			DEIS Appendix F TCRR FDCE v7 REPORr: 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). If the FRA is responsible for "RR Safety", it is inconceivable that the FRA is considering giving a private company the responsibility to construct and operate a HSR without the application of a Comprehensive Risk Management System, particularly since the lives ofthe 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.	
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 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). The HSR remote route with its crossings routed very close to O&G and Utility Facilities demands 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. 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, SS-18 and SS-19.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). There are no Risk Management Systems applied to Emergency Response for the HSR if there is a shut down or emergency situation in a remote area. Here is also no Risk Management System applied nor Emergency Response Planning indicated to handle a high elevation rescue of the public in case of a shut-down or incident in a remote area. These same issues would apply to the construction phase. 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, SS-3, SS-18, SS-19 and TR-6.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). 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.	Refer to SS-19.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 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). There is no mention of any Risk Management System to be applied to the crossing or close proximity of the HSR to other hazardous facilities such as O&G facilities, pipelines, and transmission lines. 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? 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, SS-18 and SS-19.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 ofTCRR's Plan. TCRR, based on its track record for 3+ years, will likely not fillfill many of the commitments included in the DEIS and when they do not, the FRA will be held accountable. There are also questions about TCRR's unethical actions during the collection of field data and it appears the FRA has potentially implicated themselves in potentially illegal activity against the very people they are being paid to protect. 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-8.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 governing 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 goveming body, and to not attend the meetings. Waller County won the court case. TXDOTthen 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 fully aware of this case, does this not	Refer to PI-1.

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			destroy the public trust in what the FRA has done regarding the HSR DEIS? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Business ethics, public trust, and TCRR competence level (Ref: Nothing in the DEIS on this issue). 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? Is it important to FRA's analysis of TCRR's capability to operate a RR Or not if TCRR has misled the public on a number of issues as compared to what the FRA has included in the DEIS? 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 PI-4.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). 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. and will cause considerable wear and tear on county roads that counties will then be responsible for maintaining. 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-6 and TR-7.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Does RR security fall under the responsibility of the FRA? Where in the DEIS does the FRA address the new state law 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? 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, SS-4, SS-5 and SS-6.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Texas State Regulatory Agency/Body (Ref: DEIS_MAIN TEXT 1; DEIS Abstract). 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"? 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, SS-4, SS-5 and SS-6.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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. 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-4.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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, particularly in very small ISDs? 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-4 and SC-6.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Adverse impact of the added construction personnel on the area traffic, schools, and housing infrastructure (Ref: DEIS Omission). 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? 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-4 and SC-6.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). What is the quantity of permit loads the public should expect to be added to their traffic flow over and above	Refer to TR-6 and TR-7.

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			<p>the norm prior to the execution of this project? No figures on permit loads are 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 traverse existing roads to transport them to the HSR installation site. This will cause significant wear and tear on those roads and there is no money allocated to the counties to cover the cost.</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>	
Marilyn Salzar	2/6/2018	Handwritten	<p>I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Personal safety expectations during construction (Ref: DEIS Omission). 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 personal safety, but for the safety of motorists.</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-19 and TR-6.
Marilyn Salzar	2/6/2018	Handwritten	<p>I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Since TCRR and the FRA are aware that the route they selected goes through or adjacent to many subdivisions, homes and businesses, why has the FRA DEIS not 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>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 NV-1.
Marilyn Salzar	2/6/2018	Handwritten	<p>I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: EIS Appendix E Combined Tech Memos Set I 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. 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 scientifically proven aerodynamic "slapping sound".</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 NV-1 and NV-10.
Marilyn Salzar	2/6/2018	Handwritten	<p>I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: DEIS Appendix E Combined Tech Memos Set I 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. 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>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 NV-1.
Marilyn Salzar	2/6/2018	Handwritten	<p>I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT 111, Tables 3.11). TCRR has stated in a Public Forum that the only road going over the HSR is Beltway 8. 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. What if it is not proposed, meaning TCR actually gets to decide? That decision should not be left to a private company and can be catastrophic to a landowner.</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>Refer to TR-6, TR-8 and TR-10.</p> <p>The Project would travel underneath State Highway 8 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>
Marilyn Salzar	2/6/2018	Handwritten	<p>I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Appendix F TCRR FDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT 111, 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. Will Texas 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 public need or financial viability for this project.</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>Refer to ED-1 and TR-8.</p> <p>Any road modifications are included within the Project's footprint as described in the Final EIS.</p>

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Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 111, Tables 3.11). A number of FM and CR roads all across the counties being closed and reconstructed with an overpass over the HSR. 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? Will all road construction be completed before, at the same time, or after the HSR construction is completed? What priority will be placed on repairing and replacing roads vs. construction of the HSR? 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-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 <b>TR-MM#1: Traffic Control Plan in Section 3.11.6.2, Transportation, Mitigation Measures</b> for more information.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 111, Tables 3.11). A number of FM and CR roads all across the counties being closed and reconstructed with an overpass over the HSR. 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? 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-7 and TR-8.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 111, 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 will be cut in half with no free movement, which will severely restrict their economic potential and harm the landowner's livelihood. As TCRR is only willing to purchase the ROW they need for the HSR, landowners will suffer immensely from the restriction on the use of their land with no compensation, for a project that has not been proven necessary or financially viable. 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-6, TR-7, TR-8 and TR-10.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 111, Tables 3.11) Documentation exists showing 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? Does TCRR have valid reasons for the change, or are they attempting to obtain the land for a reason other than the HSR, like laying broadband cable from Houston to Dallas? The FRA should investigate this issue. 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-14.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 6.5, Pgs. 29-30 of 34; Also Appendix F TCRRFDCE v7 REPORT; Appendix C, Pg. 1 of 14): File 3, TEXT 111, Tables 3.11) Question: viii. There exists documentation of TCRR stating the impacted acreage for the HSR would be around 3,000 acres. The recently released DEIS shows around 8,000 impacted acreage. The FRA should halt 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? 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 and LU-14.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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? Since this FRA DEIS is not based on traffic modeling yet of the traffic increase, particularly during construction with many roads under construction, then how can the FRA with any credibility or accuracy make a claim that "impact on ER times is not anticipated to be significant?" I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SS-23 and TR-6.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Devaluation of property value. Although there is no data to support that property located near a high speed rail loses value, one only need look at other modes of transportation, including airports, freeways, railroad tracks and bus stations, to confirm that property all along the route will lose value. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to VA-1.

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Submitted By	Date Submitted	Submission Type	Comment	Response
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 1. Potential for flooding. My understanding is that the route will have a berm in Our area which could block the water flow and cause flooding in an already flood prone area. 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 and WW-2.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Impact on hunting. We currently have deer on our property and duck and geese that fly over that will leave the area if a train is going by every 30 minutes. 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 and RF-2.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Aesthetic value. The elevated train will be visible for much of the 240 mile route which ruins the aesthetics and rural environment. 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.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: The most significant reason the HSR should not be allowed to be built by TCRR is because it is not a financially viable project. According to the Reason Foundation, TCRR has grossly underestimated the cost of the project and overestimated the potential ridership. Based on TXDOT data of projections for people that will travel between Dallas and Houston, the HSR will not get close to the ridership it needs to sustain itself. And because TCRR has publicly stated that they will pursue federal loans, taxpayers will end up supporting the HSR for generations. There is no factual data other than from TCR that shows the HSR is even needed. Any prudent person can see that based on the commute to the station, parking, security and transportation from the station to destination, it will not be practical to ride the train and very few people will take advantage of it, especially since the advertised ticket price will be so high. It just doesn't make sense for Texas, and appears too much like the California boondoggle. 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, PN-3, SC-3 and SC-22.
Marilyn Salzar	2/6/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: "No Build Alternative". (Ref: DEIS Main Text 1, sect. ES.8, Pg. 8). No Build analysis left out the huge increase in Impacted Acreage from 3,000 acres as communicated in writing by TCRR to 8,000 acres and has not been addressed by the FRA 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 ROW land required without any accountability for TCRR's earlier claims. The FRA simply glosses over those huge changes. Also not addressed are 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 from point A to point B due to the HSR. 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, BA-8, LU-14, SS-23, TR-6 and TR-8.
Marilyn Salzar	2/6/2018	Email	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. 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? Segment 5 does not necessarily cut through my property when looking at the map but it does cut through the homes across the street. 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? What kind of safety will be put around the area since we have 2 girls (ages 4 and 10) and 2 small dogs? 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? 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.	This specific location would likely suffer adverse visual impacts due to the close proximity to the Project. Mitigation measures for visual impacts can be found in <b>Section 3.10.6, Aesthetics and Scenic Resources, Avoidance, Minimization and Mitigation</b> . However, site-specific mitigation has not yet been determined and will be identified through negotiations between TCRR and the landowner. 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 <b>Section 3.4.4, Noise and Vibration, Affected Environment</b> for impacts related to noise. The 7K numbers were the parcel numbers for parcels in and around the LOD (within 200 feet).
Marilyn Salzar	2/6/2018	Oral	My name is Marilyn Salazar. I am a CPA, and I live in Waller. My concern with this high-speed rail project is its financial viability, which I believe covers the scope of the DEIS to "assess the potential 1 benefit and detrimental effects of implementing the project" as stated in the introduction to the DEIS. Texas Central has grossly exaggerated the potential ridership and underestimated the costs of this project, as shown by five studies based on factual data. The Texas Department of Transportation projected annual ridership of .7 to 2.7 million passengers by 2035, yet Texas Central expects 5 million. Where are these extra passengers coming from? The FRA should not just accept what Texas Central	Refer to AQ-7, BA-6, GN-2, GN-3, GN-4, NE-1, PN-3, SC-3 and SC-22.

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			tells them and should start relying on facts and critical thinking to do their analysis. Most commuters from Houston to Dallas do not come from the area around the potential Houston station. Even most business travelers do not live downtown. They will have to commute from the suburbs to the train station, which only makes Houston's transportation issues worse. Then they will have to park, go through TSA security (which Texas Central fought against in the last legislative session) then commute from the station in Dallas to their final destination. So the trip will save very little time, if any. In addition to the extra hassle of getting to and from the stations, the rider will have to pay an average of \$400 for the trip. Any prudent person can recognize that very few people are going to choose to commute into Houston just to save an extra 30 minutes on their trip to Dallas, plus pay more money to take that trip. Also, according to several studies, Texas Central has grossly underestimated their capital costs to build the project. Their estimated costs have grown since they first touted the project, but it is still underestimated by half according to several studies. One study estimates the high-speed rail will have a shortfall of \$537 million per year. We know that it is not a privately funded project like Texas Central has said because they have raised less than 1 percent of the capital they need and they are trying to get your approval so they can pursue federal loans. The investors are intelligent people. They are not going to put their money in a project they know will not cash flow, until they are certain they receive those federal funds, which is why only 1 percent has been raised. If you allow this project to move forward, when Texas Central defaults on those federal loans, I and my descendants for generations will have to pay to operate a high-speed train that few people ride. I should not have to support the pipe dreams of others. Your obligation is to the taxpayers of this country, not to the highly paid marketing experts at Texas Central, the misled politicians, and investors with grandiose ideas who might be job seeking your favors. I and other voters will be watching to see who is doing their job for the taxpayers, not for the investors with deep pockets.	
Tommy Salzar	2/5/2018	Letter	The FRA does not provide adequate documentation for elimination of the No Build Alternative. Per the Reason Foundation, TCRR underestimates the project cost and overestimates the ridership.	Refer to BA-6, GN-2, GN-3, NE-9 and PN-3.
Tommy Salzar	2/5/2018	Letter	The No Build analysis left out the huge increase in Impacted Acreage from 3,000 acres as communicated in writing by TCRR to 8,000 acres and has not been addressed by the FRA nor was it a part of the No Build Alternative Analysis. Also not addressed are 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 from point A to point B due to the HSR.	Refer to BA-6, LU-14, SS-23, TR-6 and TR-8.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: "No Build Alternative". (Ref: DEIS Main Text 1, Sect. ES.8, Pg. 8). The Claims by the FRA on I-45 transportation predictions, traffic congestion, safety, and transportation alternatives are not adequately supported with detailed facts. The "Public Need" has never been established in the DEIS by the FRA. "Public Need" must clearly be established due to the huge negative impact of landowners' property, homes, cemeteries and livelihood. Existing public roads and county maintenance costs have 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. 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, NE-9, PN-1, PN-3 and TR-7.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: "No Build Alternative". (Ref. DEIS Main Text 1, 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 publicly. TCRR has stated this project will not solve any perceived traffic issues, particularly near the big cities. In fact, due to the location of the stops, traffic within the cities will increase. Second, the FRA must show more data regarding future estimates of traffic volume. Researching past predictions, today the traffic volumes of I-45 have in no way even come close to reaching TCRR's traffic predictions. In fact, traffic volume has only reached roughly one half of those predictions. Third, the FRA simply makes the statement that the No Build Alternative would provide no alternative transportation option, when it has not provided any data or proof that a need exists. 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, PN-3, TR-2 and TR-5.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). If the FRA is responsible for "RR Safety", it is inconceivable that the FRA is considering giving a private company the responsibility to construct and operate a HSR 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.	Refer to SS-19 and TR-6.

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Submitted By	Date Submitted	Submission Type	Comment	Response
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). The HSR remote route with its crossings routed very close to O&G and Utility Facilities demands 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. 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 SS-18.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). There are no Risk Management Systems applied to Emergency Response for the HSR if there is a shut down or emergency situation in a remote area. There is also no Risk Management System applied nor Emergency Response Planning indicated to handle a high elevation rescue of the public in case of a shut-down or incident in a remote area. These same issues would apply to the construction phase. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SS-18 and SS-19.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). 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.	Refer to SS-19.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). There is no indication that risk event scenarios have been developed by the FRA on any activity of the HSR construction and operation along with performing risk assessments by qualified Risk Engineers for those events/scenarios. There is also no evidence that the FRA has applied any Risk Management System to the highly congested traffic flows along with road and lane closures, modifications and rerouting of roads, or any risk management situations associated with construction of the HSR. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SS-19, TR-6 and TR-8.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). There is no mention Of any Risk Management System to be applied to the crossing or close proximity of the HSR to other hazardous facilities such as O&G facilities, pipelines, and transmission lines. 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 ? 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 SS-19.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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. TCRR, based on its track record for 3+ years, will likely not fulfill many of the commitments included in the DEIS and when they do not, the FRA will be held accountable. There are also questions about TCRR's unethical actions during the collection of field data and it appears the FRA has potentially implicated themselves in potentially illegal activity against the very people they are being paid to protect. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Comment noted.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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	Refer to WW-6.

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			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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Significant changes to the magnitude, congestion, and make-up of trafficflows 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). 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. and will cause considerable wear and tear on county roads that counties will then be responsible for maintaining. 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-6 and TR-7.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). 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. 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-6 and TR-7.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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). The DEIS has not quantified the 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 roads, traffic associated with the road closures and road modifications or rebuilding, and that associated with construction of the HSR. 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-6 and TR-7.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Texas State Regulatory Agency/Body (Ref: DEIS MAIN TEXT 1; DEIS Abstract). Does RR security fall under the responsibility of the FRA? Where in the DEIS does the FRA address the new state law 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? 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, SS-4, SS-5 and SS-6.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Texas State Regulatory Agency/Body (Ref: DEIS MAIN TEXT 1; DEIS Abstract). 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"? 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, SS-4, SS-5 and SS-6.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Adverse impact of the added construction personnel on the area traffic, schools, and housing infrastructure (Ref: DEIS Omission) 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	Refer to SC-4.

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			time and funding to be able to adequately respond to these large challenges. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Adverse impact of the added construction personnel on the area traffic, schools, and housing infrastructure (Ref: DEIS Omission). 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, particularly in very small ISDs? 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-4 and SC-6.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Applicable noise measurements and science omitted by the DEIS (Ref: DEIS Appendix E Combined Tech Memos Set I of 2; Pgs. 4-8). Since TCRR and the FRA are aware that the route they selected goes through or adjacent to many subdivisions, homes and businesses, why has the FRA DEIS not 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NV-1.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Adverse impact of the added construction personnel on the area traffic, schools, and housing infrastructure (Ref: DEIS Omission). 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? 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-2, SC-4, SC-6 and TR-6.
Tommy Salzar	2/5/2018	Handwritten	Texas Central is still spreading the manure from the DEIS that the HSR will generate \$15 - \$39 Billion in sales tax revenue from ticket sales on its website AND telling people to comment on the DEIS: <a href="https://www.texascentral.com/itstime/">https://www.texascentral.com/itstime/</a> Even if every number in the DEIS's Table 3.14-22 were correct (big hint: they are not), it would take over 600 years to reach \$39 billion in sales tax revenue. This process is irretrievably broken. The DEIS must be scrapped and FRA must immediately issue a decision of NO BUILD.	Refer to SC-3 and TR-6.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Personal safety expectations during construction (Ref: DEIS Omission). 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 personal safety, but for the safety of motorists. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SS-23 and TR-6.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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. 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 scientifically proven aerodynamic "slapping sound". I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NV-10.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Applicable noise measurements and science omitted by the DEIS (Ref: DEIS Appendix E Combined Tech Memos Set I 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. 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'). I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to NV-1.

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Submitted By	Date Submitted	Submission Type	Comment	Response
Tommy Salzar	2/5/2018	Handwritten	<p>I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 111, Tables 3.11).</p> <p>TCRR has stated in a Public Forum that the only road going over the HSR is Beltway 8. 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. What if it is not proposed, meaning TCR actually gets to decide? That decision should not be left to a private company and can be catastrophic to a landowner.</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 TR-10.
Tommy Salzar	2/5/2018	Handwritten	<p>I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 111, Tables 3.11).</p> <p>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. Will Texas 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 public need or financial viability for this project.</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 ED-1, ED-3, LU-12, LU-14, NE-1 and PN-3.
Tommy Salzar	2/5/2018	Handwritten	<p>I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 111, Tables 3.11).</p> <p>A number of FM and CR roads all across the counties being closed and reconstructed with an overpass over the HSR. 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? Will all road construction be completed before, at the same time, or after the I-ISR construction is completed? What priority will be placed on repairing and replacing roads vs. construction of the HSR?</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 TR-6, TR-7 and TR-8.
Tommy Salzar	2/5/2018	Handwritten	<p>I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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, 1 of 14): File 3, TEXT 111, Tables 3.11).</p> <p>A number of FM and CR roads all across the counties being closed and reconstructed with an overpass over the HSR. 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?</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 TR-7.
Tommy Salzar	2/5/2018	Handwritten	<p>I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 111, Tables 3.11)</p> <p>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 will be cut in half with no free movement, which will severely restrict their economic potential and harm the landowner's livelihood. As TCRR is only willing to purchase the ROW they need for the HSR, landowners will suffer immensely from the restriction on the use of their land with no compensation, for a project that has not been proven necessary or financially viable.</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 LU-11, NE-1, NR-6, PN-3 and TR-7.
Tommy Salzar	2/5/2018	Handwritten	<p>I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 111, Tables 3.11).</p> <p>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</p>	Refer to LU-11 and NR-6. Culverts, fencing, and fence-gates would be included as possible negotiation measures to allow livestock crossings. This would be

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			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 for a viaduct providing this free movement were FALSE. Animals would have to be moved across a public road. 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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	conducted on a case-by-case basis between TCRR and the landowner.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 111, 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 for a viaduct providing this free movement were FALSE. Animals would have to be moved across a public road. 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? 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-11 and NR-6. 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.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 111, Tables 3.11) Documentation exists showing 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? Does TCRR have valid reasons for the change, or are they attempting to obtain the land for a reason other than the HSR, like laying broadband cable from Houston to Dallas? The FRA should investigate this issue. 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-14.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 111, Tables 3.11) Question: viii. There exists documentation of TCRR stating the impacted acreage for the HSR would be around 3,000 acres. The recently released DEIS shows around 8,000 impacted acreage. The FRA should halt 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? 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 and LU-14.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Regarding emergency response times during construction of the Dallas to Houston HSR, the FRA DEIS Summary Statement in File TEXT 111, 3.16- 24, 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? Since this FRA DEIS is not based on traffic modeling yet of the traffic increase, particularly during construction with many roads under construction, then how can the FRA with any credibility or accuracy make a claim that "impact on ER times is not anticipated to be significant"? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SS-23.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Devaluation of property value. Although there is no data to support that property located near a high speed rail loses value, one only need look at other modes of transportation, including airports, freeways, railroad tracks and bus stations, to confirm that property all along the route will lose value. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to VA-1.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 1. Potential for flooding. My understanding is that the route will have a berm in our area which could block the water flow and cause flooding in an already flood prone area. 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 and WW-2.

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Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Impact on hunting. We currently have deer on our property and duck and geese that fly over that will leave the area if a train is going by every 30 minutes. 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-5 and NR-6.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Aesthetic value. The elevated train will be visible for much of the 240 mile route which ruins the aesthetics and rural environment. 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.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: The most significant reason the HSR should not be allowed to be built by TCRR is because it is not a financially viable project. According to the Reason Foundation, TCRR has grossly underestimated the cost of the project and overestimated the potential ridership. Based on TXDOT data of projections for people that will travel between Dallas and Houston, the HSR will not get close to the ridership it needs to sustain itself. And because TCRR has publicly stated that they will pursue federal loans, taxpayers will end up supporting the HSR for generations. There is no factual data other than from TCR that shows the HSR is even needed. Any prudent person can see that based on the commute to the station, parking, security and transportation from the station to destination, it will not be practical to ride the train and very few people will take advantage of it, especially since the advertised ticket price will be so high. It just doesn't make sense for Texas, and appears too much like the California boondoggle. 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, PN-3 and SC-22.
Tommy Salzar	2/5/2018	Handwritten	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: "No Build Alternative". (Ref: DEIS Main Text 1, Sect. ES.8, Pg. 8). The No Build analysis left out the huge increase in Impacted Acreage from 3,000 acres as communicated in writing by TCRR to 8,000 acres and has not been addressed by the FRA 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 ROW land required without any accountability for TCRR's earlier claims. The FRA simply glosses over those huge changes. Also not addressed are 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 from point A to point B due to the HSR. 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, LU-14, SS-23, TR-6 and TR-8.
Tommy Salzar	2/5/2018	Website	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: 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 governing 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 governing body, and to not attend the meetings. Waller County won the court 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 fully aware of this case, does this not destroy the public trust in what the FRA has done regarding the HSR DEIS? 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.
Tommy Salzar	2/5/2018	Website	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Business ethics, public trust, and TCRR competence level (Ref: Nothing in the DEIS on this issue). 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? Is it important to FRA's analysis of TCRR's capability to operate a RR or not if TCRR has misled the public on a number of issues as compared to what the FRA has included in the DEIS? 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 SS-19. Pennco is identified as a high-risk site that would require further investigation prior to construction. Environmental consequences due to disturbing hazardous materials sites are discussed in <b>Section 3.5.5.2, Hazardous Materials and Solid Waste, Build Alternatives</b> . Mitigation measures are discussed in <b>Section 3.5.6.2, Hazardous Materials and Solid Waste, Mitigation Measures</b> .
Tommy Salzar	2/5/2018	Website	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Water supply for use at all construction sites and during construction along the entire HSR route (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: Sect. 7.1, Pgs. 32-33 of 34). The FRA must quantify the water needs over 5 years of construction and reconcile that with the State or County Water Conservation agencies to determine the need for permits or approvals for the use of source water. No indication of this in the DEIS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to WW-6.
Tommy Salzar	2/5/2018	Website	I am submitting an objection to the proposed high speed rail between Dallas and Houston for the following reasons: Lack of a Credible Comprehensive Risk Management System by the FRA and TCRR AND Emergency Response Planning for Public Safety (Ref: DEIS Appendix F	Refer to WW-6.

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			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). There is no mention of any Risk Management System to be applied to the crossing or close proximity of the HSR to other hazardous facilities such as O&G facilities, pipelines, and transmission lines. 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 ? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Guadalupe Sanchez	2/17/2018	Website	I am writing to express my strong DISAPPROVAL of the proposed High Speed Rail project. I live in Palmer TX which is in Ellis county. I travel I-45 every morning between 4:00am and 5:00am. Again at around 4:00pm. Traffic is never congested and most of the traffic is Semi truck and construction vehicles. I personally do not see a demand for this type of travel at this time. I feel the failure of this project will create a burden on Texas Tax payers. With the autonomous car technology fixen to explode the chances of anyone using this train route will certainly be ruined. The proposed route falls 300 ft past my front door. This train will absolutely destroy the value of our 16 acre ranch my wife and I have been paying on. This train will destroy the country life dreams of many for the few that will actually use this train service. I voluntarily served this great country to keep the United States safe from foreign enemies. Lets not let them build their crap here in Texas. Sincerely Guadalupe Sanchez	Refer to BA-4, ED-2, GN-4, NE-1, PN-3 and VA-1.
Guadalupe Sanchez	2/24/2018	Email	Dallas to Houston High-Speed Rail Environmental Impact Statement I am writing to express my strong DISAPPROVAL of the proposed High Speed Rail project. I live in Palmer TX which is in Ellis county. I travel I-45 every morning between 4:00am and 5:00am. Again at around 4:00pm. Traffic is never congested and most of the traffic is Semi truck and construction vehicles. I personally do not see a demand for this type of travel at this time. I feel the failure of this project will create a burden on Texas Tax payers. With the autonomous car technology fixen to explode the chances of anyone using this train route will certainly be ruined. The proposed route falls 300 ft past my front door. This train will absolutely destroy the value of our 16 acre ranch my wife and I have been paying on. This train will destroy the country life dreams of many for the few that will actually use this train service. I voluntarily served this great country to keep the United States safe from foreign enemies. Lets not let them build their crap here in Texas.	Refer to GN-4, NE-1, PN-3 and VA-1.
Juan Carlos Sanchez	2/19/2018	Website	This is a much needed project that will make intraday travel between Houston and Dallas much more seamless and less cumbersome than having to travel by air. It will save the average person approximately 2-3 hours depending on their location. Additionally, it will allow travelers to be more productive in that they will be able to work during the train ride vs flying or driving.	Comment noted.
Mercedes Sanchez	3/5/2018	Oral	Hi, good afternoon. Thank for listening to our comments today. My name is Mercedes Sanchez, and I'm here on behalf of Dr. Laura Murillo and the Houston Hispanic Chamber of Commerce. The Houston Hispanic Chamber of Commerce is the leading regional advocate for the economic and the civic interest of the Hispanic business community. We represent approximately 90,000 businesses in the greater Houston region, ranging in size from start-ups to multinational corporations, making the Houston Hispanic Chamber of Commerce the largest in the country. I am pleased to be here today to express the Chamber's support of the proposed high-speed train project connecting north Texas to Houston. With Texas population continuing to grow, travel between the two economic hubs of the state is only going to get worse. Our existing infrastructure for highways is inadequate to address increased interactions between the two regions. In fact, current estimates show that travel time between the two economic powerhouses will increase to over 6-and-a-half hours in the next 20 years. The Texas Bullet Train can help complement the state's existing transportation network and help prepare Texas for generations of future growth. In addition to providing alternative transportation and taking cars off the road, this project will provide a boost to the Texas and the Houston economy. The high-speed train is expected to generate a direct impact of \$36 billion to the Texas economy over the next 25 years, as well as a projected increase of 10,000 jobs per year over the four-year peak construction period, plus 1,500 permanent, highly skilled jobs to support the railroad's operations when it is in full service. The Houston Hispanic Chamber of Commerce is proud to support this innovative project which will provide safe and reliable travel alternatives between Houston, the Brazos Valley, and north Texas. This project is good for Texas, and it's good for Houston. Thank you.	Comment noted.
Johnny Sandel	1/29/2018	Oral	Phone#[...] COMMENT: The property I am talking about is in Leon County. Please get back with me as soon as possible. So if the train comes through this area and then my property is within say 800 yards of it, am i going to affected as far as firearms going off because I lease it for deer hunting. So that make sense, right? So if you will just take that and ask them and how to go get the answer. I lease that property out to deer hunters so I don't what for them to say, "oh, you can't do that anymore". Because one time we heard that they weren't going to allow firearms within a mile of each side. You know a high power rifle. That makes sense, right? When will they get back with me? I have to leave early from here. Thank you for doing this.	Refer to RF-2.
Johnny Sandel	1/29/2018	Oral	Hello, I'm Johnny Sandel here and my issue -- first of all I'm, like, neither for nor against it. A few gentlemen -- and I see y'all I'm a landowner in Leon County and I can still watch the paint it's not going to cross my property, it's 1,239 feet from my property. And I know this is not a forum for asking questions, but nobody in the back -- I spoke to seven or eight folks, no one can answer this question, maybe you can put me	Refer to RF-2. As noted in <b>Table 3.11-45: Leon County Roadway Modifications</b> , FM 977 would be reconstructed over the rail for Segment 3C. Segment

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			on someone here this evening that can. But my property being that far and the rumor mill down in that county, they -- first of all, I lease my land for deer hunting. I wish they would shoot more pigs because they're a bunch them and the other landowners have fences and I don't and it just runs them over to my property and they tear the stuff up. But the rumor mill there said that oh, they're not gonna let you have high-powered weapons for deer hunting. Is there anybody that can answer that question here tonight, number one. And number two, it's FM road 977 where I have another rental property and that rental property would be like at the dead end of 977 and this is out in the boonies, you don't just run down 45. Well, you don't run down 45 anyway that's another issue, that traffic sucks bad. But you don't just run there, exit, and go over there and take care of business. If that road's not through then that's multiple miles to get back around to it, it butts up behind kind of close to it. Is there anybody here that can answer those two questions tonight. That's two financial places where I may be affected. Number one, is it true that if your deer lease is next to it, are you gonna be able to hunt there because it -- you know, I hope deer hunters that I lease to are careful, but if you miss the deer then what? Is it just like, oh, a drive-by in Dallas or something and you're just up the creek without a paddle or are they gonna come after you or what what's the answer to these questions?	3C, however, is not a part of the Preferred Alternative, which is Alternative A. In the Preferred Alternative, the Project would go over FM 977, approximately 900 feet east of County Road 1270.
Johnny Sandel	1/29/2018	Oral	Hello, I'm Johnny Sandel. here and my issue -- first of all I'm, like, neither for nor against it. A few gentlemen -- and I see y'all I'm a landowner in Leon County and I can still watch paint -- (Inaudible) -- it's not going to cross my property, it's 1,239 feet from my property. And I know this is not a forum for asking questions, but nobody in the back -- I spoke to seven or eight folks, no one can answer this question, maybe you can put me on someone here this evening that can. But my property being that far and the rumor mill down in that county, they -- first of all, I lease my land for deer hunting. I wish they would shoot more pigs because they're a bunch them and the other landowners have fences and I don't and it just runs them over to my property and they tear the stuff up. But the rumor mill there said that oh, they're not gonna let you have high-powered weapons for deer hunting. Is there anybody that can answer that question here tonight, number one. And number two, it's FM road 977 where I have another rental property and that rental property would be like at the dead end of 977 and this is out in the boonies, you don't just run down 45. Well, you don't run down 45 anyway that's another issue, that traffic sucks bad. But you don't just run there, exit, and go over there and take care of business. If that road's not through then that's multiple miles to get back around to it, it butts up behind kind of close to it. Is there anybody here that can answer those two questions tonight. That's two financial places where I may be affected. Number one, is it true that if your deer lease is next to it, are you gonna be able to hunt there because it -- you know, I hope deer hunters that I lease to are careful, but if you miss the deer then what? Is it just like, oh, a drive-by in Dallas or something and you're just up the creek without a paddle or are they gonna come after you or what what's the answer to these questions?	Refer to RF-2. As noted in <b>Table 3.11-45: Leon County Roadway Modifications</b> , FM 977 would be reconstructed over the rail for Segment 3C. Segment 3C, however, is not a part of the Preferred Alternative, which is Alternative A. In the Preferred Alternative, the Project would go over FM 977, approximately 900 feet east of County Road 1270.
Shawn Sanders	2/24/2018	Website	This project would be beneficial to our state because we cannot keep up with demand for highways between Houston, Dallas and other cities. It is also my understanding that the air traffic patterns for these cities is overloaded and that airlines are at their maximum capacity for air space. While those in the rural areas are against this project, I believe it is based primarily on false or misleading information. It would be my hope that the private company building this line would compensate the property owners fairly.	Comment noted.
Terry Sanders	2/17/2018	Website	The high speed train will, without doubt, relieve traffic on IH-45 between Houston and Dallas, which has far passed what is an acceptable amount of traffic on that highway. Also, the ability that the high speed train will provide in assisting in the evacuation of the elderly and handicapped during natural disaster events in the Gulf Coast Region, is, by itself, reason enough for the train, (this alone is the single reason that changed me and my wife's mind set on the project, as we were originally against this as much or more than anybody). It means we will not have elderly people helplessly burning to death again in a stalled bus on IH-45 during evacuation events. Finally, the economic impact it will provide for our state, specifically the impacted counties, is hard to argue with. Through all of the projections on this matter, the economic impact will far surpass any projected thought, in my opinion. As vehemently opposed to this project as we were at the very beginning, we have changed our minds about the project, and fully support it.	Comment noted.
Tammy Sanford	2/6/2018	Oral	Hi. I'm Tammy Sanford. I'm a landowner here in Grimes County. That impact study that you-all are talking about, I know it's only environmental, and I'll get to some of that, but it doesn't talk about the impact it's going to have on my pocketbook. They've been talking about this, but they're going to take this land off of our tax roles. Guess what. The money's going to have to come from somewhere. That means my taxes, everybody's taxes here, everybody's taxes across the state. I pay property taxes. I'm fine with that. I don't want to pay their property taxes because it is going to impact me in that way. But they don't talk about that. The other thing that they don't talk about, Texans as a culture, we do not ride trains. We do not grow up on subways, elevated trains of any kind. We're not used to it. So they're going to put this train in for people who drive. We can get from place to place with no problem. We can park wherever we want. That's not a problem. So you're going to take my land and then try to convince us that we need to be on this train, when we know better. Now, they discussed the railroad crashes. That's going to be a problem that has not been addressed either. There have been two crashes this week within the United States. That's going to happen with this train at some point, but it has not been discussed how our emergency vehicles are even going to get to some of these places. Across some of these lands it's going to be very difficult. So it's not only going to need property for the train; you're going to need property to get emergency vehicles to any and all spots. That's more land. Four, you talk about the historical impact. Guess	Refer to CR-12, NV-1, SC-19, SS-3, SS-12, SS-13, SS-18 and SS-19. Through coordination with local emergency responders required by these plans, as well as <b>TR-MM#1: Traffic Control Plans</b> , locations with limited off-road or over-creek access would be determined as well as plans for continued access during Project construction and operations.

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			what. Every Texas student who's gone through -- any Texas public school student knows that Grimes County is one of the historical spots irregardless. We were part of the Stephen F. Austin colony. That you're not going to find on any national register. But guess what. We are a historical property as a county. You're going to cut my county in half because you didn't think about all of that it impacts. I think that that needs to be thought of, because we chose to live in a rural county. We chose for the quietness. I know you talk about noise and all. Guess what. It's really quiet where I live. I like it that way. I don't want them to come in with any above Decibels. Okay? This thing's going to run until 11:30 at night? Guess what. We have kids that go to bed a lot sooner than that. You try to get them to sleep when a train comes past your house every 90 minutes. And then you're going to have it double because they're going both directions. Those are impacts that were not discussed on those boards out there and need to be looked at. And just to finish, this is going to hurt our way of life and our chosen way of life in this county and the other counties. And people say progress is good. This progress is not good and needs to be stopped.	
Octavio Santagadea	1/25/2018	Website	Having a fast train system linking Houston to Dallas should give the two metro areas a good competitive advantage vs other states like California where projects like this have gone nowhere. Once the train starts to go on service nobody will have any doubt that it was a great idea. I lived in Asia and I always enjoyed the train systems in Japan and China where fast speed trains travel is common. It's time that the US has a proper fast train unlike the one in the East coast that doesn't really qualify.	Comment noted.
John Sartell	2/20/2018	Website	There is no benefit that trumps the property rights of thousands of private landowners, including my neighbors. This project is unnecessary.	Refer to ED-2 and PN-3.
Fabiola Saucedo	3/9/2018	Website	Excited about this new method of transportation!	Comment noted.
Joseph Saverino	2/21/2018	Website	Let's do it! Time has come to bring Texas to the forefront of the rail revolution!	Comment noted.
Matthew Scandale	1/25/2018	Website	This is a GREAT idea! It's great to see Texas lead the world in 21st-century transportation. It's privately-funded and Texas will get it done. This will make Houston and Dallas into the premiere business cities in North America. Thank you!	Comment noted.
Leon Scardino	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.
Paula Scardino	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.
Becky Scasta	12/27/2017	Email	It has been brought to my attention that letters went out on December 19 to all potentially impacted landowners. I have been contacted multiple times by TCR requesting land surveys and threatening legal action, yet I do not get a notification letter about the DEIS. Is there a good reason why?	Refer to PI-8.

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Becky Scasta	1/9/2018	Email	It is my understanding that IF Texas Central can prove that they have eminent domain authority and IF the HSR between Dallas and Houston is approved, they will be able to condemn land two miles either side of the center of the rail. If that is true, has the study encompassed the 4-mile swath between Dallas and Houston? What businesses, homes, historical places, farms, ranches, roads and lives will be affected? Did the study consider that area of land? I have been going through the DEIS which is a daunting task. I don't pretend to understand how to navigate it or how to find information. However, it is not clear to me that this 4-mile swath is included in the study. How do I find that out?	Refer to LU-1, LU-7 and LU-14. The Project area does not extend 4 miles wide at any point along the Project's extent.
Becky Scasta	1/9/2018	Website	Did the DEIS compare the pros and cons of HSR to cars and aviation by projecting in the long-term?	Refer to BA-4 and BA-12.
Becky Scasta	1/11/2018	Email	Will there be laws that disallow the discharge of firearms near the HSR? That will be a major problem in the rural setting as many of us hunt, shoot for defense, and target practice. Will our right to use our firearms be affected?	Refer to RF-2.
Becky Scasta	1/11/2018	Email	According to my research and an article from the Journal of Transport Geography, "there has been no grounded empirical work on the economic development impacts of HSR in the US since such services do not exist." (Levinson, 2012) Taking that into consideration, how can Texas Central say, with certainty, that this will be good for the economy of my county and all of the other affected counties? Do their numbers take into account lost revenue streams from agricultural impact, loss of homeowner tax base, cost to the counties and ultimately the tax payers for upkeep of the new roads and bridges that they propose in the DEIS? They grossly underestimate the cost of the project and it has been shown that it will cost twice more than what they publicize. Their ridership numbers appear to be grossly overinflated. How can we be certain that this is good for the socioeconomic welfare of all affected counties?	Refer to GN-2, GN-4, LU-2, VA-1, SC-19, SC-22 and TR-7.
Becky Scasta	1/11/2018	Website	Page 3.11-42 shows that my road, Old Boyce Road, will be rerouted in Alternatives D, E, and F. However, I read in the DEIS that the preferred alternative is A. What will happen to Old Boyce Road in Alternative A?	Refer to TR-6. Changes between the release of the Draft EIS and the Final EIS result in Old Boyce Road no longer being rerouted. The Project would be built over the road. The Preferred Alternative would result in no modifications to Old Boyce Road.
Becky Scasta	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 do 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 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?	Refer to AQ-5 and AQ-14. Fuel savings were done assuming the passenger vehicle average of the most current standard at the time (31.3 miles per 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.
Becky Scasta	1/31/2018	Oral	My name's Becky Scasta, I'm an affected landowner from Ellis County and I'm 100 percent opposed to this high-speed rail and I'm here to fight with my neighbors to the south. Number one question I have is, should a business plan and a cost-benefit analysis be part of the consideration when making a decision of this nature? Is that built into the EIS? If not, how it is utilized in the decision-making process when it appears that the EIS is the end-all decision point? Number two, there have been studies conducted to demonstrate the potential damage of a train moving at 250 miles per hour crashing and skidding off the tracks. How far would it travel before coming to a stop? How close can a home be to be considered safe? Number three, can I shoot my guns on my property if a train is slated to be approximately 1200 feet from my door? And the next answer I would like to have the law cited, so we can look at it ourselves and identify it. The fourth question I have is, the proposed project has caused great and mental anguish for thousands of people. And that's only the beginning of the psychological pain. If displaced the enormous amount of stress will have significant psychological impact. I would like to know if the psychological impact has been studied, and if so, how? And will people will be compensated for their mental anguish? The fifth question is whether the statistics prove the need of the HSR in regards to I-45 congestion, I just drove down here from Waxahachie with construction, I had no problem. Number six, our son is a well-published ranch land management research specialist at the University of- and he issued this statement on behalf of our farm: While I have not systematically surveyed this property from plant inventory I've only identified plants to the species level of various times of years since the property was acquired by its current owners. This has been included no less that ten cycles. As such I believe this property is in the midst of- of ecological recovery since the disturbance of tillage was halted and I found a number of important native plant species such as the dotted blazing star, medium paint brush, Texas bluebells, Texas bluebonnets, - native grasses, Texas winter grass and - The presence of these species and availability to plant with functional grassland - are important for a number of reasons. First tall grass prairie is characterized as a -less than two percent remains intact. Second, grassland birds have been one of the most rapidly declining groups of birds and we believe the decline has primarily been function of the habitat loss. Third, native floral resources are critical for pollinators such as bees and butterflies, and the loss of these floral resources has been directly attributed to the loss of pollinated species. In summary I contend that any destruction or	Refer to NE-1, NE-9, NR-5, PN-3, RF-2, SS-1 and SS-12.

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			fragmentation of the land will result in a loss of local -such native resources are difficult to recreate and negative consequences -is likely to be of a severe magnitude. I'd like to know how that plant will be remediated if it's destroyed by construction. Thank you.	
Becky Scasta	1/31/2018	Oral	I am still Becky Scasta and I have two points that I want to make. One is the comment on the visual impact section of the EIS. I know for a fact that one of those 13 is a wedding venue site. Beautiful, beautiful area. They have outdoor weddings. When they did the visual impact pictures from there, it was looking out from the venue. You have no idea you're sitting at a wedding venue with those pictures. People are not going to have their weddings there when there's a train going by. So that beautiful place, a heritage home, is going to lose their business. Secondly, I wanted to say one more time, several people have mentioned it, Texans Against High-Speed Rail is a valuable resource for fighting this project, so I encourage you to go to their facebook page and like it if you have not been yet, go to their website, donate to them. They have a legal team that's amazing that's working pro bono and lobbyists in Austin and D.C. fighting for us and they have experts that are going through the EIS tearing it apart, bit by bit, so I just want to encourage you to check them out. Thank you.	Refer to AS-1.
Becky Scasta	2/5/2018	Oral	Ifs a long drive down from Waxahachie but we are the neighbors to the north and stand side by side with you guys _ I have several questions regarding the DEIS_ First: I would like for the FRA to clarify your definition of what a displaced business is. According to page 4 -9 of the DEIS, a displaces business if a business that would be able to find replacement properties close by and who is in business: and if that business chooses to relocate outside the area: that would be a loss of tax base for the local economy. So have you looked at the businesses that cannot relocate within the counties: and have you counted for that in lost income to the counties. On Page ES 23: sorry: wrong one. The second question I have is where do the public roads that Texas Central plan to build (inaudible) parallel to the rail and it gets back to the counties for lifetimes maintenance: interrupted by means and ways. The public drive on those means and ways and are the public roads the county will have to maintain truly for public use. Page E-S 25 states that there will be zero parts and zero trails impacted in Alternative A. Well, Lake Margo is about 15, 20 minutes from my house and this is a corps of engineer federal land area. The rail as I understand the map: it is going directly over the equestrian and hiking trails on the north end of lake, which is also a designated hunting area. So how can you say that area won't be impacted. If I'm riding a horse, rm not raiding no horse under that train I'm also a hiker. I hike because I haven't to be out with hike. I don't want to hike where there's a train going through. And also: how will that impact hunting in that area? I just want to know how you got permission to cross federal land unless there is something in the DEIS about that with the corps of engineers. We are within 1500 feet of a field of a 100-year flood plain which it floods so bad there's actually gates on the road that they close that road which is floods. Mostly flows directly downstream to the proposed rail by duct. The maps detailing the proposed closed road show roads installed parallel to the rail, just north of where that same creek flows: and then immediately south right in front of our house. Well: I can't find a map that shows that road on the section in between which is where Mustang creek runs through. So I want to know why that map is not in there or is that just going to be road with no access? If there is a road do you have to ends up Mustang creek: that backs up into the flood plain. So I would like to have an answer to that and I want to hear their responses. So I encourage you guys and I support you against this high speed rail. Thank you.	Refer to NR-1, RF-2, SC-21, TR-7 and TR-8. The public road that would be built through the Mustang Creek floodplain (in Leon County) would be Interstate 45 frontage road. These modifications are part of Build Alternative C, which is not the Preferred Alternative.
Becky Scasta	2/22/2018	Website	The High-speed rail, if approved, is slated to be placed about 1/2 mile downstream from Mustang Creek which is in a 100-year flood plain. This is 1/2 mile or less from my home. Interestingly, there is no map in the Draft Environmental Impact Study (DEIS) that shows what kind public road will be built in that section of the flood plain. There are maps for the sections before and after the floodplain section and they have the new roads on them. Surely, they will be connected in between. To explain, Texas Central plans to build "public" roads that they will gift back to the respective counties for lifetime maintenance. These roads will run parallel to the track, interrupted intermittently by the rail's Maintenance of Way (MOW) sections. I highly doubt these "public" roads will be accessible to the public as they are clearly access roads to the MOWs. Here are the problems: 1. What kind of "public" road will be built through the floodplain section? Will it be elevated to allow Mustang Creek to flow beneath It? The fact that the map is missing is one example of how incomplete the DEIS is. 2. Will the "public" roads truly be public if they're interrupted by MOWs? 3. If they're not truly public roads, why "gift" them back to the counties for maintenance? Taxpayer dollars being used for a "private" project? Reference maps RDY-EW-04007 and RDY-EW-04008	Refer to FP-1 and TR-7. The public road that would be built through the Mustang Creek floodplain (in Leon County), would be Interstate 45 frontage road. Additionally, this portion of the Project is Segment 3C, which is not part of the preferred alignment. In Leon County, the preferred alternative is Segment 4, which is located approximately 5 miles to the west. Segment 3C is included in Alternatives C and F. Segment 4 is included in Alternatives A, B, D and E. Refer to Appendix D, Mapbooks for more detailed maps and footprints for the Project.
Becky Scasta	2/22/2018	Website	I would like to know why every household in every affected county was not notified of the public hearings. I am an affected landowner and I did not receive a letter from the FRA regarding the public hearings. I have certainly received enough letters from Texas Central requesting to survey and informing me of potential litigation. My address and name are known. Please tell me why every household was not notified. Thank you,	Refer to PI-1.
Becky Scasta	2/22/2018	Website	"Dallas, Ellis, Navarro, and Limestone counties have been selected as focal areas for Monarch butterfly habitat development because of their strategic location within the butterfly's flight zone during spring and fall migrations. These counties also offer great potential for Monarch habitat improvements on private lands." The benefits of butterflies are many per the links I am providing: <a href="https://butterfly-conservation.org/45/why-butterflies-matter.html">https://butterfly-conservation.org/45/why-butterflies-matter.html</a> <a href="https://www.nps.gov/articles/monarch-butterfly.htm">https://www.nps.gov/articles/monarch-butterfly.htm</a> I have read that a decision will be made in 2019 as to whether the monarch will be placed on the endangered species list. What studies have you conducted regarding the impact of destroyed lands, possibly four miles wide along a 240 mile path on monarch habitat? Have you studied the impact of endless	For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species,</b>

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			streams of disturbed air from trains running every 15-30 minutes at 205 mph, noise and vibration on monarchs and other pollinators? If so, please reference those studies. If you allow this to go forward and if the habitats are destroyed, what is your plan for remediation? How long will it take to recover and how will it impact the migratory path of the monarch in the interim? Please provide references for all information that you cite. Thank you.	<b>Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</b> The Monarch Butterfly is currently "Under Review" for listing by FWS.
Becky Scasta	2/22/2018	Website	Have you studied the impact to business lost along the I-45 corridor is you are truly able to remove the millions of drivers that you claim will choose to ride the train? What is the financial impact to each town and county along the corridor? Please show me those figures? Please show me how these businesses and communities will benefit and survive with the loss of highway traveler income. Please show me how the HSR will compensate them for their loss. Thank you.	Refer to SC-15. Economic impacts are calculated for the five economic analysis areas described in <b>Section 3.14.3, Socioeconomics and Community Facilities, Methodology.</b>
Becky Scasta	2/22/2018	Website	When I look at the maps that show the insertion of public roads parallel to the HSR, there does not seem to be maps for the entire route? I would like to know why? How many miles of new public roads to you plan to put in? What is the purpose of these new roads? Why will they be gifted back to the counties for lifetime maintenance if Texas Central has a need to install them? Thank you.	For the mileage of proposed public roads, see <b>Table 3.11-61: Summary of Transportation Impacts by Build Alternative.</b> Reroutes to existing roads would result in the addition of approximately 16.6 miles (Build Alternative D) to 46.9 miles (Build Alternative C) of public roads. After new public roads are constructed, the ownership and responsibility for maintenance of these new roads revert to the appropriate local, municipal, county, state, or federal authority. For information about roadway modifications per county, Segment, and Build Alternative, please see <b>Section 3.11.5, Transportation, Environmental Consequences.</b>
Becky Scasta	2/22/2018	Website	The HSR is slated to cross the north end of Lake Bardwell. This is a USACE area. The section that the rail is supposed to cross is an equine trail, a hiking trail, and hunting land. 1. How is it possible that a private project like this is allowed to cross federal land? 2. What studies have you conducted to demonstrate that there will not be significant startle of horses who are not accustomed to the sound of HSR? 3. What is the plan if there is a thrown rider and potential life-threatening injuries? 4. The DEIS stated that there would be no impact on recreation in Ellis county. How can this be true if it crosses this area? I am a hiker. I wouldn't want to hike there. When I hike I want to be out in the quiet of nature. 4. What is the law regarding the discharge of firearms near the HSR? Please cite the law? 5. What will the impact be on wildlife and what will be the subsequent impact to hunting and recreation? What studies substantiate your claims? Please reference the link and article I am providing as it has significant information. <a href="http://transweb.sjsu.edu/PDFs/research/1427-high-speed-rail-and-equine-issues.pdf">http://transweb.sjsu.edu/PDFs/research/1427-high-speed-rail-and-equine-issues.pdf</a>	Refer to GN-3, NR-1, NV-1 and RF-2. As described in <b>Section 3.17.5.2.2, Recreational Facilities, Build Alternatives and Section 3.17.5.2.3, Recreational Facilities, Build Alternatives, Recreational Facilities, Environmental Consequences,</b> the preferred Alternative would not intersect Lake Bardwell, but would intersect the lake's flowage easement. Private projects work in coordination with public agencies such as USACE, FRA, TPWD, etc. to ensure that linear infrastructure projects are developed in accordance with existing laws and regulations. Appropriate steps must be taken depending on the type of project being conducted within varying areas of USACE real estate. More information regarding necessary permits for Lake Bardwell can be found in <b>Section 3.7.5.2.2, Waters of the U.S., Ellis County.</b> The Final EIS states that an impact would be present for Build Alternatives D, E and F where Segment 2B occurs. <b>Section 3.17.6.2, Recreational Facilities, Avoidance, Minimization and Mitigation, MM#1</b> Temporary Recreation Impacts to Lake Bardwell provides information on how TCRR would work with USACE to mitigate potential impacts.
J.D. Scasta	1/14/2018	Letter	We live at [...] in Waxahachie, TX of Ellis County. It is our understanding from the persistent attempts to survey our land, which we declined, and from the DEIS that our property will be part of the impact area for the high-speed rail. We bought this property 6 years ago to establish our first-ever farm and our forever home that we plan to retire in. We have worked tirelessly to rehabilitate the land, build farm infrastructure. and establish a means to provide for ourselves through gardening and raising livestock. We have spent countless hours and thousands of dollars to do this. We hope to make this a farm that provides food to the community and have worked to build a customer base for eggs, figs, blackberries, beef, pork. and honey. The bees we raise are surrounded by hundreds of acres Of farm land and are an important part Of the overall ecological System in our county. Our house was built in the 1930s and is reputed to be the main homestead for all the farming in the Boyce area. It still has the original hardwood floors and many Other unique features found only in homes built in that era. We are continually improving on the farmhouse and have spent thousands Of dollars in the last six years to make it energy efficient and comfortable. Our grandchildren love coming to papa and BiBi's farm. They learn about life and death here as we raise animals for food. They have learned to fish and to garden and have spent countless hours playing on the old storm shelter out back and riding bikes around the property. Children spend much time on electronic screens these days and it is special that our grandchildren still know the old-fashioned way	Refer to NR-2 and NR-5. Impacts to wildlife and vegetation will be minimized with compliance and mitigation measures listed in <b>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.</b> Two species of Blazing star or gayfeather occur within range of the Project. However, neither are federally or state listed as endangered or threatened. The Monarch Butterfly is currently "Under Review" for listing by FWS. according to a wildlife biologist who specializes in ornithology and has extensive experience with avian species in Texas, the photo of the "red-cockaded woodpecker" is actually a red-bellied woodpecker

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			<p>Of playing in the dirt, using their imagination, interacting with animals, and learning where food comes from. Building the high-speed rail the way Texas Central wants to do it will ultimately eliminate the rural way of life that is essential to our culture.</p> <p>Our son is a professor Of rangeland management in Wyoming and was the Ag agent for Navarro County for three years prior to completing his doctorate. He is very familiar with Texas native grasses and wildflowers. He has walked our property multiple times and commented on the re-emergence Of Texas natives that are becoming rarer in our State. Once such plant is the Blazing Star and it is noted in the Nature Conservancy to be a plant that should be protected. There are many more plants that are re- emerging on our property that should be protected, as well. <a href="https://www.nature.org/ourinitiatives/regions/northamerica/unitedstates/indiana/journeyyyithnature/blating-star-wi'dflowers.xml">https://www.nature.org/ourinitiatives/regions/northamerica/unitedstates/indiana/journeyyyithnature/blating-star-wi'dflowers.xml</a> We have also seen the red-cockaded woodpecker on our property, as recently as this week. According to the Nature Conservancy. it has been forced to the brink Of extinction.</p> <p><a href="https://www.nature.org/ourinitiatives/regions/northamerica/unitedstates/florida/placesweprotect/reintroducing-the-red-cockaded-woodpecker">https://www.nature.org/ourinitiatives/regions/northamerica/unitedstates/florida/placesweprotect/reintroducing-the-red-cockaded-woodpecker</a> I am attaching pictures of both the Blazing Star and the Red-cockaded woodpecker. Our property is also covered with milkweed which is the host plant the monarch butterfly to lay their eggs in and is the only food source for the larvae to feed upon. Monarch butterflies are becoming endangered and the US. Fish &amp; Wildlife Service petitioned to have them protected in 2014. Disrupting fields such as those on our farm will significantly impact monarchs in Ellis County. <a href="https://www.fws.gov/savethemonarch/SSA.html">https://www.fws.gov/savethemonarch/SSA.html</a> Surely, there is a better way to move people from Dallas to Houston than to wipe out whole farms and ranches throughout our county. I don't believe there has been enough research into other options and consideration for the use of right of ways that are already dedicated to transportation. Encroaching Scasta Farm - Description of ecological function General Introduction and Soil and Ecological Descriptions This property is comprised Of approximately 20 acres with 3 soil units (HaB - Houston Black Clay (1-3% slopes) comprising 24.3% of the property, Heiden Clay (1-3% slopes) comprising 0.1 % of the property, and Heiden Clay (3-5% slopes eroded) comprising 75.6% of the property (Figure 1; Table I). Illis property is comprised of 2 ecological sites including R086AY 196TX-Blackland 28-40" PZ and R086AY009TXSouthern Eroded. Prior to European settlement, this region was classified as tallgrass prairie. Given the wide spread tillage for row crop agriculture in this region, we surmise that this property was tilled at one time. For example, properties to the NE and the SW are farmed (Figure 1). A review Of 1995 aerial imagery (see Figure 2) supports this history of tillage. Important Botanical Resources While we have not systematically surveyed this property for a plant inventory, we have informally identified plants to the species level at varying times of the year Since the property was acquired by its current owners (Scasta). "Illis has included no less than 10 site visits. As such, we believe this is in a mid-successional state Of ecological recovery since the disturbance of tillage was halted and have found a number of important native plants species.</p> <p>NATIVE FLOWERING PLANTS</p> <ul style="list-style-type: none"> <li>* Dotted blazingstar (<i>Liatris punctata</i>)</li> <li>* Indian paintbrush (<i>Castilleja indivisa</i>)</li> <li>* Texas blue bells (<i>Eustoma grandiflorum</i>)</li> <li>* Texas bluebonnet (<i>Lupinus texensis</i>)</li> </ul> <p>NATIVE PERENNIAL GRASSES</p> <ul style="list-style-type: none"> <li>* Sideoats grama (<i>Bouteloua curtipendula</i>)</li> <li>* Texas wintergrass (<i>Nassella leucotricha</i>)</li> <li>* Vine mesquite (<i>Panicum obtusum</i>)</li> </ul> <p>The presence of these species, and the availability of land with functional grassland characteristics, are important for a number of reasons. First, tallgrass prairie is characterized as a "threatened ecosystem" of which less than 2% remains intact (Noss et al, 1995). Second, grassland birds have been one of the most rapidly declining groups of birds and the declines have been primarily a function of habitat loss (Hill et 2014). Third, native floral resources are critical for pollinators such as bees and butterflies and the loss of these floral resources has been directly attributed to loss of pollinator species (Woodward and Jha, 2017). In summary, we contend that any destruction or fragmentation of the land will result in a loss of local biodiversity and functioning grassland ecosystem. Such native resources are difficult to recreate and the negative consequences for native flora and fauna is likely to be of a severe magnitude. J.D. Scasta, Ph.D. Assistant Professor and Extension Rangeland Specialist Department of Ecosystem Science and Management University of Wyoming Figure 1. Map Of Scasta Farm property with corresponding soil units using 2017 (Web Soil Survey). Figure 2. Map of Scasta Farm property using 1995 imagery (Google Earth) indicating recent history of tillage.</p> <p>Once such plant is the Blazing Star and it is noted in the Nature Conservancy to be a plant that should be protected. There are many more plants that are re- emerging on our property that should be protected, as well.</p> <p><a href="https://www.nature.org/ourinitiatives/regions/northamerica/unitedstates/indiana/journeyyyithnature/blating-star-wi'dflowers.xml">https://www.nature.org/ourinitiatives/regions/northamerica/unitedstates/indiana/journeyyyithnature/blating-star-wi'dflowers.xml</a> We have also seen the red-cockaded woodpecker on our property, as recently as this week. According to the Nature Conservancy. it has been forced to</p>	<p>which is not federally or state listed, but still protected under the Migratory Bird Treaty Act (MBTA). Impacts to wildlife and vegetation will be minimized with compliance and mitigation measures listed in <b>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.</b></p> <p>Two species of Blazing star or gayfeather occur within range of the Project. However, neither are federally or state listed as endangered or threatened. The Monarch Butterfly is currently "Under Review" for listing by FWS. According to a wildlife biologist who specializes in ornithology and has extensive experience with avian species in Texas, the photo of the "red-cockaded woodpecker" is actually a red-bellied woodpecker which is not federally or state listed, but still protected under the Migratory Bird Treaty Act (MBTA).</p>

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			<p>the brink Of extinction. <a href="https://www.nature.org/ourinitiatives/reeions/northamerica/unitedstates/florida/placesweprotect/reintroducing-the-red-cockaded-DawE">https://www.nature.org/ourinitiatives/reeions/northamerica/unitedstates/florida/placesweprotect/reintroducing-the-red-cockaded-DawE</a> I am attaching pictures of both the Blazing Star and the Red-cockaded woodpecker. Our property is also covered with milkweed which is the host plant the monarch butterfly to lay their eggs in and is the only food source for the larvae to feed upon. Monarch butterflies are becoming endangered and the US. Fish &amp; Wildlife Service petitioned to have them protected in 2014. Disrupting fields such as those on our farm will significantly impact monarchs in Ellis County.</p>	
<p>Ronald and Becky Scasta</p>	<p>3/9/2018</p>	<p>Website</p>	<p>We sent our personal impact statement by certified mail and it was received in the mail room on January 22, 2018. However, we have never received notification that anyone signed for it. So we are sending it electronically as well. Thank you, Ronald and Becky Scasta To Whom It May Concern: We live at Road in Waxahachie, TX of Ellis County. It is our understanding from the persistent attempts to survey our land, which we declined, and from the DEIS that our property will be part of the impact area for the high-speed rail.</p> <p>We bought this property 6 years ago to establish our first-ever farm and our forever home that we plan to retire in. We have worked tirelessly to rehabilitate the land, build farm infrastructure, and establish a means to provide for ourselves through gardening and raising livestock. We have spent countless hours and thousands of dollars to do this. We hope to make this a farm that provides food to the community and have worked to build a customer base for eggs, figs, blackberries, beef, pork, and honey. The bees we raise are surrounded by hundreds of acres of farm land and are an important part of the overall ecological system in our county. Our house was built in the 1930's and is reputed to be the main homestead for all the farming in the Boyce area. It still has the original hardwood floors and many other unique features found only in homes built in that era. We are continually improving on the farmhouse and have spent thousands of dollars in the last six years to make it energy efficient and comfortable. Our grandchildren love coming to Papa and BiBi's farm. They learn about life and death here as we raise animals for food. They have learned to fish and to garden and have spent countless hours playing on the old storm shelter out back and riding bikes around the property. Children spend too much time on electronic screens these days and it is special that our grandchildren still know the old-fashioned way of playing in the dirt, using their imagination, interacting with animals, and learning where food comes from. Building the high-speed rail the way Texas Central wants to do it will ultimately eliminate the rural way of life that is essential to our culture. Our son is a professor of rangeland management in Wyoming and was the Ag agent for Navarro County for three years prior to completing his doctorate. He is very familiar with Texas native grasses and wildflowers. He has walked our property multiple times and commented on the re-emergence of Texas natives that are becoming rarer in our state. Once such plant is the Blazing Star and it is noted in the Nature Conservancy to be a plant that should be protected. There are many more plants that are reemerging on our property that should be protected, as well. <a href="https://www.nature.org/ourinitiatives/regions/northamerica/unitedstates/indiana/journeywithnature/blazing-star-wildflowers.xml">https://www.nature.org/ourinitiatives/regions/northamerica/unitedstates/indiana/journeywithnature/blazing-star-wildflowers.xml</a>. We have also seen the red-cockaded woodpecker on our property, as recently as this week. According to the Nature Conservancy, it has been forced to the brink of extinction. <a href="https://www.nature.org/ourinitiatives/regions/northamerica/unitedstates/florida/placesweprotect/reintroducing-the-red-cockadedwoodpecker.xml?gclid=EAIaIQobChMloKOzwufY2AIVTKsNCh2wqQUvEAAAYASAAEgLpg_D_BwE">https://www.nature.org/ourinitiatives/regions/northamerica/unitedstates/florida/placesweprotect/reintroducing-the-red-cockadedwoodpecker.xml?gclid=EAIaIQobChMloKOzwufY2AIVTKsNCh2wqQUvEAAAYASAAEgLpg_D_BwE</a> I am attaching pictures of both the Blazing Star and the Red-cockaded woodpecker. Our property is also covered with milkweed which is the host plant the monarch butterfly to lay their eggs in and is the only food source for the larvae to feed upon. Monarch butterflies are becoming endangered and the U.S. Fish &amp; Wildlife Service petitioned to have them protected in 2014. Disrupting fields such as those on our farm will significantly impact monarchs in Ellis County. We are in the process of applying to be a monarch sanctuary. Dallas, Ellis, Navarro, and Limestone counties are focal counties for development of monarch sanctuaries as these counties are in the monarchs migratory flight path. <a href="https://www.fws.gov/savethemonarch/SSA.html">https://www.fws.gov/savethemonarch/SSA.html</a> <a href="https://monarchjointventure.org/our-work/">https://monarchjointventure.org/our-work/</a> Surely, there is a better way to move people from Dallas to Houston than to wipe out whole farms and ranches throughout our county. I don't believe there has been enough research into other options and consideration for the use of right of ways that are already dedicated to transportation. Encroaching upon private lands for a project that will never benefit the people in my county makes no sense. Our county has a heavy agriculture base with over millions of dollars of livestock and agricultural products produced. With HSR cutting through primarily agricultural land (the entire length of our county) there is no way that HSR will be financially beneficial to the economics of Ellis County. Texas Central touts numbers that say our county will benefit financially but the agricultural impact alone will cost the people of Ellis County. I personally know several large-scale farmers who will be wiped out. Additionally, I have reviewed the maps in the DEIS and have observed that many public roads and overpasses will be put in and maintained at the taxpayers' expense. Our emergency services, postal services, utility services, and school services will all be impacted as routes will change and access may disappear altogether. The county will be left holding the financial responsibility for these issues as well. We appreciate your time and consideration in saying No to high-speed rail in Ellis County, TX. Respectfully Submitted, Ronald and Becky Scasta Scasta Farm. Scasta Farm – Description of ecological function General Introduction and Soil and Ecological Descriptions This property is comprised of approximately 20 acres with 3 soil units (HaB - Houston Black Clay (1-3% slopes) comprising 24.3% of the property, Heiden Clay (1-3% slopes) comprising 0.1% of the property, and Heiden Clay (3-5% slopes eroded) comprising 75.6% of the property (Figure 1; Table 1).</p>	<p>Refer to BA-8, BA-9, BA-10, CR-11, EU-2, LU-2, LU-9, LU-11, NR-2, NR-5, SC-6, SC-7, SS-23, TR-1, TR-7 and TR-8.</p> <p>Impacts to wildlife and vegetation will be minimized with compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b>. Two species of Blazing star or gayfeather occur within range of the Project. However, neither are federally or state listed as endangered or threatened. The Monarch Butterfly is currently "Under Review" for listing by FWS. according to a wildlife biologist who specializes in ornithology and has extensive experience with avian species in Texas, the photo of the "red-cockaded woodpecker" is actually a red-bellied woodpecker which is not federally or state listed, but still protected under the Migratory Bird Treaty Act (MBTA). <b>Table 3.13-6: 2012 Agricultural Statistics in Section 3.13, Land Use</b> provides agricultural statistics in Texas and in the 10 counties in the Study Area.</p>

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			<p>This property is comprised of 2 ecological sites including R086AY196TX-Blackland 28-40" PZ and R086AY009TX-Southern Eroded. Prior to European settlement, this region was classified as tallgrass prairie. Given the wide spread tillage for row crop agriculture in this region, we surmise that this property was tilled at one time. For example, properties to the NE and the SW are farmed (Figure 1). A review of 1995 aerial imagery (see Figure 2) supports this history of tillage. Important Botanical Resources While we have not systematically surveyed this property for a plant inventory, we have informally identified plants to the species level at varying times of the year since the property was acquired by its current owners (Scasta). This has included no less than 10 site visits. As such, we believe this property is in a mid-successional state of ecological recovery since the disturbance of tillage was halted and have found a number of important native plants species. NATIVE FLOWERING PLANTS Dotted blazingstar (Liatris punctata) Indian paintbrush (Castilleja indivisa) Texas blue bells (Eustoma grandiflorun) Texas bluebonnet (Lupinus texensis) NATIVE PERENNIALL GRASSES Sideoats grama (Bouteloua curtipendula) Texas wintergrass (Nassella leucotricha) Vine mesquite (Panicum obtusum) The presence of these species, and the availability of land with functional grassland characteristics, are important for a number of reasons. First, tallgrass prairie is characterized as a "threatened ecosystem" of which less than 2% remains intact (Noss et al., 1995). Second, grassland birds have been one of the most rapidly declining groups of birds and the declines have been primarily a function of habitat loss (Hillet al., 2014). Third, native floral resources are critical for pollinators such as bees and butterflies and the loss of these floral resources has been directly attributed to loss of pollinator species (Woodward and Jha, 2017). In summary, we contend that any destruction or fragmentation of the land will result in a loss of local biodiversity and functioning grassland ecosystem. Such native resources are difficult to recreate and the negative consequences for native flora and fauna is likely to be of a severe magnitude. J.D. Scasta, Ph.D. Assistant Professor and Extension Rangeland Specialist Department of Ecosystem Science and Management University of Wyoming</p> <p>References Hill, J. M., Egan, J. F., Stauffer, G. E., &amp; Diefenbach, D. R. (2014). Habitat availability is a more plausible explanation than insecticide acute toxicity for US grassland bird species declines. Public Library of Science (PLoS) One, 9(5), e98064. Noss, R. F., LaRoe, E. T., &amp; Scott, J. M. (1995). Endangered ecosystems of the United States: a preliminary assessment of loss and degradation (Vol. 28). Washington, DC, USA: US Department of the Interior, National Biological Service. Woodard, S. H., &amp; Jha, S. (2017). Wild bee nutritional ecology: predicting pollinator population dynamics, movement, and services from floral resources. Current Opinion in Insect Science. In Press.</p>	
Ronnie Scasta	1/31/2018	Oral	<p>Can y'all hear me? Okay. I am the other half, not the better half, my name's Ronnie Scasta. I am here to support you guys and I also had a few thoughts about this project and I am 100 percent against this high-speed rail. And I want to clarify a couple of things here. First of all, I generally appreciate the heritage and the local land and all the things rural that I've heard presented at a couple other of these. It's a matter of importance to your family. And all of that stuff is really great, so write it in a book and see if you can sell it, because Texas Central doesn't care. They don't care what your feelings are, they don't care about your land, you have something they want. They want your land. They don't care. They want your land, they don't care your heritage or anything else you have on that land. An opinion from the country looking over this project is that the FRA, Texas Central, TxDOT, U.S. DOT, they've all jumped in bed together. I really feel like the FRA will approve this project. Why do I feel this way? Because they don't care whether this is a viable project or not. They're about the railroad and railroad safety. They don't care about your land, the heritage or whatever else -- your ownership and they don't care about us, the taxpayer being on the hook for a project that in the end costs the taxpayer billions of dollars. This should make you mad and I hope it makes you mad enough to fight this with everything you have. 'Cause they plan on taking everything you have without any fault to the incline on your families and your way of life. As I said these agencies do not care about you or your feelings. We, the public, have got to get online and send your questions and concerns to the FRA. You've got to overburden them with questions. If you talk you're losing. If you don't do that, it's also just business as usual with another big government project pushing something down your throat that you don't want to have anything to do with, without any fault to the taxpayer working on its back. Are you mad? If you're not you should be already. This project is you not a viable project. As someone said, a sixth grader can run the numbers and see that the numbers do not add up to make this a viable project. So if this is a background question, or answer, we should be very scared when we ask the next question, why? Why would a private, foreign-backed company and the U.S. government agencies joining forces to push a multimillion dollar project that, working with the numbers presented, will never be a viable project in the next 30 years. What are the government agencies trying to set up for the future with all this land that they're taking and basically cutting Texas in half? To be safe why would you cut it in half. What deals are being made behind the public's back to -the taxpayer over? We don't know what's going on back there, it's scary. What is being hidden from us, the taxpayer? If you're not scared you as a tax-paying citizen of the U.S.A. should be. There's actions we need to take. Overload the FRA with questions about this project, get with Texans Against High-Speed Rail and talk to your congressmen. Thank you.</p>	Refer to ED-1, GN-2, GN-4, NE-1, NE-2 and SS-4.
Ronnie Scasta	2/5/2018	Oral	<p>I'm Ronnie Scasta and I'm with Ellis County, your neighbor north of here and we're going to help you fight this thing. We come here to oppose this thing because it's not fair, but have you guys met TC, Texas Central. They're friendly, they're nice but let me tell you something, they will take you to court to take what you got, they don't care. They want what you have as cheap and as free as they can get it. So be aware of that. When you get involved with them, watch your back because you can't trust them. If you want to fight it, Texans against high speed rail, join</p>	Refer to BA-6, GN-4, PI-1, LU-11, SC-15, SC-19, SC-21, TR-7 and TR-8.

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			us, put your name there, and get out there and fight this thing and get it stopped. They hot a questions they put in the DEIS, they got all these roadways where they're putting new roads in, how come our county commissioners were not invited to be a party to that? I believe they know our roadways and what we need better and how to fit this to what some companies from Houston does who doesn't know what we have in our county. On page ES 23, says only positive impact in our county under each alternative. Does this take into consideration the impact on agribusiness and the farms and add operations that will not be able to relocate in the county or the loss of a business to those businesses along I-45. We drove down an hour and a half. I don't see a study that says all these businesses along I-45 are going to be hurt by this. They plan on taking all this business so they are going to kill every county. Where's the study that shows that? I haven't seen that. So why if the no-build alternative not included in the tables when comparing impact data side by side? We're here to fight it and get on board with the Texas High Speed Rail and let's get this stopped. Thank you.	
Beverly Scheck	2/24/2018	Website	I am oppose to the train destroying a cultural economical, historically and charitable ranch referred to as Morgan legacy ranch farm located near FM709 and 3194. I believe a move north parralling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property	Refer to LU-5.
Tim Scheck	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.
Michael Schelski	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.
Matt Schiel	2/5/2018	Oral	I am Matt Schiel. I live in Tomball, property in Madison County. I think the two biggest things about this project is -- Okay. Here we go. I think the two biggest projects here we've got to look at is where's the money going and the pipelines. This whole train thing is about commercial development in Houston and Dallas. That's it. The train is just the viaduct to get it done. This will not relieve any congestion on 45, besides what's in Houston and maybe a little bit in Dallas. That's it. So why are we worried about a handful of people getting rich off of this while people in the wake of it got to fund private enterprise to make a lot of money off my back? The second thing that's the biggest thing is I've already did my portion for the great state of Texas. I have the two pipelines and the high -- the transmission lines. I think I'm doing enough for the great state of Texas. Now, on the books here, you want to put the train on top of the pipelines? Where have you-all done anything about that? How are we going to move those pipelines, or move anything? And I have not seen anything about that. So that's really a big problem for me is that the pipelines -- I love pipeline people. They're great. They work with us. They come in, do a job, and make it look like nothing ever happened before. So you're going to tell me that I got to move pipelines and then put a train there? That's BS. So I want hopefully that will be in your report showing what is going to happen on that one. Lastly, two weeks ago, three weeks ago now, we had to go to Fort Worth for an awards presentation for the boys and the Fort Worth Stock Shows. I said, Man, it would be great to get on that train from Houston to Dallas. But wait. Let's just say the ticket was \$100 one way. I got five people, so that's \$500 one way, \$500 back, so that's a thousand. So you want me to spend a thousand dollars to go to Dallas for a three-hour meeting I had to get -- for a boys to get a recognition? Really? A thousand bucks. And plus I have to feed them, because they're all got pretty big boys, so you know they're going to eat. So that's what? \$1200 to go up there. I think my truck and my time is probably a little less than \$1200. I don't know about you-all, but I think it is. And then we can enjoy each other. Yeah, we can enjoy each other on a train or in the car. How many times people have kids that show cattle? How many memories do you-all make driving to the show; not actually at the show. We get to talk a lot of different things, spend a lot of time together. That's where you're going to build families; not sitting on some train for 90 minutes playing on your cell phone, as my kids would. So hopefully it will be a big no, no, no for the train. Thank you.	Refer to ED-2, EU-1, EU-2, GN-4, NE-1, PN-3 and SC-3.
Rhonda Schiel	2/6/2018	Handwritten	The state cannot afford this train! The citizens will end up paying for it. Sooo many lives are effected. their livelihood is decreased or existing. The cattle market will be come non-existing. what are people to eat - Rice! the only people profiting from this are the Japanese & some	Refer to CR-6, ED-4, GN-4, LU-2, LU-11, NR-1, NR-2, PN-3 and RF-2.

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			politicians. Not the people who actually support the state politicians come & go but we the people will stay forever. We have several methods to get to Dallas. Train not needed for mobility. Who is paying the taxes on our land when you take our livelihood away. How are you providing emergency care to our counties when roads are closed or rerouted. It takes 4 mins to save a life. How many people will die because of this project? Who is going to own the minerals on these properties? How do we hurt on the property. Deer will probably not know the window (30min) we have to shoot them. When I am fishing @ my ranch I don't need to drink, pills to distress. The sounds of cows mooing birds chirping & quietness is my therapy. What will my property be worth if train goes thru? Nothing!! I don't even have internet @ my ranch. I get 2 channels on my T.V. I don't want any technology on my place. I go there to distress I have 3 cemeteries on my road. It is so wrong to disturb the dead. Where are they going to be moved?	
Jonathan Schmidt	2/9/2018	Website	I would absolutely prefer to use high-speed rail over flying or driving between any cities as close as Dallas and Houston. This option is cheaper, faster, cleaner and safer than additional highway lanes or short flights. Rail transportation also demonstrably improves the livability and desirability of super-regions like Dallas-Houston. As personal vehicles increasingly become electrified and eventually are replaced with rented, driverless vehicles, rail travel will become the backbone of inter-city transportation system. The plan being considered is a strong one and we'd be wise to implement it now rather than after it becomes painfully obvious it was needed.	Comment noted.
Dieter Scholz	3/5/2018	Website	<p>Comments on the Dallas to Houston High Speed Rail Draft EIS Fundamental issues regarding statements in the “Purpose of and Need” summary.</p> <p>Growing travel demand</p> <ul style="list-style-type: none"> <li>* It has not been explicitly shown where the demand will be coming from.</li> <li>o I-45 traffic congestion is dominated by increased movement of goods by tractor trailers. The bullet train will not substantially improve that.</li> <li>o Most super-commuters do no travel daily. They travel at the beginning and end of the week and remain at their work location during the week.</li> <li>o Those travelling for personal reasons chose their personal automobile for convenience and cost savings. Car rental or other public transportation costs are never included in TCRR’s cost comparisons.</li> <li>o Increased demand is not supported by an increase in air travel. If demand was there, surely the airlines would add flight itineraries.</li> <li>o Many companies are reducing travel budgets by using virtual meetings, telecommuting, and advanced communication technologies instead of sending employees to remote locations.</li> <li>o Studies sited in the chapter 1.2 are ten and even thirty year old. Rail systems are a dying technology for moving people. Electric self-driving cars is the future. People will choose a means which provides the greatest flexibility to go where and when they choose.</li> </ul> <p>TCRR Dubious Projections</p> <ul style="list-style-type: none"> <li>* TCRR suggests that the public chooses personal cars over air due to pre-arrival time minimizing the advantage of air travel</li> <li>o Will passengers board a bullet train without any TSA type security screening? If so, how will safety be addressed?</li> <li>o If there is a more efficient screening method that TCRR will implement, why aren’t we using that at airports?</li> <li>o The reality is, when distances are relatively short (400 miles or less) people choose personal automobiles because they need transportation at their destination.</li> <li>* TCRR does not discuss ticket price but says there will be multiple tiers competing directly with cost of air travel and automobile travel</li> <li>o From personal experience, round trip travel to Dallas in a V8 pickup truck (not great on gas mileage) costs less than \$50 in gas. Will TCRR offer ticket price that is competitive when you also consider rental car, parking, etc? They would have to offer free ticket AND subsidize the cost of the car rental. Not a very good business model.</li> </ul> <p>Safety</p> <ul style="list-style-type: none"> <li>* Safety is sited as a need factor</li> <li>o In chapter 1.2.2.4, it is stated that highway deaths are 45 times greater than air or rail travel. That is like comparing the cost of a bicycle to that of an automobile. In order to compare those one has to use some common denominator to measure cost vs benefit. In comparing death rates for different modes of travel, a good common denominator might be number of miles traveled. If you look at it that way, highway travel is actually the safest mode of travel and rail is the least safe. See table below -</li> </ul> <p>No Build Alternative</p> <ul style="list-style-type: none"> <li>* The report summarily dismisses this alternative without presenting credible evidence that there is a need. The FRA is apparently accepting the private beneficiary’s declaration of need when there has been no public demand for this. The private investors are in “need” of leveraging this perception to violate and infringe on the rights of private landowner for personal gain. The public does not “need” a high speed rail system.</li> </ul> <p>Design considerations to minimize impact</p>	Refer to AS-1, BA-4, BA-6, GN-2, GN-4, LU-9, NE-1, NR-6, NV-1, NV-6, PI-1, PI-4, PN-3, SC-3, SS-2, SS-9, SS-14, TC-7 and WW-6.

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			<p>* There are many references to “public” involvement by both the FRA and TCRR. It is unclear what inputs, if any, were taken from the public as it pertains to the impact to the region. The overwhelming public comment has been against this project but it seems to have fallen on deaf ears.</p> <p>* According to the report, use of the viaduct system “potentially” reduces the fragmentation of existing habitat.</p> <p>o It is my understanding that security fences will be placed on either side of the track in order to prevent unauthorized access. I do not understand how this reduces fragmentation.</p> <p>* According to the report, permanent physical impacts would occur to groundwater wells during construction, including public water systems.</p> <p>o Water is life. How much bigger of an impact is even possible??</p> <p>* Noise</p> <p>o 100dBA is VERY LOUD. According to the California DOT, that’s somewhere between a lawnmower at 3 ft and a jet fly-over at 1000 ft. I wear ear plugs when I mow the grass.</p> <p>Mode</p> <p>Billion Miles Traveled</p> <p>(Note 1) Fatalities</p> <p>(Note 2) Fatality Rate (deaths per billion miles)</p> <p>Highway 2988.281 32719 10.94910418</p> <p>Air Carrier, Domestic 5.965 429 71.9195306</p> <p>Total Train miles 0.542 43 79.33579336</p> <p>Transit 4.413 266 60.27645593</p> <p>Note 1: USDOT Bureau of Transportation Statistics</p> <p>Note 2: From the EIS, Table 1-1</p> <p>With a train passing every 30 minutes, I guess earplugs will be part of my everyday wardrobe.</p> <p>* Aesthetics and scenic resources</p> <p>o This is very subjective and the only opinions that matter are those of the impacted residents. It is not up to Washington bureaucrats to determine what is aesthetically pleasing to the citizens who live there. A shiny railway station is no comparison to the loss of natural beauty that would result. The FRA needs to recuse itself with regards to this topic.</p> <p>I could go on and on but I’m running out of time, that which I have not much to spare. The high speed rail between Dallas and Houston is a bad idea. It was born not out of need but out of greed. It is not the public which demands this but a few wealthy investors, and those looking to become wealthy, who are advocating this project. The FRA EIS report does not spend much effort to justify the need but takes it on TCRR’s word. The “no build” alternative was summarily dismissed without providing analysis. The objective to minimize impact is not achieved but talked around as if the “need” is fact. This is a short sighted project that will have near term benefit for a few but will ultimately get dumped on the taxpayer. The environmental impact to those strategizing in the board room is nothing, but to those in the train’s path, it is devastating.</p> <p>I ask that the FRA deny permission to build the high speed rail system from Dallas to Houston and to deny credit assistance to TCRR and any of it’s affiliates.</p> <p>Respectfully, Dieter Scholz Houston, TX</p>	
Nicholas Scholz	3/3/2018	Website	<p>I cannot see this project being in any way profitable. There are other options available for travel and most people do not travel for work anymore with technology advancing the way it is. The data for travelers used in EIS was taken many years ago and is no longer valid. For those traveling for personal reasons, it makes no sense to travel on the rail. For example, I have a spouse and three children. It would cost is around 1000 dollars one way to travel from Houston to Dallas, and then we would have to rent a car upon arrival. Or, we could just drive for 60 dollars round trip.</p> <p>Second, the EIS states that rail is the safest way to travel. According to the US DOT statistical data (this literally came from their website, I'm not making this up), that is a horribly false statement. Per mile traveled in the US in 2015, you are five times more likely to die in a plane than a car, and 21 times more likely to die on a rail than a plane (126 times more likely to die on rails than in a car). I'll take my chances on the road.</p> <p>Third, the EIS states there will be no interference with roads, but hundreds of roads will be re-routed or closed?? Also, who is paying for the roads? Can FRA give the residents of the effected counties a written guarantee that our tax payer money will not be used to re-route or</p>	<p>Refer to GN-1, GN-2, GN-4, GN-7, NE-1, NE-9, PI-1, PN-3, SC-3, SS-12, SS-14, SS-18, SS-23, SS-26, TC-4, TR-2, TR-6, TR-7 and TR-8.</p> <p>Surveys completed by FRA were conducted on property where access was granted. In the event that a representative of FRA accessed property and then determined that entry had been denied or miscommunicated, the representative left the property. FRA cannot speak to the survey actions of TCRR or its representatives.</p>

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			<p>upgrade roads due to the HSR? What about during construction? Will roads temporarily be closed for construction of the HSR? How is this not affecting the roads and residents that use them daily? And the proposed station at the intersection of TX-30 and TX-90. How will this affect traffic? These roads are only two lane highways (one lane in each direction). Who will pay for expansion of these highways?</p> <p>Fourth, our Sheriffs in each of the affected counties have not been included on any of the EIS. What about safety of the people? What about response times? Is additional man-power going to be needed? How can our Sheriffs not be included? What if a railway worker is injured during construction? What if there are violations of neighboring properties No Trespassing rights? In Grimes county alone, there have been hundreds of reports of trespassing related to Central Texas already and construction is not even close to starting. These reports are taking up time of our law enforcers.</p> <p>Fifth, the station in Roans Prairie is ridiculous. Who is going to travel to that station to ride a train for 200 dollars? The only answer that I have gotten is Texas A&amp;M college students, or Sam Houston college students. First off, not all of the students come from Houston or Dallas. Second, why would any of those students travel 35-40 minutes to get to the station, then pay 200 dollars, then the ride, then find another ride on the other end of the train ride, when from Huntsville or College Station a drive is only 1-3 hours to either Houston or Dallas and costs a whopping 30 dollars for gas, AND you have your car at your destination?</p> <p>There is so much more wrong with the EIS but I don't have that much room to reply to everything on a 5600 page report of complete and utter falseness. It would be a shame to take land from hard working AMERICANS to give it to a project that has already started off with nothing but lies and is destined to FAIL.</p>	
Linda Schoppe	2/5/2018	Website	I believe in jobs. Texans need to work. Saying that, my property is not in the area of the rail system. Please continue your good work and finish the HSR.	Comment noted.
Linda Schoppe	2/27/2018	Website	Just imagine the number of jobs before and after construction of the HSR. Great for Texas!	Comment noted.
Cecil Schroeder	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"> <li>1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.</li> <li>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.</li> <li>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.</li> <li>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</li> <li>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.</li> <li>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.</li> </ol>	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.
Corey Schuler	3/3/2018	Website	I am strongly opposed to the proposed route for the high speed train. This route runs through a working ranch, Morgan Legacy Farm. I am concerned that the significant changes to elevation would cause incredible watershed issues. I am also concerned about the economic impact it will have on Navarro County. A move north of the already existing power lines would have less of an impact on Morgan Legacy Farm, and ultimately it would preserve the business to it's suppliers in Navarro County.	Refer to LU-5, WW-1 and WW-2.
Larry Schulin	2/6/2018	Website	Northwest Mall..lol How appropriate. This train is nothing more than a huge payoff to politicians, and lobbyists. I'm not sure if it's been officially named, but once the novelty wears off, it will look just like NW.Mall in recent years. Therefore I suggest calling this HUGE waste of money "CASPER". It will become a ghost train by 2020. A financial DISASTER.	Refer to GN-7 and GN-9.
Bruce Schultz	2/6/2018	Oral	<p>Bruce Schultz Hi_ Good evening, and thank you for staying here to hear what everybody's got to say. I appreciate that. My name is Bruce Schultz. rm part of a family group that O'vns property on Binford Road: here we've owned it as a family farm for about 160 years. We're still there. We've been through the Civil War. We went through the Great Depression. We've gone through everything: and we still use it for agricultural purposes and we want to keep doing that. Were out for the quiet enjoyment of our property: and we're really upset and pretty resentful to see a big railroad train headed straight at us to try' to force us off of our property. There — all of our property access is on Binford Road, and the train cuts our property away — cuts it in half, basically, and leaves us With a large parcel that has no other access to a road So now in the back room: the people are saying: "Oh: well: we can get you access to the service road. We can negotiate that." Well: this is crazy to have proceeded through this far. They've already sued us, and now they're saying: "Oh: we thought about how to get you access. Let's talk about something. This is crazy. With this much activity going into this: this is no way to run a railroad. So I'm here to speak as somebody tha€s directly impacted with this and my family. But that's me. So let me just speak quickly in the time I've got left to just talk about some big things. This is as other speakers have said: this is going to divide into an east side and a west side. And in the future: in 20 and 30 years: we'll be</p>	<p>Refer to TR-7, TR-8 and TR-10.</p> <p>Section 106 of the National Historic Preservation Act 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</p>

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			<p>talking about do you east of the railroad or west of the railroad: because there are going to be limited access points where you can actually cross the right-of-way And in the future: if they build the overpass for 2920, and 2920 is two lanes wide well, what happens when it ultimately needs to be six lanes wide or even bigger? That — who is going to pay for that? Does the County have to pay for that? Does the State do it? We're all going to have to pay for it as taxpayers. So think about the future. We've been there for a long: long time. We hope to be there for a much longer time. But for all of us: think about what this will be like in 10 years, 20 years and 30 years: and lets do some long-term though and some long-term planning on this. So we oppose this project. We endorse the no-build option, so please join us on that Thank you</p>	<p>available and after publication of the Final EIS. Historic and archeological 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 <b>Section 3.19.6.2, Cultural Resources, Programmatic Agreement</b> of the Final EIS. Binford Road would not be closed, rerouted, or crossed by the Project.</p>
Bruce Schultz	3/9/2018	Website	<p>I am writing in opposition to the proposed Texas Central Railway Dallas-Houston High Speed Rail line because of the adverse impact to future land use in Harris and Waller Counties. The proposed alignment, with the noise and vibration created by 30 to 50 train passages per day, greatly reduces the potential for residential land use in proximity to the proposed rail line. With residential uses diminished, the future "highest and best use" will probably fall to industrial and warehouse development along the rail line, similar to that seen between Washington and New York City. I recommend the "No-Build" option.</p>	<p>Refer to NV-1 and NV-5.</p>
Bruce Schultz	3/9/2018	Website	<p>I am writing in opposition to the proposed Texas Central Railway Dallas-Houston High Speed Rail line because of the adverse impact to future traffic patterns in Harris and Waller Counties. The proposed alignment, has only three (3) east-west roadways between US-290 and Spring Creek, a distance of nearly four (4) miles. These east-west roads are FM 2920, Waller-Spring Creek Road, and Castle Road. The alignment calls for FM 2920 and Waller-Spring Creek to go underneath the tracks, while Castle Road is to be a bridge over the tracks. How many lanes Of traffic are these crossings planned to carry? As Northwest Harris County develops, how will these crossings be enlarged to carry more auto, truck and school bus traffic? Will our County and State governments have extra work and expense to maintain adequate and efficient east-west traffic flow? Failure to plan for east-west traffic movement may be a limitation to future growth and may create adverse traffic and lifestyle issues. I can hear it now: "I would have been home earlier, but I got tied up in traffic at the Texas Central overpass". This seems to be an unnecessary burden for our local population to bear, just to move rich people from Dallas to Houston. I recommend the 'No-Build' option.</p>	<p>Refer to TR-7, TR-8 and TR-10.</p>
Bruce Schultz	3/9/2018	Website	<p>I am writing in opposition to the proposed Texas Central Railway Dallas-Houston High Speed Rail line because it does not serve the communities between Dallas and Houston, misses most of the network benefits that could be created by linking the cities between Dallas and Houston. A railroad system is a network. And the value Of a network is proportional to the number of nodes (intersections) on the network. The proposed Dallas-Houston line links central Dallas and Houston, and the only other node is a pasture in Grimes County, 25 to 30 miles from Bryan or Huntsville. This seems to fail reaching any synergy that could be created by linking the cities along the 1-45 Corridor: The Woodlands, Conroe, Huntsville and Corsicana. If the railroad stopped in those cities, they could benefit from access to Dallas and Houston. Even in Japan, the Shinkansen makes multiple stops between Tokyo and Osaka, which is approximately the same distance as Dallas-Houston. I agree with Congressman Kevin Brady, if there is a high speed rail line between Dallas and Houston, it should serve the cities of the 1-45 corridor and aim to pull Texas together. It should not just be a high-speed link between Dallas and Houston. I recommend the 'No-Build' option.</p>	<p>Refer to BA-8 and PN-3.</p>
Bruce Schultz	3/9/2018	Website	<p>I am writing in opposition to the proposed Texas Central Railway Dallas-Houston High Speed Rail line because of the adverse impact to my family's farm. I recommend the 'No-Build' option. The proposed alignment runs through my family's farm and splits it into two parcels, the larger of the two parcels (about 50 acres) having no access to a public road. This creates a great hardship to us in continuing our agricultural uses of the farm. It also greatly limits the future uses of the property for residential or industrial uses. While we wish to continue the agricultural uses of our property, as responsible stewards of the land and of our family's economic interests, we strongly object to this proposed taking of our property. Weve heard a lot of promises from Texas Central about how this will have minimal impact, but from the proposed alignment on our property, this is not so. From my point of view, this project is a scheme to take property from current owners, build the project with government-guaranteed debt, let it fail, and then distribute to new owners, with the defaulted indebtedness to be absorbed by the government. I recommend the 'No-Build' option. Sincerely, [...]</p>	<p>Refer to ED-1.</p>
Bruce Schultz	3/9/2018	Website	<p>I am writing in opposition to the proposed Texas Central Railway Dallas-Houston High Speed Rail line because of the adverse impact to future traffic patterns in Harris and Waller Counties.</p> <p>The proposed alignment, has only three (3) east-west roadways between US-290 and Spring Creek, a distance of nearly four (4) miles. These east-west roads are FM 2920, Waller-Spring Creek Road, and Castle Road.</p> <p>The alignment calls for FM 2920 and Waller-Spring Creek to go underneath the tracks, while Castle Road is to be a bridge over the tracks.</p> <p>How many lanes Of traffic are these crossings planned to carry? As Northwest Harris County develops, how will these crossings be enlarged to</p>	<p>Refer to TR-7, TR-8 and TR-10.</p>

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			<p>carry more auto, truck and school bus traffic? Will our County and State governments have extra work and expense to maintain adequate and efficient east-west traffic flow?                      Failure to plan for east-west traffic movement may be a limitation to future growth and may create adverse traffic and lifestyle issues. I can hear it now: "I would have been home earlier, but I got tied up in traffic at the Texas Central overpass".                      This seems to be an unnecessary burden for our local population to bear, just to move rich people from Dallas to Houston.                      I recommend the 'No-Build' option.</p>	
Cyndy Schultz	2/23/2018	Letter	<p>This letter is to express my views on the Dallas to Houston High-Speed Rail Project. I stand with many other citizens of Texas in being against the high-speed bullet train proposed by Texas Central Railway. The first area I would like to address from the Draft Environmental Impact Statement (DEIS) is whether there is a need for the project. Previous passenger rail studies completed by the Federal Railroad Administration (FRA) and the Texas Department of Transportation (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. Many high-speed rail lines in other countries or other areas of the United States were built to relieve crowding on conventional rail lines and to connect central cities with extremely high residential and commercial population densities. Most of the other areas where there are large subway systems with high rates of usage are those that have low rates of vehicle ownership or have airports nearby with low-cost air service. This is hardly the case with the Dallas to Houston corridor. Because there is no existing Passenger Rail Service, most of the riders must come from air and passenger vehicles. This corridor has the highest rates of car ownership and the population is too spread out for people to be able to conveniently drive to a central railway station. Both Dallas and Houston have airports located very close to their downtown area and other airports throughout the region. I do not believe the air quality impacts have been fully vetted. From the Executive Summary (ES.9.3 Air Quality): "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." I believe we will see an increase in MSATs in the Houston area because of the lack of travel alternatives from the proposed rail station locations to other areas for business travelers except passenger vehicles, probably rented at the station or taxis. This will actually increase the MSATs for the Houston area, something the air quality of Houston doesn't need. I am not very familiar with the rail station location in Dallas, but I expect there could be similar impacts. I also do not believe the impact to the floodplain have been fully vetted. From the Executive Summary (ES.9.9 Floodplain Hazards and Floodplain Management): "Final design of the Build Alternatives would minimize potential increases to the floodplain elevations by retaining existing water surface elevations where feasible to avoid impacting the available flood storage and minimizing fill in sensitive areas. Many regulatory floodplains and unregulated stream segments would be fully spanned and potential impacts avoided. Compliance and mitigation measures, including temporary detention, would be used to offset effects on floodplains from piers and construction within the floodplains." I am concerned that the project will affect watersheds North and West of Houston and Harris County. The impacts from Hurricane Harvey last summer were monumental to Houston, Harris and surrounding counties. The amount of rainfall surpassed 100 and 500-year floodplains. The environmental study indicates that approximately 4 acres are located within a 500-year floodplain and approximately 179 acres are located within a 100-year floodplain. Since recent climate change studies indicate precipitation events have become and will continue to become more intense, has this been factored in with all Of the additional concrete from this project on land that typically absorbed the rainfall? I also see a number of detention basins on the maps, but no indication Of where these will eventually drain to. There are a number Of bridges and Overpasses that need to be built on existing roadways for the train to pass under. I assume the project will pay for the initial construction, but what government entity will absorb the cost to maintain all these bridges and overpasses being built over the railroad? Taxpayers will likely be forced to pay maintenance through higher tax rates. It's not fair for taxpayers to absorb these costs for the benefit Of a private corporation. It should also be unlawful. I am also concerned about the electricity to power the train. A couple of quotes from the study seem to fly in the face of recent articles in the Houston Chronicle (2/21/2018) about electric rate hikes for consumers due to shutdown of 3 of the state's largest coal-fired generating plants. This will drive the state's power reserves to their lowest level in more than a decade. "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. (page 17)." "Construction power usage would not require significant additional capacity, or result in a significant peak electric demand or base-period electric demand. (Page 25)" The DEIS seems to believe there is no impact to electric usage, but consumers will bear the brunt of higher costs for their electricity due to the forecast low supplies, especially during peak demand hours in the summer. I am also concerned from the environmental aspect that all threats to protected species, including bald eagle nesting grounds, been fully studied. Another concern of mine is the economic impact. This project is going to destroy homes and the way of life for many citizens in the communities affected. Should Texans suffer extreme economic damage through the unlawful</p>	<p>Refer to AQ-2, AQ-3, AQ-10, BA-12, ED-1, ED-2, EU-4, FP-1, FP-4, GN-2, LU-11, NE-2, NE-9, NR-3, NR-4, PN-3, SS-17, TC-6, TR-7 and TR-10. If passengers would not take the high-speed rail, they would be taking cars, buses, or planes from one city to the other (Dallas to Houston or vice versa). Once they get to that city, they have to keep driving a car, rent a car, or take a taxi to their local destination. That portion of local connection or travel emissions would exist whether they took a train, plane, or automobile between the cities. All applicable research information has been incorporated into the Final EIS. In addition, detailed detention pond design will be developed during further design. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b>. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b>.</p>

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			<p>application of eminent domain to benefit a private company and ultimately a foreign corporation? The property rights of citizens are being violated as the farm and ranch land that has been the source of income for several generations is destroyed. My family has owned property the proposed rail route will cut through for over 160 years. We will lose access to 2/3 of our property because we have no access to the property on the other side of the berm that will go through our property. That property has been farmland for its entire history of ownership in our family. The people that farm the land will lose their livelihood since 2/3 of the property will be inaccessible to their equipment. I also believe the FRA has accepted the Texas Central Railway incomplete and misrepresented financial and operational projections without question: I believe the overly optimistic ridership projections call into question the long-term viability of the project. I am afraid Texas taxpayers will be footing the bill when actual ridership falls short of projections. I am 100 percent against the high-speed rail project by Texas Central railway. I am not against economic development for the state of Texas, but it should not come at the expense of the environment, the agriculture industry or small town communities and only benefit a few. I strongly feel this project harms all and will eventually be a burden to Texas taxpayers.</p> <p>I do not believe the air quality impacts have been fully vetted. From the Executive Summary (ES.9.3 Air Quality): Mr. Wright February 23, 1018 page 2 "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." I believe we will see an increase in MSATs in the Houston area because of the lack of travel alternatives from the proposed rail station locations to other areas for business travelers except passenger vehicles, probably rented at the station or taxis. This will actually increase the MSATs for the Houston area, something the air quality of Houston doesn't need. I am not very familiar with the rail station location in Dallas, but I expect there could be similar impacts.</p> <p>I also do not believe the impact to the floodplain have been fully vetted. From the Executive Summary (ES.9.9 Floodplain Hazards and Floodplain Management): "Final design of the Build Alternatives would minimize potential increases to the floodplain elevations by retaining existing water surface elevations where feasible to avoid impacting the available flood storage and minimizing fill in sensitive areas. Many regulatory floodplains and unregulated stream segments would be fully spanned and potential impacts avoided. Compliance and mitigation measures, including temporary detention, would be used to offset effects on floodplains from piers and construction within the floodplains." I am concerned that the project will affect watersheds North and West of Houston and Harris County. The impacts from Hurricane Harvey last summer were monumental to Houston, Harris and surrounding counties. The amount of rainfall surpassed 100 and 500-year floodplains. The environmental study indicates that approximately 4 acres are located within a 500-year floodplain and approximately 179 acres are located within a 100-year floodplain. Since recent climate change studies indicate precipitation events have become and will continue to become more intense, has this been factored in with all Of the additional concrete from this project on land that typically absorbed the rainfall? I also see a number of detention basins on the maps, but no indication Of where these will eventually drain to.</p> <p>I am also concerned from the environmental aspect that all threats to protected species, including bald eagle nesting grounds, been fully studied.</p> <p>This letter is to express my views on the Dallas to Houston High-Speed Rail Project. I stand with many other citizens of Texas in being against the high-speed bullet train proposed by Texas Central Railway. The first area I would like to address from the Draft Environmental Impact Statement (DEIS) is whether there is a need for the project. Previous passenger rail studies completed by the Federal Railroad Administration (FRA) and the Texas Department of Transportation (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.</p> <p>Another concern of mine is the economic impact. This project is going to destroy homes and the way of life for many citizens in the communities affected. Should Texans suffer extreme economic damage through the unlawful application of eminent domain to benefit a private company and ultimately a foreign corporation? The property rights of citizens are being violated as the farm and ranch land that has been the source of income for several generations is destroyed.</p> <p>My family has owned property the proposed rail route will cut through for over 160 years. We will lose access to 2/3 of our property because we have no access to the property on the other side of the berm that will go through our property. That property has been farmland for its entire history of ownership in our family. The people that farm the land will lose their livelihood since 2/3 of the property will be inaccessible to their equipment.</p>	
Douglas Schultz	12/27/2017	Email	I would like to receive updates to the EIS process.	Refer to PI-1.

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

Submitted By	Date Submitted	Submission Type	Comment	Response
Joyce Schultz	2/23/2018	Letter	<p>Joyce Schultz [...] February 23, 1018 Mr. Wright Federal Railroad Administration 1200 New Jersey Ave. SE, MS-20 Washington, DC 20590 RE: Dallas to Houston High-Speed Rail Project - Draft Environmental Impact Statement (DEIS)</p> <p>Dear Mr. Wright: This letter is to express my views on the Dallas to Houston High-Speed Rail Project. I stand with many other citizens of Texas in being against the high-speed bullet train proposed by Texas Central Railway. The first area I would like to address from the Draft Environmental Impact Statement (DEIS) is whether there is a need for the project. Previous passenger rail studies completed by the Federal Railroad Administration (FRA) and the Texas Department of Transportation (TxDOT) support the need for reliable multi modal 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. Many high-speed rail lines in other countries or other areas of the United States were built to relieve crowding on conventional rail lines and to connect central cities with extremely high residential and commercial population densities. Most of the other areas where there are large subway systems with high rates of usage are those that have low rates of vehicle ownership or have airports nearby with low-cost air service. This is hardly the case with the Dallas to Houston corridor. Because there is no existing Passenger Rail Service, most of the riders must come from air and passenger vehicles. This corridor has the highest rates of car ownership and the population is too spread out for people to be able to conveniently drive to a central railway station. Both Dallas and Houston have airports located very close to their downtown area and other airports throughout the region. I do not believe the air quality impacts have been fully vetted. From the Executive Summary (ES.9.3 Air Quality): "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." I believe we will see an increase in MSATs in the Houston area because of the lack of travel alternatives from the proposed rail station locations to other areas for business travelers except passenger vehicles, probably rented at the station or taxis. This will actually increase the MSATs for the Houston area, something the air quality of Houston doesn't need. I am not very familiar with the rail station location in Dallas, but I expect there could be similar impacts. I also do not believe the impact to the floodplain have been fully vetted. From the Executive Summary (ES.9.9 Floodplain Hazards and Floodplain Management): "Final design of the Build Alternatives would minimize potential increases to the floodplain elevations by retaining existing water surface elevations where feasible to avoid impacting the available flood storage and minimizing fill in sensitive areas. Many regulatory floodplains and unregulated stream segments would be fully spanned and potential impacts avoided. Compliance and mitigation measures, including temporary detention, would be used to offset effects on floodplains from piers and construction within the floodplains." I am concerned that the project will affect watersheds North and West of Houston and Harris County. The impacts from Hurricane Harvey last summer were monumental to Houston, Harris and surrounding counties. The amount of rainfall surpassed 100 and 500-year floodplains. The environmental study indicates that approximately 4 acres are located within a 500-year floodplain and approximately 179 acres are located within a 100-year floodplain. Since recent climate change studies indicate precipitation events have become and will continue to become more intense, has this been factored in with all of the additional concrete from this project on land that typically absorbed the rainfall? I also see a number of detention basins on the maps, but no indication of where these will eventually drain to. There are a number of bridges and overpasses that need to be built on existing roadways for the train to pass under. I assume the project will pay for the initial construction, but what government entity will absorb the cost to maintain all these bridges and overpasses being built over the railroad? Taxpayers will likely be forced to pay maintenance through higher tax rates. It's not fair for taxpayers to absorb these costs for the benefit of a private corporation. It should also be unlawful. I am also concerned about the electricity to power the train. A couple of quotes from the study seem to fly in the face of recent articles in the Houston Chronicle (2/21/2018) about electric rate hikes for consumers due to shutdown of 3 of the state's largest coal-fired generating plants. This will drive the state's power reserves to their lowest level in more than a decade. "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. {Page 17}."</p>	Refer to AQ-2, AQ-3, AQ-10, BA-12, ED-1, ED-2, EU-4, FP-1, FP-4, GN-2, LU-11, NE-2, NE-9, NR-3, NR-4, PN-3, TC-6, TR-7 and TR-10.
Sheree Schultz	1/11/2018	Website	I think this railway is a wonderful thing. It will cut down time and hassle for commuters and open the doors for so many possibilities between the two cities.	Comment noted.
Gaynelle and Miles Schulze	2/13/2018	Website	The proposed high-speed rail route between Dallas and Houston is something that will benefit everyone. It will improve transportation options between the two cities and favorably impact the economies of all the areas through which it passes. Since it is proposed to be built with private money instead of government funding, it is difficult to understand why anyone would oppose it. The United States needs to catch up with other developed nations who are years ahead of us in the utilization of rail travel. Expanding and repairing highways is no longer the answer for "medium range" trips such as Dallas-Houston. There also needs to be another option to airlines for trips of this nature.	Comment noted.
Tracey Schut	1/25/2018	Email	Please ignore - testing.	Comment noted.

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Kay Schwartz	2/5/2018	Website	This will never make enough money to pay for itself, let alone make money. Southwest Airlines does a fine job, and driving only takes 3-4 hours. Disrupting so many peoples' lives and properties for such a folly is a disgrace. Our current politicians will be long gone by the time everyone realizes what a colossal mistake has been made and the taxpayers will wind up dealing with this mess. Reminds me of the Ship Channel cruise port thinking.	Refer to BA-4, BA-12, GN-4, NE-1 and PN-3.
Maureen Schwarz	12/20/2017	Email	I am totally against this High-Speed Rail for several reasons. The main one being that it is supposed to be from Dallas to Houston. The routes I have seen are no where near Houston. One of them runs right down my driveway and I am in Waller County as well as Grimes County. If they want this take it closer to Houston at least in Harris County. I do not believe that this is a profitable venture at all. Also the fact that it will put people out of their homes and property that they have had for many, many years and are still making a living off of. I have more reasons but that is just a few. Also it says it will be privately financed, somehow I just don't buy this.	Refer to BA-7, BA-8, GN-4, GN-7 and NE-1.
Stephen Schwarzbach	2/28/2018	Website	As a concerned citizen who lives within a few miles of the proposed terminal in Houston, I feel compelled to say that this terrible idea should be stopped. This train is unnecessary - the ridership projections are grossly overstated, it will be a blight to the city and especially countryside, and it will ruin the quality of life and will damage private property along the way. It defies logic that a private company can exercise any semblance of eminent domain to acquire land from private property owners to build a for-profit enterprise. On that basis alone, this project is an insult to the people of Texas and an abomination to the rights of its citizens. If built, it is highly likely that this enterprise will go bankrupt (based on unrealistic ridership/cost/time savings assumptions and projects put forth by TCR), creating a further burden to citizens and taxpayers. To summarize: 1. Not needed, 2. Blight on the land, 3. Unfair acquisition of private property, 4. Property damages, 5. Long-term economics not feasible. There is simply no good reason to build this railway.	Refer to AS-1, ED-1, GN-2, GN-4, NE-1 and PN-3.
William Scofield	1/30/2018	Website	The draft Environmental Impact Study (EIS) released to the public by Texas Central Railway (TCR) for its high-speed rail project is fatally deficient with respect to studying, protecting, and complying with the federal law of the Endangered Species Act. I attended a comments meeting held by the Federal Railroad Administration (FRA) on March 5th, 2018 at the Sheraton Brook Hollow in Houston, Texas which provided me with the opportunity to speak with an AECOM biologist that worked on TCR's draft EIS. The AECOM biologist had a poster board explaining that during the research work for the draft EIS, no endangered species had been found in the 240 miles (crossing ten Texas counties) that would be impacted by TCR's rail project. I told the biologist had visited the Texas Parks and Wildlife website which gives a complete listing of documented endangered species in the ten Texas counties. Texas Parks and Wildlife lists a total of twelve endangered species that have habitat in the portions of these ten counties. These species include: the Houston Toad, Atwater's Prairie Chicken, the Whooping Crane (its migration route), and the Red Wolf. In addition, there are approximately 22 threatened species. I asked the biologist what fieldwork had been done to observe and document endangered and threatened species in the ten counties which would be impacted by the 240 miles of construction necessary to complete TCR's project. The biologist explained to me that very little fieldwork was completed before the draft EIS was published and released to the public and that AECOM was beginning to do actual field work and research on the impact the high-speed train would have on endangered and threaten species. Since the initial work done by AECOM found no endanger species, obviously a great deal of additional work will be required to complete an Environmental Impact Report which fully covers any impact on endangered species. The only logical explanation for why TCR did not find endangered or other protected species is their biologist didn't really look for any of these species. TCR's EIS-DEIS is also fatality deficient, since the document does not specifically provide steps TCR will undertake to insure the protection of endangered or threaten species under Texas law. The Texas horned lizard is now a protected species, and, in Texas, it is illegal to take, possess, transport or sell them without a special permit. Habitat destruction is an illegal "taking" of a species. TCR's EIS must present specific information about their biologist's study of the Texas Horned Lizard and must also detail how TCR will protect the Horned Lizard during construction and include how TCR will mitigate damage to their habitat. The Texas Horned Lizard is found in all ten counties and without a specific plan with respect to protecting the lizard, TCR's EIR does not comply with Texas law. The possible negative impacts and any mitigation requirements that are needed to protect and preserve all endangered species with habitats along TCR's 240-mile corridor is one of the most important parts of the EIS. This will allow both experts and the public to review and submit comments to the FRA with respect to this project. This opportunity will effectively be denied unless a second draft EIS is prepared for proper review. The current draft EIS should never have been approved for release unless all work necessary with respect to endangered or threatened species had been completed. This is one of numerous deficiencies of TCR's draft EIS which should require the preliminary draft to be rejected by the FRA. If the FRA properly completes the tasks it has been assigned by Congress and the President, the FPA should immediately notify TCR that the company must issue a draft EIS that can be properly reviewed by all interested parties. The FRA should refuse to accept any EIS-DEIS submitted by TCR until TCR takes its legal obligations to protect threatened or endangered species seriously, and until TCR produces a preliminary EIS which others can examine and submit comments to the FRA.	Refer to NR-4. For information regarding the Endangered Species Act and federally listed species with potential to occur within the Project see <b>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</b> 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 <b>Table 3.6-8: Protected Wildlife Species with Potential to Occur within the Study Area</b> . For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> . NEPA does not require 100% of the Project to have field surveys conducted.

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

Submitted By	Date Submitted	Submission Type	Comment	Response
William Scofield	3/5/2018	Letter	<p>There are so many problems with the Environmental Impact Study (DEIS) that Texas Central Railway has released, it is difficult to know where to begin stating the problems. Since early 2016, I have personally attended several meetings concerning the Texas Central Railway (TCR) proposed high speed rail project. During each of these meetings TCR has continued to ignore requests from municipal and county governments for critical information about the project. A meeting I attended at Prairie View A&amp;M in 2016 is representative Of TCR's refusal to address the legitimate concerns of Waller County Texas. This meeting was organized by Waller County Judge Trey Duhon and lasted over two hours. Judge Duhon and many county officials made presentations to both TCR and TXDOT requesting TCR cooperate with the county concerning TCR's impact on the county during and after completion of the high-speed rail line. If constructed, the rail line will cut the county into two distinct halves and impose a tremendous burden on county government. The officials making requests for information included law enforcement, emergency services, the school district, the fire marshal, the county engineer, and construction and permitting. Waller County requested TCR enter discussions covering some of the following issues:</p> <ol style="list-style-type: none"> <li>1. The impact the railway would have on Emergency Response Times. Specifically, would the county EMS department be able to service the county in terms of both transportation and using existing emergency facilities. TCR acknowledges there would be temporary and permanent public and private road closures throughout the county.</li> <li>2. The impact on the county's ability to provide law enforcement services and how police and sheriff department response times would be impacted as well as the possible construction of new facilities to properly service the citizens of Waller county. If additional facilities or staff are needed, would the county be provided with financial assistance from TCR?</li> <li>3. The school district's need to plan for the transportation of students to and from school. Permanent road closures will obviously impact school bus routes. How was the school district to obtain the funds necessary to provide what could be potential significant increases in transportation costs?</li> <li>4. The Fire Marshal has many of the same concerns as both police and emergency services. A careful analysis needs to be made to arrive at a plan to make sure fire equipment can be transported where needed throughout the construction process and after completion Of the process. Once again, if the County must expend significant funds to put in new facilities where will these funds come from?</li> <li>5. The county engineer and the counts's construction and permitting people should have been consulted and given the opportunity to review the entire project, including detailed design plans and asked TCR to do so before the preparation of the DEIS. Since TCR first announced their proposed railway, the Company has consistently refused to work with the governmental representatives Of Waller and at least 7 Other Texas counties. On March 1, 2018 the sheriffs of 8 different counties had a news conference to inform the public that TCR had failed to contact any Of their departments to Obtain vital information necessary to properly complete a DEIS that conforms to FRA requirements. There can be no doubt that constructing an elevated rail line running between Dallas and Houston will have a major impact on the costs incurred by the counties and cities in its path. How will these governmental agencies begin to cover these costs?</li> </ol> <p>The high-speed rail line will negatively impact the tax base of each of the rural jurisdictions it will cover as the majority of the 8000 acres the project will require will come from these counites, In addition, land values Of the Surrounding acreage for probably two miles in each direction will be significantly impaired by the negative impact the line will have on the local environment. Reducing the evaluation of these thousands of uncounted acres will only further reduce the tax base of each of these counties. TCR has refused to even meet with the elected officials in each of the eight rural counties. Yet, the DEIS currently sent to the FRA reports that these impacts have been considered and none will have a significant impact! The FRA's first obligation should be to make sure the needs of the citizens that will be impacted by the project are carefully considered. To date, there has been no effort to consider these local citizens' needs but there has been a concentrated effort to ignore them! There is an abundance of conclusions reached in Section 3.13 of TCR's DEIS which should be based upon detailed discussions with both city and county officials rather than TCR simply compiling them from various statistical studies or Other third- party sources. FRA approval of the DEIS submitted by TCR should have been withheld until TCR solicited the input of all the governmental agencies who have the responsibility of protecting and serving the local citizens and residents. The process used by TCR to complete the DEIS is so fatally flawed that TCR should be forced to properly conduct and complete a DEIS which meets FRA standards.</p>	Refer to LU-14, NE-1, PI-1, SC-5, SC-6, SC-19, SS-18, SS-23, SS-26, TR-8 and VA-1.
William Scofield	3/5/2018	Letter	<p>There are so many problems with the Environmental Impact Study (DEIS) that Texas Central Railway has released, it is difficult to know where to begin stating the problems. Since early 2016, I have personally attended several meetings concerning the Texas Central Railway (TCR) proposed high speed rail project. During each of these meetings TCR has continued to ignore requests from municipal and county governments for critical information about the project. A meeting I attended at Prairie View A&amp;M in 2016 is representative of TCR's refusal to address the legitimate concerns Of Waller County Texas. This meeting was organized by Waller County Judge Trey Duhon and lasted over two hours. Judge Duhon and many county officials made presentations to both TCR and TXDOT requesting TCR cooperate with the county concerning TCR's impact on the county during and after completion of the high-speed rail line. If constructed, the rail line will cut the county into two distinct halves and impose a tremendous burden on county government. The officials making requests for information included law</p>	Refer to GN-1, LU-11, LU-14, NE-1, PI-1, SC-3, SC-5, SC-6, SC-7, SS-18, SS-19, SS-23, SS-26, TR-6, TR-8 and VA-1.

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William Scofield	3/5/2018	Oral	<p>My first comment is I think it's inexcusable that tonight we are called here for a citizen's commentary meeting and we, for the first 30 minutes, were talked to about politicians trying to justify the project. I didn't think that was the purpose of this meeting. I thought it was select citizen input. My second comment is, this Texas central railroad's treatment of everybody involved or impacted by this thing has been totally unacceptable. They've lied to people about having the right of eminent domain. They've threatened people with court cases and court actions, even though they didn't have the right to do so. They've continued to maintain they have the right of eminent domain even after a court in Harris County has ruled they have not. My next problem is that the EIR that they prepared so far is fatally flawed. They've been unable to gain enough access to the land to be able to properly survey it. They claim they haven't found a single endangered species in their surveys. Well, they haven't looked. There's at least 20 endangered species that are along this route. Two years ago I attended a meeting in Waller County conducted by Waller County judge. The people and the county officials and Waller County judge begged Texas Central to work with them, at least fill them in on what it would impact emergency response times, how it would impact law enforcement, how it would impact their schools, how it would impact fire services and to date, nobody with Texas Central Railway has been willing to meet with any of the officials of Waller County to discuss these issues.</p>	Refer to ED-1, ED-2, GN-1, NE-8, NR-4, PI-1, SS-23 and SC-5.
William Scofield	3/7/2018	Website	<p>WILLIAM SCOFIELD: My first comment is I think it's inexcusable that tonight we are called here for a citizen's commentary meeting and we, for the first 30 minutes, were talked to about politicians trying to justify the project. I didn't think that was the purpose of this meeting. I thought it was select citizen input.</p> <p>My second comment is, this Texas central railroad's treatment of everybody involved or impacted by this thing has been totally unacceptable. They've lied to people about having the right of eminent domain. They've threatened people with court cases and court actions, even though they didn't have the right to do so. They've continued to maintain they have the right of eminent domain even after a court in Harris County</p>	Refer to NR-4, PI-1, SC-6, SC-7, SC-8 and SS-23.

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			<p>has ruled they have not.</p> <p>My next problem is that the EIR that they prepared so far is fatally flawed. They've been unable to gain enough access to the land to be able to properly survey it. They claim they haven't found a single endangered species in their surveys. Well, they haven't looked. There's at least 20 endangered species that are along this route.</p> <p>Two years ago I attended a meeting in Waller County conducted by Waller County judge. The people and the county officials and Waller County judge begged Texas Central to work with them, at least fill them in on what it would impact emergency response times, how it would impact law enforcement, how it would impact their schools, how it would impact fire services and to date, nobody with Texas Central Railway has been willing to meet with any of the officials of Waller County to discuss these issues.</p>	
William Scofield	3/7/2018	Letter	<p>I attended a public meeting conducted by Federal (FRA) Officials On March 5 at the Sheraton Brook Hollow, located at 4000 NW Highway Houston, Texas. I do think this meeting was conducted in accordance with FRA guidelines (for meetings to solicit Citizens comments) for the following reasons: 1. The FRA officials officiating the meeting claimed it was an additional meeting called to give residents living close to Texas Central Railways' (TCR) proposed terminal site. Northwest Mall, to have a convenient meeting location to present Comments to the FRA. I arrived early, at 4:45 pm, to secure a low speaker number for the meeting. I received number 52 and this was at a time when less than 75 people had arrived and most of the early arrivals were representatives of TCR or contractors working for TCR. Instead Of allowing individual citizens the opportunity to share their concerns about or Support for the proposed high-speed rail a preference was given to politicians who attempted to the on all the benefits of TCRs high-speed proposal. These officials have had ample opportunity to share with the FRA their support Of TCRs project. These politicians and their staffs had a chance to help prepare TCRs Draft Economic Impact Statement and already had direct access to the FRA before the document was released in December 2017. This meetings primary function should have been to solicit input from individual citizens, who have had no voice or direct input with the FRA. TO make matters worse, these were given preference in the speaking order over the residents that the FRA representatives claimed they were trying to reach. I think the entire meeting demonstrated that the FRA instead of following its legal mandate to objectively evaluate TCRs DEIS, is actively engaged in promoting it! 2. I attended this with a good friend who also arrived at approximately 4:45pm. In addition to giving preference to politicians trying to sell the project, we both noticed that lower speaker numbers were given to individuals supporting the project that simply were not in attendance when we arrived. In a previous meeting held by the FRA, the overwhelming majority of citizens came to speak out against the project. The real purpose of the additional meeting appeared to me to be "staging" a meeting favorable for TCR and not to solicit additional information from the public. This meeting represented to me a new low, even for TCR.</p> <p>TCR's past tactics in trying to build their high-speed train have been shameful and have made anyone that has dealt with them distrustful. TCR has steadfastly refused to meet with local county and city officials of the areas their project would impact. Therefore, much of the data in their DEIS is unreliable. I have personally met dozens of landowners to whom TCR has falsely claimed the company has eminent domain in Texas. TCR's tactics have been to try and strong arm these landowners into buying options on their land or to nefariously gain access to these landowners' properties to complete potential surveys of their route detailed in their DEIS. It is troubling that any branch of the federal government would consider any of the information included in their preliminary EIR-DEIS to be accurate enough to gain approval Of a finalized Economic Impact Statement. The FRA should at the very least reject the current EIR-DEIS and force TCR to prepare an accurate one for the FRA's review. It should be the FRA's mission to look out for the taxpayers' interest in approving this project since TCR is seeking billions Of dollars in federally guaranteed loans to build it.</p>	Refer to ED-1, ED-2, NE-1, NE-8, NE-9 and PI-11.
William Scofield	3/7/2018	Letter	<p>I attended a public meeting conducted by Federal (FRA) Officials On March 5 at the Sheraton Brook Hollow, located at 4000 NW Highway Houston, Texas. I do think this meeting was conducted in accordance with FRA guidelines (for meetings to solicit Citizens comments) for the following reasons: 1. The FRA officials officiating the meeting claimed it was an additional meeting called to give residents living close to Texas Central Railways' (TCR) proposed terminal site. Northwest Mall, to have a convenient meeting location to present Comments to the FRA. I arrived early, at 4:45 pm, to secure a low speaker number for the meeting. I received number 52 and this was at a time when less than 75 people had arrived and most of the early arrivals were representatives of TCR or contractors working for TCR. Instead Of allowing individual citizens the opportunity to share their concerns about or Support for the proposed high-speed rail a preference was given to politicians who attempted to the on all the benefits of TCRs high-speed proposal. These officials have had ample opportunity to share with the FRA their support Of TCRs project. These politicians and their staffs had a chance to help prepare TCRs Draft Economic Impact Statement and already had direct access to the FRA before the document was released in December 2017. This meetings primary function should have been to solicit input from individual citizens, who have had no voice or direct input with the FRA. TO make matters worse, these were given preference in the speaking order over the residents that the FRA representatives claimed they were trying to reach. I think the entire meeting demonstrated that the FRA instead of following its legal mandate to objectively evaluate TCRs DEIS, is actively engaged in promoting it! 2. I attended this with a good friend who also arrived at approximately 4:45pm. In addition to giving preference to politicians trying to sell the</p>	Refer to ED-1, ED-2, NE-1, NE-8, NE-9 and PI-11.

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William Scofield	3/7/2018	Letter	<p>I attended a public meeting conducted by Federal (FRA) Officials On March 5 at the Sheraton Brook Hollow, located at 4000 NW Highway Houston. Texas. I do think this meeting was conducted in accordance with FRA guidelines (for meetings to solicit Citizens comments) for the following reasons: 1. The FRA officials officiating the meeting claimed it was an additional meeting called to give residents living close to Texas Central Railways' (TCR) proposed terminal site. Northwest Mall, to have a convenient meeting location to present Comments to the FRA. I arrived early, at 4:45 pm, to secure a low speaker number for the meeting. I received number 52 and this was at a time when less than 75 people had arrived and most of the early arrivals were representatives of TCR or contractors working for TCR. Instead Of allowing individual citizens the opportunity to share their concerns about or Support for the proposed high-speed rail a preference was given to politicians who attempted to the on all the benefits of TCRs high-speed proposal. These officials have had ample opportunity to share with the FRA their support Of TCRs project. These politicians and their staffs had a chance to help prepare TCRs Draft Economic Impact Statement and already had direct access to the FRA before the document was released in December 2017. This meetings primary function should have been to solicit input from individual citizens, who have had no voice or direct input with the FRA. TO make matters worse, these were given preference in the speaking order over the residents that the FRA representatives claimed they were trying to reach. I think the entire meeting demonstrated that the FRA instead of following its legal mandate to objectively evaluate TCRs DEIS, is actively engaged in promoting it! 2. I attended this with a good friend who also arrived at approximately 4:45pm. In addition to giving preference to politicians trying to sell the project, we both noticed that lower speaker numbers were given to individuals supporting the project that simply were not in attendance when we arrived. In a previous meeting held by the FRA, the overwhelming majority of citizens came to speak out against the project. The real purpose of the additional meeting appeared to me to be "staging" a meeting favorable for TCR and not to solicit additional information from the public. This meeting represented to me a new low, even for TCR.</p> <p>TCR's past tactics in trying to build their high-speed train have been shameful and have made anyone that has dealt with them distrustful. TCR has steadfastly refused to meet with local county and city officials of the areas their project would impact. Therefore, much of the data in their DEIS is unreliable. I have personally met dozens of landowners to whom TCR has falsely claimed the company has eminent domain in Texas. TCR's tactics have been to try and strong arm these landowners into buying options on their land or to nefariously gain access to these landowners' properties to complete potential surveys of their route detailed in their DEIS. It is troubling that any branch of the federal government would consider any of the information included in their preliminary EIR-DEIS to be accurate enough to gain approval Of a finalized Economic Impact Statement. The FRA should at the very least reject the current EIR-DEIS and force TCR to prepare an accurate one for the FRA's review. It should be the FRA's mission to look out for the taxpayers' interest in approving this project since TCR is seeking billions Of dollars in federally guaranteed loans to build it.</p>	Refer to ED-1, ED-2, NE-1, NE-8, NE-9 and PI-11.
William Scofield	3/8/2018	Letter	<p>Texas Central Railway has never released a detailed economic feasibility report on their proposed high- speed rail project. Before the FRA moves forward on TCR's preliminary EIR-DEIS, the FRA should insist on a detailed feasibility study which can be compared to the only one currently available, the Reason Foundation study. During the last session of the Texas legislature, when TCR was lobbying for legislation that would assist in building the high-speed rail system, members of the legislature made the prudent and reasonable request asking for such a feasibility study. TCR fail to produce one during the legislative session and their refusal played a significant role in not only defeating the company's legislative agenda but also the passage Of a bill prohibiting TCR from borrowing money or receiving any State of Texas loan guarantees for their project. Which leads to another question -- why, if the Texas legislature refused to support TCR's efforts, is the FRA seeking to assist them by approving TCR's EIR without a detailed economic feasibility study? TCR's preliminary EIR includes some inadequately supported financial and ridership forecasts in it which are clearly not supportable. In addition. the EIR falsely claims significant sales tax</p>	Refer to AQ-7, GN-2, GN-3, NE-1, PI-1, SC-3, SC-16, SC-19, SS-9 and SS-12.

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			<p>benefits for the cities of Dallas and Houston which simply are not achievable under the current Texas sales tax law. TCR claims that there will be passenger demand totaling 13,000 one-way trips each day. TO achieve this number, that would equate to one-way trips per year. Data available for 2015 shows that the total one-way trips by the three currently available modes of transportation: aviation, personal automobile and bus, were approximately per year or a little over 31,369 per day. This means TCR would have to capture over 41 per cent of the current trips to achieve their projections. How will they accomplish this feat? TCR's EIR claims the cost of \$199 per one-way ticket on the train. Currently a traveler can fly Southwest Airlines for as low as \$169 and arrive in Dallas at a much more convenient terminal location. TCR claimed, at the FRA meeting I attended, that the traveler would prefer the train to a plane because there would be no need to arrive for the train early and clear security. This statement was incorrect as Texas Senate Bill 975 passed in the 2017 legislative session requires the high-speed rail terminals to provide for increased security and safety standards closely resembling TSA airport standards. I have not found in the TCR EIR where the security costs necessary to comply with SB 975 have been taken into consideration. The majority of the daily trips between Houston and Dallas, about 9.8 million per year, are made by personal automobile. Let's assume that each trip has a modest 1.5 passengers in the personal automobile. Assuming a one-way trip consumes about 12 gallons of gasoline at a cost of \$3.00 per gallon, the direct out of pocket costs of this trip is \$36. Even allowing for a fully prorated cost of maintenance, depreciation, and insurance of 55 cents per mile results in a one-way cost of \$132 or about \$88 per passenger and once the personal automobile arrives in Dallas there will be no addition local transportation cost such as an uber, taxi, or rental car. Finally, for the economically hard-pressed customer, a one-way bus trip can be had for as little as \$23. A luxury bus ticket costs \$102. The bus terminals in both cities are more conveniently located than the proposed rail terminal site in both cities. The location of the termini for the luxury bus trip are the most convenient of any mode Of public transportation. So even if a lot of travelers like the convenience and comfort of the train at a cost of \$199, it is illogical to expect TCR ridership to exceed current air travel one-way trips of about 3,400 per day. In fact, it is unlikely the high-speed rail would take away all the air travelers but assuming they capture all of this market they would transport about 1.25 million or about 3,400 not 13,000 one-way trips per day! Finally, the terminal site TCR has chosen in Houston is in the worst traffic corridor in the city - believe me, I work only a few miles from the site. A traveler could easily lose most of the time saved by the high-speed train trip getting to their final destination in Houston. TCR has another major bust in table 3.14-22 of their DE'S. In this table, TCR claims the train could generate \$15 to \$39 billion in sales tax for the State of Texas. Didn't TCR check with the State Controller's office in completing this table? Texas doesn't have a sales tax on transportation! In fact, to the extent the train does shift travel from passenger cars, Texas will see a reduction in taxes collected by the state on gasoline. TCR and political officials including the Chairman of their Board and the mayor of Houston have made this claim about sales tax after being told Texas does not apply sales tax to transportation tickets! The FRA has been requested to cite the tax code section pertaining to Texas sales tax that would create this multibillion dollar tax windfall and the FRA has declined to do so. Finally, the TCR EIR-DEIS contains no estimate of the millions of dollars Of property tax that will be lost by the 8 rural counties the train will pass through, These are just two Of the most material misstatements of facts in the DEIS. TCR's ridiculous claims about generating billions in sales tax revenue on a nontaxable ticket alone is so significant, how can any of the information in the DEIS be trusted? There are so many intentional and unintentional misstatements Of facts in the DEIS it appears the FRA has no interest in correcting the misinformation. The FRAS refusal to extend the 75-day comment period it granted the citizens of Texas to examine a document that took at least 18 months to prepare and is over 6,000 pages long is a clear indication the FRA has no interest in TCR submitting an accurate DEIS. No wonder the public has lost faith in the federal government.</p>	
William Scofield	3/9/2018	Website	<p>The draft Environmental Impact Study (EIS) released to the public by Texas Central Railway (TCR) for its high-speed rail project is fatally deficient with respect to studying, protecting, and complying with the federal law of the Endangered Species Act. I attended a comments meeting held by the Federal Railroad Administration (FRA) on March 5th, 2018 at the Sheraton Brook Hollow in Houston, Texas which provided me with the opportunity to speak with an AECOM biologist that worked on TCR's draft EIS. The AECOM biologist had a poster board explaining that during the research work for the draft EIS, no endangered species had been found in the 240 miles (crossing ten Texas counties) that would be impacted by TCR' s rail project. I told the biologist I had visited the Texas Parks and Wildlife website which gives a complete listing of documented endangered species in the ten Texas counties. Texas parks and Wildlife lists a total Of twelve endangered species that have habitat in the portions of these ten counties. These species include: the Houston Toad, Atwater's Prairie Chicken, the Whooping Crane (its migration route), and the Red Wolf. In addition, there are approximately 22 threatened species. I asked the biologist what fieldwork had been done to observe and document endangered and threatened species in the ten counties which would be impacted by the 240 miles of construction necessary to complete TCRs project. The biologist explained to me that very little fieldwork was completed before the draft EIS was published and released to the public and that AECOM was beginning to do actual field work and research on the impact the high-speed train would have on endangered and threaten species. Since the initial work done by AECOM found no endanger species, obviously a great deal of additional work will be required to complete an Environmental Impact Report which fully covers any impact on endangered species. The only logical explanation for why TCR did not find endangered Or other protected species is their biologist didn't</p>	<p>Refer to NR-4. For information regarding the Endangered Species Act and federally listed species with potential to occur within the Project see <b>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</b> 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 <b>Table 3.6-8, Protected Wildlife Species with Potential to Occur within the Study Area</b>. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6 Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b>. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1,</b></p>

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			<p>really look for any of these species. TCRs EIS-DEIS is also fatality deficient, since the document does not specifically provide steps TCR will undertake to insure the protection of endangered or threaten species under Texas law. The Texas horned lizard is now a protected species, and, in Texas, it is illegal to take, possess, transport or sell them without a special permit. Habitat destruction is an illegal "taking" of a species. TCR's EIS must present specific information about their biologist's study of the Texas Horned Lizard and must also detail how TCR will protect the Horned Lizard during construction and include how TCR will mitigate damage to their habitat. The Texas Horned Lizard is found in all ten counties and without a specific plan with respect to protecting the lizard, TCR's EIR does not comply with Texas law. The possible negative impacts and any mitigation requirements that are needed to protect and preserve all endangered species with habitats along TCR's 240-mile corridor is one Of the most important parts of the EIS. This will allow both experts and the public to review and submit comments to the FRA with respect to this project. This opportunity will effectively be denied unless a second draft EIS is prepared for proper review. The current draft EIS should never have been approved for release unless all work necessary with respect to endangered or threatened species had been completed. This is one of numerous deficiencies of TCR's draft EIS which should require the preliminary draft to be rejected by the FRA. If the FRA properly completes the tasks it has been assigned by Congress and the President, the FRA should immediately notify TCR that the company must issue a draft EIS that can be properly reviewed by all interested parties. The FRA should refuse to accept any EIS-DEIS submitted by TCR until TCR takes its legal obligations to protect threatened or endangered species seriously, and until TCR produces a preliminary EIS which others can examine and submit comments to the FRA.</p>	<p><b>Natural Ecological Systems and Protected Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</b> NEPA does not require 100 percent of the Project to have field surveys conducted.</p>
William Scofield	3/9/2018	Website	<p>The draft Environmental Impact Study (EIS) released to the public by Texas Central Railway (TCR) for its high-speed rail project is fatally deficient with respect to studying, protecting, and complying with the federal law of the Endangered Species Act. I attended a comments meeting held by the Federal Railroad Administration (FRA) on March 5th, 2018 at the Sheraton Brook Hollow in Houston, Texas which provided me with the opportunity to speak with an AECOM biologist that worked on TCR's draft EIS. The AECOM biologist had a poster board explaining that during the research work for the draft EIS, no endangered species had been found in the 240 miles (crossing ten Texas counties) that would be impacted by TCR's rail project. I told the biologist I had visited the Texas Parks and Wildlife website which gives a complete listing of documented endangered species in the ten Texas counties. 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Irving Scott	2/7/2018	Website	I'm in support	Comment noted.
Taylor Scott	3/9/2018	Website	I think this is an amazing idea and definitely would fit into the area.	Comment noted.
John Scovell	2/21/2018	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 the project approval. Why? The Texas Bullet Train is a transformational transportation project that will connect the	Comment noted.

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			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. In addition to this mobility factor, the project is an economic development bonanza with the creation of 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. Needless to say, 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 four 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 welcome a faster, safer and cleaner transportation alternative to reduce congestion - because it's good for Texas!	
Michael Scudder	1/24/2018	Email	I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason: I am unaware of any steel wheeled rail system that has not experienced a derailment sometime in its operation. A derailment at 50mph is a tragedy. I can't fathom the destruction that would follow a derailment at 200mph. Recent train derailments have occurred on both the east and west coasts and involved modern equipment. The proposed route involves being close to some housing subdivisions. How far from the rails could a rail car travel going 200 mph? The destruction to a home or group of homes would be total.	Refer to SS-12 and SS-13.
Kay Scully	3/8/2018	Email	Our family has owned our property in Leon and Madison county 100+ years. Our forefathers slowly bought land as they could afford it, and we now have a prosperous ranch in Madison County. When my brothers and I inherited the land, it continued to be a highly productive property with both ranching and farming. We love our Roman IX ranch which still has some of the old barns, fences, and buildings that were built by our grandparents. My children have grown up loving the land. We oppose wholeheartedly that the proposal that we give up the land by "imminent domain". It is a project from which all rural people feel will NOT benefit. It would go right through the farm with the house, barns, sheds, horses, and cattle by the high wires that were forcefully installed, also, years ago. Our land has been almost 100% improved when my father was alive, and it is not right that these people allow this to happen. The noise alone would cause cattle to not be able to be raised there, and many of these rural people would lose their homesteads also and NOT be able to relocate due to age, money, etc. Thus, I am posting my objection to this project which also would prove to be unprofitable. Thank you.	Refer to ED-1, ED-2, NE-1, NR-1, NV-1 and SC-19.
Kay Scully	3/8/2018	Email	I have tried to send several emails to other people I was told to write about this awful proposal, but the emails keep coming back to me. Maybe you will get this one! I retired after 40 years of teaching history last year and had looked forward to moving back to our land. We vehemently oppose this project; one of my brothers has been fighting it a long time, and he has encouraged me to do the same. We grew up loving the Roman IX Ranch which has been in our family over 100 years. It is unthinkable to me for federal unelected officials to claim imminent domain for this train which would ultimately be unproductive. Our ranch and my adjoining property would be ruined. The noise alone would not allow productive cattle raising, and I do not feel very many people from Houston would even use this transportation to Dallas. I currently live in Houston, and most people (unless they have property in Madison and other counties) know very little about the detrimental results of this train. No amount of money offered would change our minds about this offensive project. Please help stop this atrocity from happening. Thank you for your unending help.	Refer to ED-1, GN-2 and NR-1.
Linda Scurlock	2/13/2018	Website	I support the draft proposal for the Dallas to Houston High-Speed Rail. The end of the line terminal at Northwest Mall is acceptable with connections to Metro Rail or Rapid Bus transportation.	Comment noted.
Dan Seals	1/31/2018	Oral	I, myself, am not a political speaker, so here's what I've got to say. Here in Texas: we had — a few years ago: we had the Trans-Texas Corridor: which was going to be terrible for And it's basically the same problem: you know. They realized that we turned that down through all of our public access speaking: and now they've said "well: we will tell you what we can't do. We can't do it through Texas, so why don't we go to the federal government and get this thing through us?" They have — we would not have comments from them about any of this. And what about the tax base? You know: you're going to be killing us in our property tax. And all our EMS: our firefighters: our sheriffs: police: they are going to be impacted: but they haven't even been asked. So: how can we even believe anything these people have to say? Remember, "I'm from the government. I'm here to help"	Refer to PI-1, SC-19, SS-23, VA-1 and VA-3.
Dan Seals	1/31/2018	Oral	Dan Seals, again. You know one thing that -- that disturbs me is in California, they started one of these, and they secured it after it was \$2 billion in arrears. So, what says it's going to be any better here?	Comment noted.
Tracey Sebasta	NA	Website	That's my mom. That's my mom. So I did my formal statement, but there's a few things that got said tonight, so I just wanted to address them. Eleven weeks is not enough time to allow half of the State of Texas to respond to a 5,500-page document that took you guys years to do without having all the information. So I think we all agree on that. It's going to affect half the State of Texas or more, and you want us to read 5,500 pages and respond in eleven weeks. You said something earlier when you were talking. You made the comment that there's no federal funds available yet. You said "yet." And I picked up on that. We worked really hard with our legislators in the last session to make sure that no	Refer to ED-1, GN-4, NE-1, PI-3 and SS-12.

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

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			<p>taxpayer dollars were going to go to fund this. So now TCR is going to go to the federal government to try to get them to come in and step on top of Texas property owners' rights to take their private property for a private enterprise that the federal government's going to come in here and try to force us to do? I think -- I mean, I heard that -- In the event that something happens in the event, we're all going to fight this forever. In the event that this train was built, you have to look at it would be a catastrophic event if there was some kind of accident. You've got trains traveling at 200-plus miles an hour. It is not going to be a pretty thing. The Amtrak train thing that just happened, look how many casualties there were from that. And that was on the ground. This thing is going to be 40 feet up in the air and traveling at 200 miles an hour. So again, the federal funding, Texans don't take kindly to that. They don't take kindly to somebody coming in and treading on our private property rights. And we have to look at the cost. It's been proven. Cecil Bell -- everybody's done the numbers and done the numbers. It does not fund. It does not pay for itself. It will be a taxpayer casualty. We will have to clean it up in the event that it's built. I support the no-build option.</p>	
Tracy Sebesta	2/6/2018	Oral	<p>That's my mom. That's my mom. So I did my formal statement, but there's a few things that got said tonight, so I just wanted to address them. Eleven weeks is not enough time to allow half of the State of Texas to respond to a 5,500-page document that took you guys years to do without having all the information. So I think we all agree on that. It's going to affect half the State of Texas or more, and you want us to read 5,500 pages and respond in eleven weeks. You said something earlier when you were talking. You made the comment that there's no federal funds available yet. You said "yet" And I picked up on that. We worked really hard with our legislators in the last session to make sure that no taxpayer dollars were going to go to fund this. So now TCR is going to go to the federal government to try to get them to come in and step on top of Texas property owners' rights to take their private property for a private enterprise that the federal government's going to come in here and try to force us to do? I think - I mean, I heard that --- In the event that something happens - in the event, we're all going to fight this forever. In the event that this train was built, you have to look at it would be a catastrophic event if there was some kind of accident. You've got trains traveling at 200-plus miles a hour. It is not going to be a pretty thing. The Amtrak train thing that just happened, look how many casualties there from that. And that was on the ground. This thing is going to be 40 feet up in the air and traveling at 200 miles an hour. So again, the federal funding, Texans don't take kindly to that. They don't take kindly to somebody coming in and treading on our private property rights. And we have to look at the cost. It's been proven. Cecil Bell - everybody's done the numbers and done the numbers. It does not fund. It does not pay for itself. It will be a taxpayer casualty. We will have to clean it up in the event that it's built. I support the no-build option.</p>	Refer to ED-1, GN-4, NE-1, PI-3 and SS-12.
Dianne Sechelski	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"> <li>1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.</li> <li>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.</li> <li>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.</li> <li>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</li> <li>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.</li> <li>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.</li> </ol>	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.
Kenny W Sechelski	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"> <li>1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.</li> <li>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.</li> <li>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.</li> <li>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</li> <li>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.</li> <li>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.</li> </ol>	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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Arthur J. Seely Jr	2/27/2018	Website	I greatly support the efforts of the Texas Bullet Train with initial service between Dallas and Houston. As a multi-generational Texan, I value the opportunity to ride a high speed train vs. having to drive on Interstate 45 (which has solid traffic between Houston and Dallas) or having to fly from Dallas to Houston. This is a tremendous opportunity to give the public a choice that makes perfect sense. I will greatly encourage, the powers that be, to get behind this project and make it a reality, as quickly as possible. Thank you, in advance, for your support.	Comment noted.
Ashwin Prabhu Seethapathi	3/8/2018	Website	I would strongly admit that, this is the most important era for our Texas state for adopting the next generation transportation system. To be more specific we should also look for alternative solutions for our DFW-HOUSTON economic corridor which I mean here is 'HYPERLOOP ONE'. As a civil engineer, I see the potential alternative for the futuristic transportation is HYPERLOOP ONE and in this fast-changing economy, it is our advantage to add the evolving technology to incorporate in our lives. I hope for the states best development in the near future.	Refer to BA-4.
Jeri Seldomridge	2/1/2018	Email	I am against this project happening to the citizens of my county. There is no reason for this to occur. Our land is sacred to us all and this will only hurt our counties future.	Refer to PN-3 and SC-19.
Larry Selman	2/7/2018	Website	I am respectfully asking you to support legislation that would prevent any federal, state, or local taxpayer money from being used for high-speed rail and not allow eminent domain to be used for high-speed rail in Texas. I oppose the Dallas to Houston high-speed rail project being promoted by Texas Central Railway (TCR) for the following reasons, among others: 1. The project will have significant negative impact on our State and way of life, including: a. Bisecting agricultural and disrupting city b. Decreasing values, thus reducing tax revenues c. Destroying the habitat of wildlife and cutting off local migration thereof 2. The project details have lacked transparency and many of the details shared have been later changed, leaving citizens to doubt every decision by this company. 3. Despite TCR's claims the project would be entirely privately funded, TXDOT has reported it is not feasible to construct and high-speed rail in Texas without utilizing taxpayer subsidies. TXDOT is continuing to pursue this project behalf of TCR by using federal grants, which are clearly taxpayer dollars. 4. The use of eminent domain for private corporation(s) 5. The project will not reduce traffic congestion on IH45 6. The project will not have any positive benefits for counties that do not have a station. 7. TCR has not how they propose to secure 250 miles of high-speed rail tracks from terrorist attacks, and the first responders in rural do have the resources to do so. As a proud Texan, I am understand this is not just an issue for my county, but the entire State. I am standing with our neighbors in Dallas, Ellis, Freestone, Grimes, Harris, Leon, Limestone, Madison, Montgomery, Navarro and Waller counties who oppose this rail projecL As a constituent, I respectfully request you take all action(s) available to you to stop this proposed project aryl support that would prevent any federal, state, or local money from being used for high-speed rail and mt allow eminent domain to be used for high-speed rail in Texas.	Refer to BA-3, ED-1, ED-2, ED-4, GN-2, GN-4, GN-6, LU-7, LU-11, NE-1, NE-9, NR-5, NR-6, PI-1, PN-3, SC-19, SS-7, TR-3 and TR-4.
Larry Selman	2/7/2018	Website	I am respectfully asking you to support legislation that would prevent any federal, state, or local taxpayer money from being used for high-speed rail and not allow eminent domain to be used for high-speed rail in Texas. I oppose the Dallas to Houston high-speed rail project being promoted by Texas Central Railway (TCR) for the following reasons, among others: 1. The project will have significant negative impacts on our State and way of life, including: a. Bisecting agricultural land(s) and disrupting city neighborhoods b. Decreasing property values, thus reducing county tax revenues c. Destroying the habitat of wildlife and cutting off local migration thereof 2. The project details have lacked transparency and many of the details shared have been later changed, leaving citizens to doubt every decision made by this company. 3. Despite TCR's claims that the project would be entirely privately funded, TXDOT has reported it is not feasible to construct and operate high-speed rail in Texas without utilizing taxpayer subsidies. TXDOT is continuing to pursue this project on behalf of TCR by using federal grants, which are clearly taxpayer dollars. 4. The use of eminent domain for private corporation(s) 5. The project will not reduce traffic congestion on IH-45 6. The project will not have any positive benefits for counties that do not have a station. 7. TCR has not addressed how they propose to secure 250 miles of high-speed rail tracks from terrorist attacks, and the first responders in rural areas do not have the resources to do so. As a proud Texan, I am understand this is not just an issue for my county, but the entire State. I am standing with our neighbors in Dallas, Ellis, Freestone, Grimes, Harris, Leon, Limestone, Madison, Montgomery, Navarro and Waller counties who oppose this rail project. As a constituent, I respectfully request you take all action(s) available to you to stop this proposed project and support legislation that would prevent any federal, state, or local taxpayer money from being used for high-speed rail and not allow eminent domain to be used for high-speed rail in Texas. Thank you,	Refer to GN-4, NE-1, LU-2, LU-11, PI-1, PN-3, SS-6, SS-7 and VA-1. The Final EIS has been updated to include Compliance Measure <b>LU-MM#3: Development Regulations</b> , detailing that TCRR shall adhere to all applicable local ordinances for both the construction and operation of the stations and the Project alignment with the aim to reduce disruption to urban and suburban areas. 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 <b>Chapter 4.0, Indirect and Cumulative Impacts</b> , 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. The Texas Department of Transportation (TxDOT) provided technical assistance to FRA in the preparation of the EIS.

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Samantha Selman	3/5/2018	Website	This is a great idea! I have been behind this idea since its inception, please don't listen to the naysayers! -90 minute trip to Dallas AND you're not the one driving? Who doesn't want that? -It will alleviate traffic on I-45 which is sorely needed. With less people on the road, it should also reason that there would be fewer accidents. -IT CONNECTS TO ALL (most) OF THE UNIVERSITIES BETWEEN HOUSTON AND DALLAS. While not practical for moving your student to college, it sure does help for those weekends when they want to come home! And it's great for alumni visiting their campuses for those oh-so-sweet football games. -It makes sense for the elderly as well. If they don't want to fly and they can't/won't drive the four hours, they have another option. -Northwest Mall is just sitting there being a creepy building. It would be perfect for the train station! -Constructing the bullet train and everything related to it would create much needed jobs, which is always a good idea. - Eminent domain. Nobody likes this, and from what I've heard, this will affect a lot of people, BUT...if they don't lose it now to the bullet train, it'll just be later on down the road when the freeways are widened AGAIN. -Great for the economy. This goes back to less people driving and not using gas. It would be even better if the train (or a train) expanded to a commuter style train for all of the outlying areas of Houston. And I guess Dallas as well. -I think a lot of people will use the train. As much as I hate Dallas, I would be up there at least once a month if I didn't have to drive. Not to mention all the business people who travel back and forth on a regular basis. -Houston and Dallas are the 4th and 5th largest cities in the nation. Why don't we have better transportation between the two metropolises? Trains are more efficient than buses and more comfortable than planes. -I believe in this bullet train so much that I would be willing to pay a reasonable tax for it. In conclusion....DO IT!!!!	Comment noted.
Stephen Seltzer	2/7/2018	Website	As a person who uses passenger rail for travel, I strongly support the Dallas to Houston High-Speed Rail project. This project can only benefit the State of Texas as well as all people who want comfortable high speed service between these two cities.	Comment noted.
Lisa Selzer	3/8/2018	Website	I am pleased that Texas will finally be getting other forms of transportation form Dallas to Houston and hopefully other major cities. I lived overseas for a few years and enjoyed my travels on many trains throughout Europe. Many people in Texas have never been on a train or used the train system to get to and from work, yet oppose the high speed train. I travel from Houston to Dallas about 3 times a month and would appreciate a train service. When I currently travel to Dallas I have different venues that I use. I very rarely travel by plane because of the cost and flying is now a hassle with luggage and long security lines. I usually travel in my car which is a 4 hour and 15 minute trip when there isn't construction or a wreck that day on the freeway. I have taken the direct line bus which is cheaper yet it is still a 4 hour bus ride from downtown Houston. Taking a high speed train for 90 minutes where I can relax, carry on luggage that I will not be charged for would be great. Many people oppose the train saying it will take land from people. Yes, that is true, but so did every highway built in Texas and I am sure they have driven on many of those roads. They gripe that you will have to rent a car when you arrive at your destination, and so do you when you fly. I believe there are just people who do not like changes in their life and you can't please everyone.	Comment noted.
Marianna Sennour	2/16/2018	Website	PART 2: ALTERNATE ROUTE 3Z (FEASIBLY BLENDED FROM VETTED ALIGNMENTS 3B AND 3C) Mr. Zimmerer collaborated with others in the development of a feasible alternative route in Navarro County, which is named Segment 3Z and shown on the attached location map and schematic exhibit. The northern limit of Segment 3Z would diverge from 3A approximately at the State Highway 31 crossing. The southern limit of Segment 3Z would converge with 3A near County Road SW 2190. Segment 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. IMPACT COMPARISON BY BUILD ALTERNATIVE The following impact comparison was developed from review and analysis of the DEIS document and other publically available information about the project area. The tables are very similar to the ones found in the DEIS report that were used to compare all the previously proposed alignments. These tables however only compare the Preferred Route (3A) to the alternative route 3Z. The environmental impacts were analyzed in a separate comment from LCA Environmental, Inc. by Mark Boyd, but shown below as well for your convenience. The basis of design for 3Z was to avoid the large elevation changes that Segment 3A encounters (see Exhibit 7). By going around the highest elevations, the rail can maintain shallower grades which give the opportunity for operational cost savings and eliminates the need for the 1600 feet of retained cut section. As shown in the table, Segment 3Z becomes 0.24 mile longer than 3A, however the reduced impacts and costs associated with 3Z should offset this cost of rail. Another basis of design for Segment 3Z was to reduce the number of transitions from viaduct to embankment/cut. This could potentially accelerate construction, reduce costs, and minimize unexpected challenges during construction. Segment 3A touches ground 9 different times over a 13.17 mile stretch. At this point in the design, alternate route 3Z touches ground 3 times (similar to 3B as it converges into segment 3A). After that, 3Z is in a viaduct for 12 miles (similar to 3C until it ties back in with Segment 3A). Staying in a bridge section may cost more per mile for the rail itself, but it reduces the impacts to road crossings, parcels, residential and agricultural structure displacements, streams, wetlands, lakes, ponds, watersheds, fences, sound walls, etc. With further design, the rail may choose to lower sections of Segment 3Z to have more cut/embankment sections. Two possible locations where this may be possible have been identified below, however for the purposes of this comment, the Segment 3Z reflects the sections shown in the DEIS report for Segments 3B and 3C.	Comment noted.

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Christine and Randy Senter	2/5/2018	Handwritten	We do not want TCRR in Madison county. TCRR cannot support the economic viability of this project. The impact of the quality of life in Madison county will be negatively effected. The environmental beauty of Madison county will be ruined for eternity.	Refer to AS-1, GN-4, NE-1 and NE-9.
Steven Senter	1/31/2018	Handwritten	In the area of Freestone County south of FCR 844 and Perry Creek has been indicated to contain Indian burial grounds and other historical sites. This information was told to me by my father who purchased land in the area in the 1940s. This information was indicated to have been confirmed when the power line was built.	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 Limits of Disturbance (LOD). If cemeteries or historic sites are found within the LOD, they will be investigated and assessed for National Register of Historic Places (NRHP) eligibility and subject to the methodology outlined in the Programmatic Agreement.
Austin Sersen	2/7/2018	Website	A less auto-dependant society has far-reaching long term economic benefits as well as benefits not immediately seen such as less hospital beds being occupied from car accidents, a healthier population from more walking, and stronger cities. Let us not also forget the need to improve the 'last mile' in both Dallas and Houston as the current systems fail to adequately serve the majority of the population in those regions. Moving forward, working with the cities on a ground up approach rather than a top-down approach will help to realize the importance of walkable environments; thereby naturally increasing density so that public transit systems won't have to cover so many miles of low density areas serving the currently rather sparse population.	Refer to GN-6.
Londa Sessions	2/6/2018	Handwritten	We do not need or want this high-speed rail in Waller County. This rural area desires to remain rural, which does not include a fast moving train. I fear also that taxpayer will end up liable to pay for some of this project. One of the proposed lines would go down the side of our property. We DON'T want this running along side our property!!! The preferred route is two miles away from our homestead. This is undesirable too. Please STOP this project.	Refer to GN-4 and NE-1.
Melissa Seuneau	3/5/2018	Oral	Melissa Seuneau. Hi_ I'm Melissa. rm curious. You guys were at the last meeting, and I don't really see you taking notes: like: who's for or who's against and I'm curious if this is just a huge waste of time just like the construction has been on 290 and just like the construction will be for me frying to cross the south side of Fry Road to the north side of Fry Road when this construction goes through. Do you have any comment? Are you writing this down? Are you checking a list? Who is for? Who's against? MS. GATES: That's not the process. MS. SELTNEAU- Okay. I'm just curious that this public hearing is another huge waste of time because rm tired of wasting my time. I've got to survive and make money for my family. I've got to survive and get in the traffic and head to The Galleria and this train doesn't really get me into Houston any faster. I think that they need to stop it in Cypress and get me on there to buzz me on into town. Otherwise: why am I sitting on the freeway? What good is this train? And it really bothers me that a billionaire is rushing this through and he's not here to look in the faces of all of these people who are losing their land. I'm from Texas, and private property rights are a big deal. You buy your land. That's one of the American dreams, is to buy your land: buy your house and know that you're safe. And for these people to come through and just take it: you know: here' s — here's a dollar for you on your \$2 million ranch: sir: and, you know: show me the money. Where — how much money are we going to get? How much money are we going to make? And then my other concern is the safety. I sent to the sheriffs meeting the other day and the plan between Waller and Dallas: there is no plan. The sheriffs they talked about emergency management. They talked about all these roads being closed. They said that, you know, in an emergency, a minute is very important and that they're going to have to figure out how to get around and in an emergency: in a car wreck: your safety is important I talked to Steve Radack today, and he told me that we've got to go through the state in order to get our voice heard. And then Jack Cagle gets up here and says that he represents 1.4 million people. Well: he didn't call any of us. We have no vote on this deal through the state of Texas. Not a single person was asked to be given a vote. And tomorrow is election day or the day we go vote. So why are they shoving this down our throat at the cost of Drayton McLane, the billionaire? He's running Texas: guys: and all of us are wasting our Monday night when we should be having dinner with our family I know my time is up: but I want to let everyone know that right now Precinct 4 and Precinct 5 are closed down. In northwest Houston: unincorporated Harris County: we have no voice: we have no courthouse and it' s time for our elected officials to stand up for us and stop pushing through their agenda that makes them look good and gives them a legacy. This is our state. This is our city. And I don't know. been calling a lot of people. Not a lot of people answer the phone. They must not be selling anything. And all these people in the back are getting paid. I'm sure these guys are getting paid. Paid. Paid. Paid. And here we are volunteering our time.	Refer to ED-2 and SS-23.
Melissa Seureau	2/5/2018	Oral	Hello, everyone. I'm Melissa Seureau. I'm a real estate broker in northwest Houston. I live in Black Forest Ranch, which is on this side of 290, and I am actually thinking about putting my house on the market and moving to this side of the freeway. The reason is I'm 35 years old and I have spent the last five years sitting on 290, and I'm tired of it. If this train goes through, we will have construction at Fry Road and 290, Barker Cypress and 290, Huffmeister and 290, Telge and 290, all the way to Highway 6, and on and on and on it goes, and I'm just tired of my	Refer to ED-1 and NE-1.

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			life being interrupted. And I get 290, it's a great idea, it's already almost done, I'm almost to the end of this tunnel, and now they want to bring a train through that won't even get me to Houston where I need to go. So as far as a Harris County resident, this does nothing for me. It takes my land, it takes my resources, it takes my time, and I can't get on a train in Waller or Cypress and get to Houston. What exactly are we getting out of this deal? I want to call Mr. Trump and I want to say, You need to go back to the drawing board and renegotiate this deal. \$10 million? That's chunk change. Come on, people. We can make more money getting into Houston than we can getting to Dallas. Now, I get there's a couple of hundred guys that got to go to Dallas every other day, and maybe this train is for them, but I heard that the grand scheme of this train is to get us to Chicago. Now, how many of us are going to Chicago? Are you going to spend \$800 round trip to get there? \$1600? I can get to Hawaii cheaper than that. I want to shout out to Mike Schofield and Tom Oliverson. I saw them in the building. They are our only representation in northwest Houston. Us being unincorporated is the reason they're bringing this train through. They're not taking it through Montgomery County, they're not taking it through The Woodlands. Why? Because they're louder than we are. So it's time for everyone to step up. I also want to know how has this gotten this far? What politician where has -- I mean, where is the money? Why are we doing this? I want to know where Ed Emmett is, I want to know where Greg Abbott is, I want to know where my politicians are that are supposed to represent me and my best interests. Right. I'm also a member of the Texas Real Estate Political Action Committee. We donated a million dollars to politicians. They are hush, hush, hush; We're not saying nothing, Melissa; we just want to be in bed with these politicians because and what are we doing supporting private property rights when right here through eminent domain they're being taken away. One more thing. My family had 2200 acres at the Port of Houston. In 2008 Exxon got 100 acres through eminent domain. If they can take my family's land, they can take your family's land. This thing might go from east to west, it can go -- I mean, who knows where it's going to branch out and then snatch your property, too.	
Melissa Seureau	3/5/2018	Website	My biggest concern is safety, I'm on the South side of 290 and the construction from this train will prohibit those of us on the South side to get to the hospitals on the North Side. In addition, 290 is an evacuation route for Houston, I've sat in this traffic trying to get out during Hurricane Rita and the construction from this train could prohibit us from getting out of the area during a natural disaster. Another safety concern the 13 counties that are supposed to be managing this project do not communicate, calling into Dallas or Houston is a black hole. My concern is a domestic or foreign terrorist attack, how will our Emergency Management from Texas respond over such a large amount of land. Minutes are vital during an emergency, with 120 road closures I don't see how an ambulance can get to a car wreck quickly or how a firetruck will get to a fire. This train will impact my life, I already sit in an hour of traffic just to get into town, the construction from this project will steal time from homeowners in NW Houston. Time from our families, time for ourselves, time for the community that is under served. We currently have Precinct 4 & Precinct 5 closed due to Harvey, we can't even get our car registration done in a timely manner. The police are overwhelmed and this will add one more layer to the cake that's ready to fall to the floor. Lastly, I think it's wrong to advertise this project as Private to get it started and then switch it over and ask for grant money from the Federal Government. This is strategic to ensure the people do not get a vote. Our commissioner hasn't been able to get money for our county due to the flood, how are we going to pay for the rail that benefits very few. I also advocate for private property rights, this is the biggest land grab in my generations history and I'm disappointed in The Great State of Texas. I'm fortunate that I can put a sign in my yard and move to the North side of the freeway but to be pushed out of my home by an entity is very troubling. If this rail line goes through, our freedoms and what it means to be an American will have indefinably change for the worse. This train does nothing for Houstonians, if you want to change our city, get us a train that will get Houstonians into Houston faster.	Refer to ED-1, GN-4, PN-3, SS-23, SS-6, SS-7 and SS-9. The proposed Project is entirely grade separated, and the segment along SH 290 in Harris County would be elevated on viaduct, minimizing permanent impacts. Construction access to roads would require coordination with TxDOT or the appropriate local jurisdiction through the Road Access Permit process described in <b>Section 3.11.6, Transportation, Avoidance, Minimization and Mitigation, TR-CM#3.</b>
Karen Severn	3/7/2018	Email	I am totally against the High speed train UNLESS there is written confirmation that the government will NOT be bailing them out. Amtrak and California high speed rail are not working so well. The projected cost puts it in a perk for the upper-middle incomes and higher. I am skeptical that this can work because the train station in Houston is not downtown. I haven't even touched on personal property rights being taken by a PRIVATE COMPANY. Are we in Texas or California? This is intolerable. Please derail this plan.	Refer to GN-2, GN-4, NE-1, SC-3, GN-7 and ED-1.
Tyler Shade	12/19/2017	Email	I don't want this high speed rail across from my house, no body wants to listen to that thing go by how every many times a day. I moved to my the country for country life not to have a railroad across the street. Build it somewhere else not Waller.	Comment noted.
Omar Shahin	2/12/2018	Website	I support the train	Comment noted.
Ruja Shahrzad	2/17/2018	Website	As a houston resident I'm totally against this project. It will have negative effects on properties and businesses along it's way. Also with the proposed ticket price it won't have enough commuters to cover the operation expenses and our tax money will be spent to keep it running against our will. We should focus on addressing the greater houston traffic and public transportation issues before even thinking on pointless projects like this.	Refer to GN-4, NE-1, PN-3 and SC-3.
Claire Shahzad	2/19/2018	Website	I understand the red tape is necessary but understand this is necessary for the State of Texas. Studies are good but just to a point. We need to move forward. There are thousands of people waiting on this train and the longer we wait the more congestion we have and that is definitely not good for the environment or the people that live in this area. Please move forward at "high speed". We don't need a snail's pace here. Thank you for your consideration and any help you can provide to get us moving.	Comment noted.

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	1/22/2018	Email	Council Member Edwards would like additional information about the upcoming meetings.	
Zack Sharp	3/9/2018	Website	As a business owner who travels between Dallas and Houston, I strongly support the building of the bullet train project.	Comment noted.
Taylor Sharpe	1/21/2018	Website	As a small business owner in Dallas, this will open up business opportunities in Houston that are not currently easily done in that we can travel and work at the same time and arrive in Houston ready for face-to-face meetings with our clients. This transportation project is important to my business and I heartily encourage this project's being built to fruition.	Comment noted.
Dannie B. Sharron	2/6/2018	Letter	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.
Janice and Mike Shaw	2/19/2018	Website	We are ONBOARD with the Dallas to Houston High Speed Rail Project and look forward to the time when we can board the train for a stay in Dallas. While there, we can take in an Astros crushes the Rangers game, and visit the various tourist destinations and shop the area near the Magnolia Hotel where we attended the High Speed Rail Conference. Great cookies there!! Mike is a mechanical engineer and has a life long interest in trains and grew up riding public transportation in the UK. More and more people, particularly the younger generation, are not interested in owning a car if they can find public means of getting around. In addition, older people, like me are not interested in driving. Put me on a train where I can read, surf the web via wifi and nap for 90 minutes. The train will come within 2-3 miles of my house. I put up with car noise from the 249 and Grand Parkway, I'm on the western entry flight pattern for IAH. Train noise, particularly at night, will just be another sign of big city life. Lets get moving!	Comment noted.
Jawed Sheikh	2/16/2018	Website	I will strongly recommend to complete this project as soon as possible. This will reduce the traffic load from roads. Less chances of accidents. Less consumption of natural resources. Less pollution. Public safety. Improved environmental conditions and many many more. Thanks	Comment noted.
Greg Shelton	1/29/2018	Website	I am very much for the approval of High Speed Rail between Dallas and Houston and future Texas Cities. I believe this would be a huge benefit to me and the people of Texas to have an alternative to Air Transport that is fast but also will have many more departure times. 2 years ago I was in Japan on Vacation and had the opportunity to take the same high speed rail system being proposed between several cities. It was a great experience, fast, clean, comfortable and easy.	Comment noted.
William Shelton	1/31/2018	Oral	Good evening, my name is William Shelton. I personally oppose this project for very personal reasons. My family first came to this county in 1857 and I'm passionate about Freestone County. Unfortunately, like many of you, my family's ancestral home is directly in the path of this train. Now what my cousin stands to lose is a big pasture. What I stand to lose is the ancestral homestead that I had -- the principal porch was built in 1847. I operated just outside of Dallas, I was educated there, I lived there for about 20 years. I know the mental processes of the people who live in large cities when faced with infrastructure projects. Oh well, they'll give you some money, they'll take my land, I'll buy a new house. I could buy a new house. How do you buy another home? How do you place monetary value on being able to stand in the parlor under the stain glass windows where every christening, wedding, and funeral for seven generations has been held and besides that what do I leave the next generation for this property that was entrusted to me pass on to them. From a practical standpoint, I've spent the last five years and about \$300,000 restoring this house and I'm not near done. So my response to Texas Central Partners is there is no monetary value that you could equitably compensate me with the emotional and financial investment that I have made in this property. And I guarantee you, I will be restoring this house until that first train comes over the hill on my property. Thank you.	Comment noted.
Ben Shepard	3/6/2018	Website	I am an avid birder. Birds don't like trains. If you build the train where will all my sparrows go? Please reconsider	Refer to NR-2.
Ben Shepard	3/6/2018	Website	Also trains ruin water. Birds drink water. What will the birds drink?	Refer to NR-2 and WW-2. Individual birds may be temporarily displaced to similar adjacent habitat by the construction of The Project. Birds will still drink water, but from adjacent sources if their water source is expected to be impacted by The Project.

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John Sheppard	3/2/2018	Email	In Texas you recently had meetings about impact studys. Does Texas Central pay for the entire study? Mailings from your office, your travel costs, meeting room rentals, etc..... If notis there a web site for the expense reports? I didn't attend the meeting in Corsicana as I understand answers would only be addressed about the study. I figured your office might not want to address mine. Did the Federal government tell Texas Central, that as the train is within the boarders of the state, Texas will decide Eminent domain? Can I report that your study in fact has no bearing what so ever with Texas Central getting Eminent domain? and why. in your post card you didn't disclaim this? If you can't answer can you forward to someone who can?	Refer to ED-1, NE-1 and NE-5.
George Sherman	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 signficance, 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.
Erika Shields-Carter	1/25/2018	Email	Are you going to hold meetings in the SE/Medical Center area? Are you going to build or use an existing bus station/depot for people to ride the bullet train (ex. Union Station)? Will the Federal Railroad Administration expand to the Ft. Worth and Arlington areas?	Refer to BA-1, GN-7 and TR-3.
Erika Shields-Carter	2/5/2018	Website	Will you stream-live the meetings for people that are unable to make it to the meeting locations?	The 11 Public Hearings for the Dallas to Houston High-Speed Rail project were not live streamed because this is not a requirement for Public Hearings under NEPA and therefore no provisions were made to include this capability. However, hearing materials (Public Hearing boards, PowerPoint presentation, and fact sheet) were made available on the project website ( <a href="https://railroads.fra.dot.gov/current-environmental-reviews/dallas-houston-high-speed-rail/dallas-houston-high-speed-rail">https://railroads.fra.dot.gov/current-environmental-reviews/dallas-houston-high-speed-rail/dallas-houston-high-speed-rail</a> ) and an online comment link was available on that same site for submission of comments until the end of the public comment period on March 9, 2018.
Terry Shistar	2/7/2018	Website	The environmental impacts of the Dallas to Houston High-Speed Rail must be considered in context. 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. 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. It will save time as well. With a 90-minute travel time, travelers will be at their destination before they could board a flight after arriving at an airport. Thank you for this opportunity to comment.	Comment noted.
Connie Shivvers	2/4/2018	Letter	After a review Of the information published in the DEIS, information for two properties along the proposed route for the High Speed Rail may have been omitted. A review of the current vesting deeds of properties that Wyman Gordon Forgings sold has brought to light some alarming facts about the condition of the properties along and abutting Highway 290, easement Off of Telge Road and NW Lake Drive in Harris County. A review Of aerials from Google Maps (attached Exhibit A) shows these properties never had a structure on them but were used as wastewater lakes for industrial purposes which was used by Cameron Cooper, Cooper Industries, Cameron Forge Company, Cameron Iron Works and Wyman Gordon Forgings starting somewhere around the late 1950's or 1960's. A review of the EPA records shows Wyman has a history of dumping contaminates into water sources and drains which ultimately seep into the ground. This continued negligence has set a precedent which makes these properties high risk. A review of the full title for these properties will reveal more than I am presenting today.	Refer to HZ-3.

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			<p>The vesting deeds attached to this letter clearly indicate contamination exists and still persist; otherwise Wyman Gordon and NW Lakes would not have put language referring to hazardous contamination and indemnification clause with no liability. Here in Harris County we have experienced recent and past flooding events that have carried contaminants onto adjoining properties. The wastewater pit (as Wyman and NW Lake have acknowledged in the vesting deed) has in the past (prior to it being emptied) overflowed onto the existing pipeline and railroad easements where the high speed rail is proposed to be located. Exhibits B &amp; C - Two Special Warranty Deeds where Wyman sold the O Telge Road property to NW Lake in 2012, in that deed it states "present and future use of wastewater and wastewater capacity" along with a restriction of use which prohibits daycares, schools or residential use as well as contamination by hazardous material clause. NW Lake then sells the property off to Angadare Land in 2016 which has additional language to include hazardous material contaminants and a Superfund site. Shortly after the sale the lake was drained and 10 to 15 feet Of dirt was put over the lake, the site was not cleaned just covered up. Now a shell Of a building and concrete covers the majority of the property near where the high speed rail is to be located. Since the previous deed stated wastewater and Page 1 of 3 contamination by hazardous materials, a further investigation is warranted to ensure this was not used as a tailings pond or a waste pit. Over the past 16 years living in this area, I have personally witnessed flooding from the lake property overflow and flood the pipeline easement and railroad easement, which has occurred numerous times. This property had a chain link fence with three strand barbwire at the top with no trespassing signs every 50 feet. Exhibit D - Tiwe was a wastewater pit similar to the NW Lake property located on Gyrodata Land abutting UPRR easement, a drainage ditch and Highway 290. The google map shows this property never had a structure located on it, only wastewater pit. The Correction Special Warranty Deed acknowledges contaminants may persist including hydrocarbons, asbestos, hazardous materials and toxic contaminations. The language as highlighted in the attachments are indication of knowledge of contamination where a party is seeking indemnification against any and all liabilities and cleanups. The high speed rail project is proposing to locate a drainage retention pond on this property, which would connect into an existing drainage ditch. This action would spread unknown and known contaminants affecting surrounding homes and communities exposing residents to harmful substances which are known to cause cancer and other health related problems. I strongly disagree with the findings in the Draft EIS in regards to these sites and area as being Of low concern calling for no further investigations. EPA records indicate that Wyman Gordon Forgings has continued to release in the environment; Chromium, Cobalt, Copper, Hydrochloric Acid, Hydrogen Fluoride, Lead, Manganese, Nickel and Nitric Acid. We are not aware of how Cameron Cooper, Cooper Industries, Cameron Forge and Cameron Iron Works may have contributed to possible contaminants on these properties prior to Wyman's use. What we do know, was these lakes were created for wastewater from industrial uses that would not of stayed stationary and would of seeped into the ground and surrounding land. The vesting deeds clearly indicate contaminants persist thus requiring a full investigation to identify and/or rule Out a health and safety issue to the public and school children. These properties have not been properly cleaned. They are being modified to hide the issues being presented. A Comprehensive Phase II Assessment should be conducted on the following the high speed rail is proposing to be located, which are listed below: [See table in PDF] These affected properties by no means can be passed over and not have a Comprehensive Phase II Assessment conducted. Since one deed clearly directs the reader to believe that there is the potential for a Superfund site to be discovered on the property and current pictures of active contamination, these properties should be fully investigated. Were these documents and this information presented to FRA for the environmental process? I did not find these properties mentioned in your findings. If a superfund site or hazardous substance contaminants are identified, then these properties should be avoided at all costs and the route along HWY 290 should be abandoned. Incidentally this is not the only highly contaminated area or site of known contaminations in Harris County along Highway 290, Hempstead Highway and along Post Oak Blvd. As you review this information please remember there are three residential communities west and south of Wyman and three active schools right across Highway 290 which are Cy-Fair Senior High School, Arnold Junior High School and Lamkin Elernentary School. The following supporting documents are attached for review,</p> <ul style="list-style-type: none"> <li>* Exhibit A - Google maps imagery of the properties dating from 1944 to 2017</li> <li>* Exhibis B, C &amp; D - Three current vesting deeds of the properties</li> <li>* Alignment sheets from TCPs proposed sites.</li> <li>* Picturs of existing contaminated water.</li> <li>* Wes reports from the EPA TRI websites.</li> </ul>	
Connie Shivvers	2/5/2018	Oral	<p>My name is Connie Shivvers. I'm a local resident here in Houston. I live in Stonegate. I'm actively supporting the no build alternative, and the reason why I'm supporting that is I have reviewed the draft EIS. It has numerous errors and omissions, and I review these types for projects quite often. First of all, I'd like to thank the ranchers and the farmers for providing these merchantable crops. Why this important? Over 8,000 acres of land is going to be taken away from these people that provide us food on our tables on a daily basis. If you don't live near the train, the train will run through your pocketbook, just like the judge has said, but it's going to run through your dinner table, too, because your food prices are going to go up because they produce less. Second of all, the sound and vibration study was based upon a train moving at 50 miles</p>	<p>Refer to GN-1, NV-6, LU-2, LU-10, LU-11, LU-14 and SC-21. The actual speeds of the train were used at all locations for modeling purposes.</p>

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			<p>per hour. Well, guess what. It's going 200, so multiply that by four. That's the impact. The fact that Stonegate and the apartment complex at Fry Road was not included in the sound vibration impact in the first segment of the EIS is appalling, because I live 1,665 feet away, I hear movement 7,872 feet away from businesses around me, and you're going to tell me I won't hear that? You're lying to me. You're lying to the public and it needs to stop. TCR, all you third party vendors that work on this project should be ashamed. You are an embarrassment to this community. Second of all, there are 1600 jobs that will be impacted, if not totally lost, due to businesses being relocated, and that number's low. In the EIS it states that TCR will have 1,176 sustainable jobs. What happens to those 1600 people? Is TCR going to compensate them. The business gets compensated, but those people don't. Their lives are impacted. Folks, this isn't just the rural versus the urbanites. This project affects everybody. The study does not work. Other interesting notes. The limit of disturbance during construction was grossly understated in Harris County. After the final EIS is issued, TCR and third-party vendors will seek additional work space wareyards, storage yards, mud disposal sites, et cetera, that is not evaluated by the FRA and other third-party contributing agencies. And this is huge, folks. It happens often in large linear projects, and you need to voice your concern. I have many other points, but I will respect the three minutes. I support the no build.</p>	
<p>Connie Shivers</p>	<p>2/6/2018</p>	<p>Website</p>	<p>After reviewing the DEIS, I found it troubling that the FRA would suggest that the Pipelines, utilities and roads be consider as independent projects. The Pipelines, utilities and roads would not require modifications, relocations or removals if the high speed rail wasn't coming through.</p> <p>The CAL HSR Final EIS included FERC and public Utilities. Are there different requirements between states and corporations proposing high speed rail projects?</p> <p>I contacted FERC about this troubling fact, that they were excluded from the FRA process for the TCR HSR project. FERC stated and I quote "Request the FRA to include FERC and PHMSA in the Texas Central High Speed Rail project."</p> <p>Today I am requesting that FERC and PHMSA be included so they may become contributing agencies in this environmental impact statement since they are the responsible agencies to the management of pipeline safety.</p> <p>All affected pipelines, roads and utilities should be considered as the full impact of the project in one environmental impact statement. Yes this means, a little more time will be required to come to a final determination, but in the long run everything will work seamlessly.</p> <p>Secondly, TCR's construction and daily operations will have a critical impact to the safety of pipelines that crosses and/or runs parallel to this proposed project. The introduction of a new constant source of electricity and vibrations will cause fatigue upon the existing pipelines. This fatigue will lead to failure. Failure will result in an explosion where loss of life is highly probable, there will definitely be property damage, companies will have to make apologizes and lawyers will settle in court.</p> <p>There are impacts from this project that I have very little confident will make it to the pipeline companies if TCR is left with the responsibility of making that happen. TCR wants us to believe the impacts are less than reality.</p> <p>The FRA can not afford to have its reputation tarnished, you are here to protect the public and the environment. By allowing pipelines, utilities and roads to be treated as separate projects, the possibility of critical operational data may not make it to the relevant parties so that necessary precautionary steps can be taken.</p> <p>Including FERC and PHMSA in the overseeing the 142 affected pipelines is the only responsible action. Yes FERC and PHMSA have stringent requirements because they know one pipeline explosion is one to many.</p> <p>Respectfully, Connie Shivers</p>	<p>Refer to EU-1, EU-2, LU-14, NE-1, NE-9 and NV-5.</p> <p>As defined in Section 3.9.5.2.1, Build Alternative, the project limits of disturbance includes the potential relocation of pipelines, utilities, and roads as a direct impact of the proposed project and are not considered a separate project.</p>
<p>Connie Shivers</p>	<p>2/20/2018</p>	<p>Website</p>	<p>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" (diagram A) 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" (diagram B) 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 volume from 2006 to 2016 from 85,000 to 110,703 with only one year reporting decreased volume. (diagram C) 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. (diagram D) 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. (diagram E). 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,</p>	<p>Refer to AQ-7, BA-2, GN-2, GN-3, NE-1 and PN-3.</p>

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			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.	
Connie Shivers	2/22/2018	Website	Federal Rail Administration February 22, 2018 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 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 lets 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.	Refer to GN-6, GN-9, PN-3, TR-4 and TR-5.
Connie Shivers	2/25/2018	Website	The Morgan Family Legacy Farm is a boon to Navarro county and Texas. It is extensively used for first responders , medical personal, charitable organizations and others for stress relief and enjoyment. The Morgans never charge she tbt use of the property and share with hundreds and hundreds of people every year. Move the route to the north of the power lines, to the existing easement and preserve this valuable asset.	Refer to NV-1 and NV-7. The distances quoted are for noise impact, and not audibility of a source of noise. The criteria are based on a comparison of the existing noise with the project noise. 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.
Connie Shivers	3/4/2018	Website	Federal Rail Administration March 4, 2018 RE: TCR DEIS - Beltway 8 road closure There is some major miscommunications about which roads will be closed or impacted. Section 3.11: Transportation pg 705 Regardless of the Build Alternative, all roads within the Study Area would experience a temporary disruption of service during construction. Construction activities would result in increased construction traffic on nearby and adjacent roads. Construction activities would also result in traffic delays and temporary road closures on roads crossed by the Build Alternatives. Hidden in fine print on the drawings are the following statements about Beltway 8 undergoing structural modifications which would require this major thoroughfare to be closed. According to the Table 3.11-31 Roadway Crossing in Harris County does not list the Beltway 8 however the GENERAL CIVIL RAIL TYPICAL SECTIONS Sheet 12 of 20, existing Beltway 8 structure, spans, and column TO BE MODIFIED AS REQUIRED (Drawing number CVL-00-03012 Rev 01) and Houston Segment Civil Plan and Profile HN1 380 00 TO HN1 408 00 page	Refer to EU-2, HZ-5, SS-16, SS-17, TR-6, TR-7 and TR-8. 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. The "year complete" for US 290 widening, as noted in <b>Table 3.11-35: Planned Transportation Projects in Harris</b>

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			<p>41 says printed on top of the Beltway 8 Roadway Structure Modification. Note #3. Column location, footings and spacing for existing Beltway 8 to be verified by structural as built drawings and field verification. Typical section illustrates conceptual placement of HSR elements. Clearance and Pier protection requirements to Beltway 8 structure to be confirmed during final design. Modification to existing structure may be required. Roadway structure modification would require Beltway 8 to be closed. Beltway 8 is a major artery around the city. Having this major thoroughfare closed basically puts the whole city in a massive grid lock. By not disclosing this in the Table 3.11-31 is deceiving the public. This major thoroughfare will be closed while modifications to the structure are completed. This could be three to five years and will be a major problem. Why is this hidden in fine print where the average reader would not find it? Closing Beltway 8 for structure modifications will impact 146,307 daily commuters. Hurricane Harvey flooded the Beltway 8 at Memorial for two weeks. Getting to and from work took four to six hours. It put the whole city in a massive grid lock. No joke folks! TCR purposely hid this in the fine print because the uproar from the community would be too much for them to overcome. Also the Table 3.11-35 incorrectly reports Hwy 290 completed 2017. Highway 290 road widen project will not be 100% complete for several years. As I have stated in my previous submittals. The route along the Utility Corridor (Hwy 290) is not a viable option. There are more impacts that negatively affect millions of people in Harris County alone. There is no room to relocate the pipelines and utilities, or add adequate drainage and detention, or minimize the impacts of hazardous sites on the environment, road closures, road relocations and the probability of closing Beltway 8 so that the HSR can go under neath it. I request the FRA to implement the No Build Alternative as the only solution. Respectfully, Connie Shivers</p>	<p><b>County</b> was collected from TxDOT in 2019. The estimated complete date according to TxDOT is currently TBD. The year complete for this project has been updated in <b>Table 3.11-35: Planned Transportation Projects in Harris County.</b></p>
Connie Shivers	3/4/2018	Website	<p>Connie Shivers Federal Rail Administration March 4: 2018 RE: TCR DEIS - Hazards</p> <p>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 towns that could harm the public. This is a proven fact as it has already happened in other pans 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.</p> <p>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.</p> <p>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 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. These sites would not be properly cleaned thus causing contaminates 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.</p> <p>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 S which is a main 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.</p> <p>Respectfully: Connie Shivers</p>	<p>Refer to BA-5, HZ-1, HZ-2 and LU-14.</p>
Connie Shivers	3/4/2018	Website	<p>Connie Shivers Federal Rail Administration</p>	<p>Refer to BA-5, HZ-1, HZ-2 and LU-14.</p>

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

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			<p>March 4: 2018                      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.</p> <p>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.</p> <p>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. 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.</p> <p>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.</p> <p>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 S which is a main 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.</p> <p>Respectfully:                      Connie Shivers</p>	
Connie Shivers	3/4/2018	Website	<p>Federal Rail Administration March 4, 2018 RE: 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 be 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</p>	Refer to SS-16 and WW-1.

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			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 stormwater 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, Connie Shivvers	
Connie Shivvers	3/4/2018	Website	Federal Rail Administration March 4, 2018 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. I requested at the open house meeting written notifications be send to each homeowner in the community. This was totally ignored. I continued my requests during the Surface Transportation Board (STB) process and in other forums and YET NOT ONE letter was sent to the homeowners. I would know since I have been activity following this and interviewing my neighbors. I never received any written notification of any type of involvement with Stone Gate and Texas Central Rail. 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 StoneGate 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, Connie Shivvers	Refer to AS-1.
Connie Shivvers	3/4/2018	Website	Federal Rail Administration March 4, 2018 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. I requested at the open house meeting written notifications be send to each homeowner in the community. This was totally ignored. I continued my requests during the Surface Transportation Board (STB)	Refer to AS-1.

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Connie Shivers	3/5/2018	Website	Federal Rail Administration March 4, 2018 RE: 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 stormwater 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, Connie Shivers	Refer to SS-16 and WW-1.
Connie Shivers	3/5/2018	Oral	I want to talk to the FRA, and I hope you understand. So my issues are related to Harris County. In reviewing the Draft EIS and the roadway closure of Harris County, it doesn't list Beltway 8. However, on the civil -- general civil rail typical sections, the existing Beltway 8 structure spans and columns to be modified as required. The Houston segment civil plan and profile, page 14, says -- printed on top of the Beltway, "Roadway structure modification." If the Beltway undergoes structural modification, it will require it to be closed. Do you all remember Harvey? Two weeks of sheer hell. We had four- to six-hour commutes to and from work. I find the DEIS to be deceiving when it doesn't list the Beltway; yet, in the fine print, it's on your drawings. I have a problem with that. I think millions of Houstonians will have a problem with their commute as well. Another review of the alignment sheets and the footprint drawings from Loop 610 to Fry Road, TCR would be adding 175.43 acres of impervious cover, which does not include the station areas; and they would only be adding 20 acres of detention from Jones Road to Fry Road. There's no detention provided from 610 to Jones Road, so hope you like flooding. This includes zero detention ponds and drainage at the station locations. 1.3 acres of detention will be removed. TCR states they're going to use existing drainage systems. Harris County has already proven our infrastructure can't handle a rain event, and they want to push off their drainage into our easements that were not designed for their capacity? You will ensure that my neighborhood in Stonegate -- we will flood, and that's unacceptable. The next point that I	Refer to NE-9, PI-1, VA-1, SS-16, SS-17 and TR-5. State Highway 8 would not be closed. The Project would travel underneath the highway through retention-cut (below-grade) designs.

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			have is: In the public outreach, public meetings with impacted neighborhoods, it states, "As part of the LID approach, TCR shall continue to incorporate stakeholder input into design throughout the project to inform their decision-making process." "Shall continue"? Hasn't even started. I have been asking for four years from the first meeting that they had at Tin Hall in 2014 through the STB and at other meetings that they include Stonegate, and they have not included it. I am stating it again for the record: TCR and their affiliates are not including impacted homeowners. We will be detrimentally affected not just by sound, but by flooding and our decreased land values. And one of our other speakers tonight has an interesting statement from Mayor Turner's office that will just really knock it off the ballpark. Thank you. Sorry.	
Connie Shivvers	3/7/2018	Website	Kevin Wright Federal Railroad Administration 1200 New Jersey Ave. SE, MS-20 Washington, D.C. 20590 February 4, 2018 - Mailed with signature required RE: Dallas to Houston High-Speed Rail, DEIS Chapter 3.0 Section 3.5 Hazardous Materials and Solid Waste page 3013.5-21 Properties located south of Hwy 290, west of Telge Road and north of NW Lake Dr Mr. Kevin Wright, After a review of the information published in the DEIS, information for two properties along the proposed route for the High Speed Rail may have been omitted. A review of the current vesting deeds of properties that Wyman Gordon Forgings sold has brought to light some alarming facts about the condition of the properties along and abutting Highway 290, UPRR's easement off of Telge Road and NW Lake Drive in Harris County. A review of aerials from Google Maps (attached Exhibit A) shows these properties never had a structure on them but were used as wastewater lakes for industrial purposes which was used by Cameron Cooper, Cooper Industries, Cameron Forge Company, Cameron Iron Works and Wyman Gordon Forgings starting somewhere around the late 1950's or 1960's. A review of the EPA records shows Wyman has a history of dumping contaminates into water sources and drains which ultimately seep into the ground. This continued negligence has set a precedent which makes these properties high risk. A review of the full title for these properties will reveal more than I am presenting today. The vesting deeds attached to this letter clearly indicate contamination exists and still persist; otherwise Wyman Gordon and NW Lakes would not have put language referring to hazardous contamination and indemnification clause with no liability. Here in Harris County we have experienced recent and past flooding events that have carried contaminates onto adjoining properties. The wastewater pit (as Wyman and NW Lake have acknowledged in the vesting deed) has in the past (prior to it being emptied) overflowed onto the existing pipeline and railroad easements where the high speed rail is proposed to be located. Exhibits B & C - Two Special Warranty Deeds where Wyman sold the 0 Telge Road property to NW Lake in 2012, in that deed it states "present and future use of wastewater and wastewater capacity" along with a restriction of use which prohibits daycares, schools or residential use as well as contamination by hazardous material clause. NW Lake then sells the property off to Angadare Land in 2016 which has additional language to include hazardous material contaminants and a Superfund site. Shortly after the sale the lake was drained and 10 to 15 feet of dirt was put over the lake, the site was not cleaned just covered up. Now a shell of a building and concrete covers the majority of the property near where the high speed rail is to be located. Since the previous deed stated wastewater and contamination by hazardous materials, a further investigation is warranted to ensure this was not used as a tailings pond or a waste pit. Over the past 16 years living in this area, I have personally witnessed flooding from the lake property overflow and flood the pipeline easement and railroad easement, which has occurred numerous times. This property had a chain link fence with three strand barbwire at the top with no trespassing signs every 50 feet. Exhibit D - There was a wastewater pit similar to the NW Lake property located on Gyrodata Land abutting UPRR easement, a drainage ditch and Highway 290. The google map imagery shows this property never had a structure located on it, only wastewater pit. The Correction Special Warranty Deed acknowledges contaminates may persist including hydrocarbons, asbestos, hazardous materials and toxic contaminations. The language as highlighted in the attachments are indication of knowledge of contamination where a party is seeking indemnification against any and all liabilities and cleanups. The high speed rail project is proposing to locate a drainage retention pond on this property, which would connect into an existing drainage ditch. This action would spread unknown and known contaminates affecting surrounding homes and communities exposing residents to harmful substances which are known to cause cancer and other health related problems. I strongly disagree with the findings in the Draft EIS in regards to these sites and area as being of low concern calling for no further investigations. EPA records indicate that Wyman Gordon Forgings has continued to release in the environment; Chromium, Cobalt, Copper, Hydrochloric Acid, Hydrogen Fluoride, Lead, Manganese, Nickel and Nitric Acid. We are not aware of how Cameron Cooper, Cooper Industries, Cameron Forge and Cameron Iron Works may have contributed to possible contaminates on these properties prior to Wyman's use. What we do know, was these lakes were created for wastewater from industrial uses that would not of stayed stationary and would of seeped into the ground and surrounding land. The vesting deeds clearly indicate contaminates persist thus requiring a full investigation to identify and/or rule out a health and safety issue to the public and school children. These properties have not been properly cleaned. They are being modified to hide the issues being presented. A Comprehensive Phase II Assessment should be conducted on the following properties where the high speed rail is proposing to be located, which are listed below: Current Owner Address 1 - Gyrodata Land LP 0 Northwest Lake Drive ownership removed from tax records 2 - Angadare Lane LP 0 Telge Road ownership removed from tax records 3- Hardy Maley Holdings 22770 Northwest Lake Dr 4 - Wyman-Gordon Forgings 0 Northwest Lake Dr Tax Parcel ID # 1272810010001, 1385350010001, 0422320000330, 1272810010010, 1272810010002, 1272810010003 These affected properties by no	Refer to HZ-3.

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			<p>means can be passed over and not have a Comprehensive Phase II Assessment conducted. Since one deed clearly directs the reader to believe that there is the potential for a Superfund site to be discovered on the property and current pictures of active contamination, these properties should be fully investigated. Were these documents and this information presented to FRA for the environmental process? I did not find these properties mentioned in your findings. If a superfund site or hazardous substance contaminates are identified, then these properties should be avoided at all costs and the route along Hwy 290 should be abandoned. Incidentally this is not the only highly contaminated area or site of known contaminations in Harris County along Highway 290, Hempstead Highway and along Post Oak Blvd. As you review this information please remember there are three residential communities west and south of Wyman and three active schools right across Highway 290 which are Cy-Fair Senior High School, Arnold Junior High School and Lamkin Elementary School. The following supporting documents are attached for review; Exhibit A - Google maps imagery of the properties dating from 1944 to 2017; Exhibit B, C &amp; D - Three current vesting deeds of the properties; Alignment sheets from TCPs proposed sites; Pictures of existing contaminated water; Various reports from the EPA TRI websites. Respectfully, Connie Shivvers The file limit would not allow the complete file to be uploaded. Please refer to the mailed copy of this submittal for additional documents.</p>	
Connie Shivvers	3/7/2018	Website	<p>The statement made by TCR below, is not sufficient for the FRA to make a determination on the FEIS or the record of decision. According to the Appendix F TCRR Constructability v4 Report page 94 which states; "As this is a privately developed project, we are not seeking public funding. As such, our capital cost and construction schedules are considered proprietary and we prefer not to share additional details at this time. Nonetheless, based upon your data requests, we believe that the level of detail provided is sufficient to meet your economic analysis needs for the EIS." It appears TCR is getting preferential treatment since they are not required to follow the same procedures as other privately owned railroad projects. Concealing additional relevant details about the capital cost and true construction schedule does not allow the public to be informed since they will be impacted and inconvenienced by these activities. A company can not claim to be private or proprietary when they are actively impacting the lives of millions of people daily. The construction period is willfully insufficient, for example TCP can not complete the chart as to how many total months the construction activities will require. The construction cost of approximately 16.5 - 18 billion is an under estimation as every major linear project has adjustments and they always go way over the established budget. By displaying a chart and throwing out random numbers, is not sufficient for the public to make informed decisions. So here's the problem with the supplied chart for the construction schedule which will take it well beyond the stated three years in one chart and five years in another chart in the DEIS. New laws in rural counties have been implemented which will prohibit closing any roads within seven counties. The DEIS will have to be modified to accommodate to these requirements. Additional cost to the project will be incurred. To do a structural analyst on the Beltway 8 and make modifications could take 3 years or more. Construction of the proposed HSR would not be able to commence in this area until after these modification are completed. Thus it will halt the construction schedule and extend it beyond the three to five years quoted in the DEIS. Not to mention the negative impact closing this road will be during daily commutes. If a hurricane hits during this construction period, another major evacuation route will be closed preventing millions of people escaping to save their lives. To do pipeline relocations and modifications will require FERC and PHSMA's involvement which allow for public intervention. Pipeline companies will have to acquire additional right of way which will be at a premium price compared to the dollar a rod looping rights these companies would be forced to surrender. Gather additional requirements and re-design the pipeline network to accommodate to the proposed rail. This whole process will be a minimum of three years if they are lucky and will cost tens of millions of dollars which these companies will require reimbursement for. The relocations of the hazardous Liquid Products lines have limitations on how close it can come to existing residential structures. With the layout of White Oak and Stone Gate subdivisions, this line can not be moved any closer to the houses. The vibration impact radiating off of the super structure could set up for a perfect disaster. Relocation of major transmission lines would require a process similar to the pipelines but reporting to different agencies. Moving these major utility lines may not be possible due to established development. It is quite possible that the companies who have common carrier status, may not be able to condemn additional properties for this type of project since TCR's claim to being a railroad and possession of eminent domain status is challengeable in a court of law. Thus the pipeline and utility relocations are not a necessity but rather an economic development classification. The relocation of these pipelines and utilities is not required as a part of infrastructure improvement. To move these utilities may cost these companies tens of millions of dollars. Those dollars are not accounted for in the construction budget. The pipeline and utility companies do not have to relocate their facilities and if they chose to do so, TCR must reimburse those costs as mentioned above. Even if TCR is able to overcome the above obstacles, the cost to the budget would exceed the CAL HSR project along with extensive delays that will guarantee an extended construction period beyond five years. The CAL HSR project has just experienced the perfect storm. It will happen in Texas too, if this project is allowed to proceed. The Utility Corridor or the UPRR Corridor (the route along highway 290) is NOT the environmental responsible choice. I request the FRA to consider the No Build Alternative. Respectfully, Connie Shivvers</p>	Refer to BA-5, BA-6, BA-8, BA-10, ED-1, EU-1, EU-2, EU-5, NE-1, NV-5, PN-4, TC-6, TR-6 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
Connie Shivvers	3/8/2018	Website	March 8, 2018 RE: Adverse Impacts The City of Houston Mayor Sylvester Turner made numerous written comments on August 1st 2015 that would also apply to residential neighborhoods along the entire proposed route. These predictions are not limited to any one route but to all routes being considered. Those comments noted below are: "The adverse impact to all of these neighborhoods would negate the benefits of the high speed train going to downtown Houston. The character of these neighborhoods would be destroyed." "Property values would decline, and in these very neighborhoods where homes are being built and neighborhoods revitalized, the progress may very well be halted. Already, some prospective homeowners are delaying their decisions to purchase property in the area uncertain of the route that the high speed train may take." "Furthermore, the safety of families in these dense urban areas would be compromised." How could the above statements be any less true for the Utility Corridor route also? The adverse impact, decreased property values, and safety apply equally to all the residents in the state of Texas no matter who their representative is. I believe these statements may have influenced the proposed Utility Corridor as the preferred route. I ask you to apply these equally to all proposed routes. For many reasons the proposed Utility Corridor is not anymore a viable solution than the other proposed routes Mayor Sylvester Turner was protesting against. I request the FRA to consider the No Build Alternative. Respectfully, Connie Shivvers.	Refer to VA-1.
Connie Shivvers	3/8/2018	Website	March 8, 2018 RE: Adverse Impacts The City of Houston Mayor Sylvester Turner made numerous written comments on August 1st 2015 that would also apply to residential neighborhoods along the entire proposed route. These predictions are not limited to any one route but to all routes being considered. Those comments noted below are: "The adverse impact to all of these neighborhoods would negate the benefits of the high speed train going to downtown Houston. The character of these neighborhoods would be destroyed." "Property values would decline, and in these very neighborhoods where homes are being built and neighborhoods revitalized, the progress may very well be halted. Already, some prospective homeowners are delaying their decisions to purchase property in the area uncertain of the route that the high speed train may take." "Furthermore, the safety of families in these dense urban areas would be compromised." How could the above statements be any less true for the Utility Corridor route also? The adverse impact, decreased property values, and safety apply equally to all the residents in the state of Texas no matter who their representative is. I believe these statements may have influenced the proposed Utility Corridor as the preferred route. I ask you to apply these equally to all proposed routes. For many reasons the proposed Utility Corridor is not anymore a viable solution than the other proposed routes Mayor Sylvester Turner was protesting against. I request the FRA to consider the No Build Alternative. Respectfully, Connie Shivvers.	Refer to VA-1.
Connie Shivvers	3/8/2018	Website	March 8, 2018 RE: Flooding impact. Having flood waters rise quickly in front of your home, is unsettling, nerve racking, and extremely distressing. There is absolutely nothing you can possibly do to stop the rising water while it is happening. Currently Harris County does not have a proper drainage protocol that hold developers and developing projects accountable to supplying their own independent drainage and detention that exceeds 1% of the impact. So Harris County will continue to experience flooding events. I share with you the feeling of distress with the attached photos of homes in Stone Gate that had flood waters rising in people's driveways and front doors. The feeling of gut wrenching sickness sinks in as everything you have worked hard for, is slowly inching away from you. Possibly being swept away or merely floating in a cesspool of mire. Nothing is salvable, absolutely nothing. The distress doesn't end there. It carries on through the rebuilding process while you have to avoid not being taken advantage of by crooks that will steal anything left including money to rebuild. Your dream home is now worth 50% less after the flood even if the home is restored. Flooding robs people of peaceful entitlement. Attachments A and B is the current flooding level in Stone Gate. The drainage easement surrounding Stone Gate can not take on TCR's capacity or run off. Please do not bring this disaster to my doorstep and in my home. I have every right to defend my way of living and to preserve my property. This is a distress that TCR will be afflicting on homeowners abutting the proposed project. When they can not provide adequate and independent drainage that exceeds county requirements which are grossly inadequate. Our county and state leaders have acknowledged this ongoing flooding problem but to date there is no solution offered to correct it. I beg of the FRA, to please take the human factor, the flood factor into consideration and impose the No Build Alternative. Respectfully, Connie Shivvers Attachments A and B.	Refer to FP-1, WW-1 and WW-2. The route near the Stone Gate subdivision is parallel to Highway 290 and on viaduct.
Jon Shrubsole	2/8/2018	Website	As the rail line is financed and run by private investors and the US is so desperately in need of modern train service, it is a no-brainer to approve the service. It appears that the study has looked at all the possible routes and the environmental impacts. This service would minimize the negative environmental impact of additional traffic on I-45 and the future cost to taxpayers. It would increase productivity and the connections that the modern economy requires. Please approve the service.	Comment noted.
Nicole Shupe	12/29/2017	Email	I would like to received updates during this project. Thank you!	Refer to PI-1.

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Submitted By	Date Submitted	Submission Type	Comment	Response
Jennifer Sickman	2/6/2018	Website	Hello. I want to register my full support of the Dallas-Houston High Speed Rail project. This is just the kind of investment in transportation infrastructure that Texas needs. We, the residents of this state have known this for decades, but for some reason we have political leadership that doesn't understand the fact. I would also like to register my support for the company who is leading the effort to get this needed service a reality. We are familiar with a number of the people involved, and they have proven their dedication to the needs of our community...as opposed to their own personal gain. The steps they have taken to take care of our precious environment AND to be open and fair in their dealings with land owners is impressive. It is critical that this project go ahead to keep the state viable for future generations. Thank you for listening.	Comment noted.
Mark Sikes	2/16/2018	Website	I support the Dallas to Houston High Speed Rail Project.	Comment noted.
Eric Simon	3/9/2018	Website	The project is good for the state of Texas.	Comment noted.
Janice Simon	2/25/2018	Website	I love the idea of the train between Houston and Dallas. It will make it easier to travel. It would ease travel on I-45.	Comment noted.
Greg Simpson	3/8/2018	Website	On behalf of North Houston District, 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.
Thomas Simpson	2/27/2018	Website	I support the Dallas-Houston high speed rail project and believe it will be a critical expansion and diversification of our transportation choices in Texas.	Comment noted.
Scheri Sims	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 and many of my co-workers have benefited from spending time on this property at no charge.	Refer to LU-5 and NR-2.
Mark Singleton	2/16/2018	Website	What are we waiting for? Let's connect Dallas, Houston, Austin and San Antonio so as to leverage the offerings each has. Texas can be the best in the world IF we have the best infrastructure.	Refer to BA-2.
Wendy Skains	2/18/2018	Email	Can you tell me why you changed the comment area? It went from a secured .gov page to an unsecured .com page. When accessing <a href="https://www.fra.dot.gov/Contact/Email">https://www.fra.dot.gov/Contact/Email</a> the screen that displays says "Oops"; has a blue button with the text "Public Comment Form" and beside the button a teeny-tiny red icon that traditionally means "hey this link is taking you outside our website". Hmmm... most people would miss this. It seems a government agency would have the wherewithal to come upwith a simple comment area. It's rather disturbing to me that you are now using an outside resource to gather comments.	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

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				database. FRA offered this online comment submission capability to expand the number of ways in which public comments could be submitted, thus making it possible for anyone wishing to submit a comment to find the method that worked best for them.
Andrew Skola	3/5/2018	Website	While I love the idea of the bullet train and am supportive of it as a whole, I hope that the land acquisition is as painless as possible in terms of impacting ranchers, farmers and other family landowners. I believe that the current routing will destroy or impact many ranches, including a ranch and family holding that are incredibly valuable to the greater community - the 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. Land ownership and community values must be at the center of this project, or else it will fail to serve the needs of Texans, and in the long run, fail to gain the support of communities. I want this rail project to succeed. Please be smart and sustainable about these selections so that it can.	Refer to ED-2, LU-5 and LU-11.
Andrew Skola	3/9/2018	Website	I love the idea of the bullet train and support a big infrastructure investment. This project must utilize existing right of ways and utility lines as much as possible as to minimize damage and impact to landowners and the environment. In particular, I'm concerned that the Morgan Family Ranch, which is a real asset to the community, would be harmed and forever altered for the worse.	Refer to LU-5 and LU-9.
Laura Sladeczek	1/29/2018	Handwritten	I am opposed to this project and the negative impacts that it would have on our county. It would not benefit out county at all. beyond some short term construction income. It will cost our citizens a great deal in land and productivity, destroying family owned farms and ranches in the name of progres. Since you would impose a ban that no shooting would be allowed within 2 miles of the line, control of predator populations and several hunting ranches would be unable to operate. These businesses do make economic impact in our community each and every day which would be lost. The proposed fees to ride the train I think would not result in high enough ridership to make the train viable When the train fails we do not get the land back. The farm is already done and cannot be undone. Please reconsider this project. Thank YouP.S. Eminent Domain Authority should not be granted to a private Foreign company. If you want the land you should pay the price the land owner request.	Refer to ED-1, ED-2, GN-2, RF-2, SC-19 and SC-21. No ban on shooting would be imposed due to the construction or operation of the HSR System.
Don L. Slaton	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.
Mignon Slaton	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.
Ted J. Slaton	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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Todd J. Slaton	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 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>	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.
Vida Slaton	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 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>	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.
Wanda Slaton	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 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>	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.
Terrie Slaton Hall	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>	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 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>	
Larry Slaughter	3/8/2018	Website	I oppose this high speed rail which will run right beside my home. I fear for my and my family's safety being so close to this train. My property value will be negatively effected. Being a light sleeper I will not be able to sleep. No passenger train is profettable and Texas tax payers will end up paying for this boondoggle.	Refer to GN-4, NE-1, SS-1, SS-12, SS-13 and VA-1. Other mitigation and compliance measures targeted at improving safety outcomes for passengers, employees and others in the vicinity of the Project are documented in <b>Section 3.16.6, Safety and Security, Avoidance, Minimization and Mitigation.</b>
Ellen Sloan	2/17/2018	Website	High-speed rail is a great opportunity for Texas.	Comment noted.
Oscar Slotboom	3/7/2018	Website	I support the recommended alternative, ALT A. It is the shortest, straightest and most efficient route. I am against the alternative along Interstate 45 (ALT C). In addition to the risk of vehicle impacts, building an elevated structure along IH 45 will ruin the scenic qualities of that section of the highway.	Refer to BA-7.
Krista Morgan Hairstylist	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.
Krista Morgan Hairstylist	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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Krista Morgan Hairstylist	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.
Pediatric Dentistry of North Texas	3/7/2018	Website	I am opposed to the route going through Morgan Legacy Farms.	Refer to LU-5.
Pediatric Dentistry of North Texas	3/7/2018	Website	I am opposed to the route going through Morgan Legacy Farms.	Refer to LU-5.
SM Aviation	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.
SM Aviation	2/22/2018	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	2/23/2018	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.
SM Aviation	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 and prove less damaging to the county in the long term. Furthermore, I am concerned about the bald eagle habitat.	Refer to LU-5.
SM Aviation	2/24/2018	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.
SM Aviation	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 migratory waters.	Refer to LU-5.
SM Aviation	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	Refer to LU-5.

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			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 benefit the first responders not available at any other venue.	
SM Aviation	3/2/2018	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	3/2/2018	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.
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SM Aviation	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. 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.
SM Aviation	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. 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.
SM Aviation	3/4/2018	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.
SM Aviation	3/4/2018	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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SM Aviation	3/5/2018	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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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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Brent Smarinsky	3/9/2018	Website	I would like it to happen. Fast trains are essential to our future growth.	Comment noted.

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Amy Lou Smith	1/18/2018	Website	As a healthcare provider, I will argue that Barack Obama has royally screwed over healthcare. Therefore most of the folks who live in this rural part of Texas where you plan to take our land and build your railroad go to the Emergency Room for healthcare. It is already an hour drive to the local emergency room so God forbid one of us need the ambulance to come get us. 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.
Amy Lou Smith	1/18/2018	Email	How are country folks such as myself who have family land stretched among this shit-show project going to benefit from this project? You plan to take my family's land; there is a reason we live in the country and it is NOT to hear loud high speed Jap-Ass railroads. Tell me, FRA, how will I benefit from this, along with other rural landowners with cattle	Refer to ED-2, LU-11, NV-1 and SC-19.
AmyLou Smith	1/18/2018	Email	I live in a community full of elderly folks and am a healthcare provider to them. I know that this concept that I am about to explain to you is above your low level of Jap-Ass education, but I would like to inform you that when an elderly person such as my grandparents and MY patients have a heart attack or a stroke, that TIME IS EVERYTHING. It is essential that they make it to a PCI capable facility (don't worry about what this means, you are incapable of understanding it) within 60 minutes from the onset of the crisis. With your ridiculous HSR project, you predict that there will be an increase in emergency response time. As I stated earlier TIME is key to save a patient who is having a heart attack or a stroke. Again, this is about 60 minutes. So how many of my dear patients and/or grandparents will have to die before you see these increased emergency response times as an issue and decide to do something about it? Your railroad is of little benefit to me or my patients. I want to know how many of them you want to die before you plan to be concerned about increased ambulance times? This is very near and dear to my heart	Refer to SS-23.
AmyLou Smith	1/18/2018	Email	Is any data shown on the maps where landowners, such as my father with severe Alzheimers, did not provide environmental surveyors the permission to inspect their property? As an example, my family's own property in Leon county shows the potential or existence of the Houston Toad, however, I nor my family gave permission to the TCRR for any surveyors, land or environmental to have access to my property? Theres a special place in hell for this bull.	Refer to GN-1, NE-8 and NR-4.
AmyLou Smith	1/18/2018	Email	What do you plan to do when this project fails financially? Will you raise my taxes? Will I be responsible for paying for this nonsense of a project? You claim it will be privately funded	Refer to GN-4 and NE-1.
AmyLou Smith	1/18/2018	Website	Have you met Jesus Christ? He is my Savior and should be yours too. I am irritated to no end that you are putting this much stress on my family and their hard earned money and land to take it away. What also irritates me is that you are searching for these Endangered Species on my property without consent from us. How is SO MUCH endangered species data shown on these environmental maps, knowing that few private land owners such as my own actually signed over permission to TCRR to access their property.	Refer to NE-8 and NR-4.
AmyLou Smith	1/18/2018	Website	What is the maximum noise level in dBA of 2 trains, NOT ONE, passing each other any point along the HSR route while traveling in opposite directions on adjacent tracks?	Refer to NV-1.
AmyLou Smith	1/18/2018	Website	What gives you the right to think that you can just take land from my family and I that has been in our possession for well over 100 years? Land that my family has, and continues to, farmed on for generations, as our way of life...	Refer to ED-1 and ED-2.
Billy Smith	2/6/2018	Oral	D.R. Smith My name is Billy Smith. rm a property owner with roots in Leon County. In 1879, my great-grandfather left the government tyranny ofthe time in the southeast US. in search of freedom and liberty in Leon County to raise his family with a limp: lead bullet fragments in his body: and pure determination: he was able to pass on a heritage to his family: all of whom are now Texans. My dad carried this heritage for 96 years. Now I'm passing this history to my children and grandchildren. There' s many reasons this train is "Tong for Texas and should not be built, just a few of which I'll discuss generally _ Texans are believers in liberty and freedom. Governments, or especially big business, should not take that which is not for sale from the rightful owner regardless of eminent domain without strictly demonstrated public necessity: not just the desire of business venture. No viable business investor will likely put their money or place risk on their stockholders into such an unlikely profitable economic venture without government backing or the people of Texas. The utility route will destroy not only the homes, farms, cattle ranches and the livelihood of many native Texans: but it will also destroy the rolling hills: creeks: trees: deer: eagles: other animals: and the natural country scenery of Central Texas that God placed there long before us. Erosion will be a continuing problem: as Leon County's land is generally hilly and sandy; and once disturbed, no business has the knowledge or will to control such erosion. Owners of mineral rights should also be concerned. If you don't live on the land: a din berm or trestle will likely make it prohibitive for drilling or extraction of natural resources, and the rail company will likely intervene in any permits for exploration nearby I recently was traveling through the San Joaquin Valley, where many of the farmers there are in dire necessity for water: and at the same time: fighting a train there. There are many farming signs that say "More dams: not trains. " There are many other reasons not to build this project: but for those of you who may still support the project, I have one comment for you to consider: You can't eat a train.	Refer to AS-1, BA-5, ED-1, ED-4, GN-4, LU-11, PN-3 and SG-1.
Brian G Smith	3/5/2018	Handwritten	Please approve This Very Important Project For our Region. This Project Will Connect Two Major Cities Houston and Dallas. Also Consider the access to These Two major Cities That The small towns will have in Between. I am expecting That Development will increase Around each	Comment noted.

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			Station. Citizens in the Dallas will be able to catch the High-Speed Train and come to Houston connect to the BRT Going to the Galleria and Shop. This will have a Major impact to the Galleria and Keep It Valuable.	
Chi Smith	1/25/2018	Email	Please reconsider the placement of the route. We recently purchased a home near the intended route in Cypress and it will only create more noise pollution and bring down our home values.	Refer to NV-1 and VA-1.
Chi Smith	3/9/2018	Website	The cypress 290 corridor does not need anymore construction! We live on the proposed route and our area flooded terribly after Harvey. More concrete in the area will increase flooding. Not to mention the ridiculous noise, traffic etc. We built our house less than a year ago and are so disappointed that this project will literally be in our backyard! Please reconsider.	Refer to FP-1, SS-17, WW-1 and WW-2. See <b>Section 3.4, Noise and Vibration</b> in the Final EIS.
David Smith	1/29/2018	Oral	David Smith. I urge the rapid approval by the FRA, Federal Railroad Administration that allowed to allow Texas Central progress to proceed with construction of the high-speed rail between Dallas and Houston. These great Texas businessmen are building the first for-profit high-speed train in the world. This would demonstrate to the world that the great State of Texas is a fantastic place to invest. In following with the traditions of Houston, I urge the FRA administrator, Patrick Warren to arrange a signing of these documents in the oval office by President Trump. We wish the Texas Central team god speed. This project is no less significant than the completion of the first transcontinental railroad in 1869. I look forward to being in the crowd in Grand Prairie where the Houston and Dallas lines will meet and hopefully join with President Trump and Governor Abbott to drive the last golden spike into this system. Thank you	Comment noted.
Sheriff R. Glenn Smith	3/9/2018	Email	Texas Central nor the Federal Railroad Administration ever found time to coordinate with any Of Our County Officials, 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. Prior to the publication of this document, not one Sherff'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. 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. 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. 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. 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 Sheriffs Department should be updated to Sheriff's Office. 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 Securitiv. 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.	Refer to PI-1, SS-7, SS-18, SS-23 and SS-26.
H.J. Smith	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.	Refer to EJ-1, NV-5, PN-3, PN-5, SC-19, SS-1 and VA-1.

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

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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.	
H.J. Smith	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.
H.J. Smith	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.
H.J. Smith	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.
H.J. Smith	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.
H.J. Smith	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	Refer to LU-3, LU-4, RF-1 and VA-1.

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			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.	
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H.J. Smith	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.
H.J. Smith	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.
H.J. Smith	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.
H.J. Smith	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	Refer to RF-4, NR-2 and NR-3. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected</b>

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			<p>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><b>Species, Wildlife.</b> Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</b></p>
H.J. Smith	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON G&amp;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>
H.J. Smith	2/6/2018	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>
H.J. Smith	2/6/2018	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>
H.J. Smith	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 oppportunity 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>	<p>Refer to PI-8, PN-3, SC-19, SS-1, SS-12, SS-13 and SS-23.</p>
Howard Smith	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</p>	<p>Refer to LU-3, LU-4, RF-1 and VA-1.</p>

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Howard Smith	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.
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Howard Smith	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!!! 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 !!!!!!!!!!!	Refer to EU-2, EU-6, EU-7 and PI-1.
Howard Smith	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 <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . For information regarding vegetation please see <b>Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation</b> and mitigation measures <b>NR-MM#2</b> and <b>NR-MM#4</b> in <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Howard James Smith	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.
Howard James Smith	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	Refer to GN-3, NE-1 and NR-1.

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			<p>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>	
Howard James Smith	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>	Refer to BA-3, PI-1, SC-13, SC-19 and TR-8.
Howard James Smith	2/5/2018	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.
Howard James Smith	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.
Jarius Smith	3/9/2018	Website	I think the Houston- Dallas high speed rail protect will be very useful.	Comment noted.
Jeff Smith	1/29/2018	Oral	<p>Good evening, and thank you for letting us be here tonight. I'm not here in my capacity as city council, Precinct 4. I'm here as a 20-year experienced real estate agent in Navarro County with Walker Realty. We had an agent who also had land that this is supposed to go through. We had an agent in the very beginning come by our office and was requesting to get access onto our property for a survey. We denied that access, and the next comment from this gentleman was, The next people you'll hear from will be Central Texas attorneys. You don't even have imminent domain. I don't understand that concept. During the time when it first started out, I had personal knowledge of a contract on an approximately 250-acre tract at approximately \$2500 an acre. That's right at \$625,000 Upon hearing about the proposed high speed rail, which this property is going to be close to, not even on, the gentleman canceled his contract and said, I wouldn't even pay a thousand dollars an acre for it. If that's the case, that's a \$375,000 loss. You know, also my last request is that I would like to get a PowerPoint of the beginning that you-all had up here. Can we get that? Okay. That's all I have to say. Thank you.</p>	Refer to ED-1, ED-2, VA-1 and PI-6.
Jeff Smith	1/29/2018	Oral	<p>Good evening, and thank you for letting us be here tonight. I'm not here in my capacity as city council, Precinct 4. I'm here as a 20-year experienced real estate agent in Navarro County with Walker Realty. We had an agent who also had land that this is supposed to go through.</p>	Refer to ED-1, ED-2, NE-8 and VA-1. Hearing materials (Public Hearing boards, PowerPoint presentation,

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			We had an agent in the very beginning come by our office and was requesting to get access onto our property for a survey. We denied that access, and the next comment from this gentleman was, The next people you'll hear from will be Central Texas attorneys. You don't even have imminent domain. I don't understand that concept. During the time when it first started out, I had personal knowledge of a contract on an approximately 250-acre tract at approximately \$2500 an acre. That's right at \$625,000. Upon hearing about the proposed high speed rail, which this property is going to be close to, not even on, the gentleman canceled his contract and said, I wouldn't even pay a thousand dollars an acre for it. If that's the case, that's a \$375,000 loss. You know, also my last request is that I would like to get a PowerPoint of the beginning that you-all had up here. Can we get that? Okay. That's all I have to say. Thank you.	and fact sheet) were made available on the project website ( <a href="https://www.fra.dot.gov/Page/P0780">https://www.fra.dot.gov/Page/P0780</a> ).
Jennifer Smith	2/6/2018	Email	Why is this HSR necessary? Where are the numbers, statistics? Who wants this? Why are we not given the chance to say NO, only asked about the "alignment"? J Smith	Refer to PN-3.
Jennifer Smith	2/6/2018	Email	Why is this HSR necessary? Where are the numbers, statistics? Who wants this? Why are we not given the chance to say NO, only asked about the "alignment"? J Smith	Refer to PN-3.
Jennifer Smith	2/6/2018	Email	Why is this HSR necessary? Where are the numbers, statistics? Who wants this? Why are we not given the chance to say NO, only asked about the "alignment"? J Smith	Refer to PN-3.
Jenny Smith	2/7/2018	Website	Why is this HSR necessary? Where are the numbers, statistics? Who wants this, (not the people)? Why have the public not been allowed to say NO, only asked, in doublespeak, about the "alignment," which I venture to say, has been decided?	Refer to BA-7, BA-8, GN-2, PI-1 and PN-3.
Joanne Smith	1/30/2018	Email	Like to receive updates.	Refer to PI-1.
Linda Smith	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 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.
Linda Smith	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.
Linda Smith	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.	Refer to BA-3, PI-1, SC-13, SC-19 and TR-8.

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			<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 OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS            Sincerely From a Concerned Citizen of Waller/Harris County.</p>	
Linda Smith	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.
Linda Smith	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.
Linda Smith	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.
Linda Smith	2/5/2018	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.
Linda Smith	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.	
Linda Smith	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.
Linda Smith	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.
Linda Smith	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 <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . For information regarding vegetation please see <b>Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation</b> and mitigation measures <b>NR-MM#2</b> and <b>NR-MM#4</b> in <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Linda Smith	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.
Linda Smith	2/5/2018	Handwritten	REFERENCE: IMPACT ON WATERFOWL AND HUNTING NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY	Refer to NR-1, NR-2, RF-2 and WW-2.

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			<p>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>	
Linda Smith	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.
Linda Smith	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.
Linda Smith	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". 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.
Linda Smith	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 EJ-1, NV-5, PN-3, PN-5, SC-19, SS-1 and VA-1.

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Linda Smith	2/6/2018	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.
Linda Smith	2/6/2018	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.
Linda Smith	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.
Linda Smith	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.	
Linda Smith	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.
Linda Smith	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.
Linda Smith	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 <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . For information regarding vegetation please see <b>Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation</b> and mitigation measures <b>NR-MM#2</b> and <b>NR-MM#4</b> in <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Linda Smith	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.
Linda Smith	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	Refer to NR-1, NR-2, RF-2 and WW-2.

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			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.	
Linda Smith	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.
Liz Smith	1/29/2018	Oral	Well, I never seem to know what I'm going to say, so I'll start anyway. Okay. First of all, I have a question. That's what this is supposed to be. Okay. How are you going to stabilize that track on our good old black land? When it rains, it's a sponge. When it don't, it's concrete. Oh, wait a minute. And it cracks eight, 10, 12, 15, I don't know, maybe to the center of the either deep. You gonna foundation drill that hole puppy? Good question. Okay. Next. You-all live in a nice community and you-all like it. True? Everybody happy here? All right. What are you going to do when they put a train in here that takes all these riders that they say they're going to take Oh, wait a minute. They're not going to stop and buy gas. They're not going to stop and check out your little stores. They're not going to stop at the restaurant. Wait a minute Hold it. We ain't going to have no sales tax income, are we? Is that an economic development for us? It sure as hell is, but I call it negative. Think maybe? Okay. So you're going to have a cute little train that's made in Japan because, guess what, American technology has never discovered a monocoque? Really? That's what Air Force One is made out of, and I promise you it's bigger, faster, and tougher. Okay? So explain me this just one time why I should be happy if you put it here? I'm real interested, because you take everything that's American, make America great again in Navarro County.	Refer to SC-15, SG-1, SG-2 and WW-1. Costs associated with vehicles and specialized systems, which may be sourced from outside of the economic analysis area, were excluded from employment and earnings calculations.
Liz Smith	1/30/2018	Email	Who will pay for reroute game of existing roadways?	Refer to TR-7.
Liz Smith	1/30/2018	Email	What is the method that you have chosen to stabilize the rails when traversing our uniquely unstable black land?	Refer to SG-1 and SG-2.
Liz Smith	1/30/2018	Email	What is the method that you have chosen to stabilize the rails when traversing our uniquely unstable black land?	Refer to SG-1 and SG-2.
Marc Smith	2/28/2018	Website	Please, please, please reconsider the Houston station as well as the route through the Brazos Valley. The stations should be at dense populations centers like the Galleria, downtown Houston and Texas A&M University (50,000 plus students) where people don't have to rely on cars. It should also connect to the airport. Common sense. If you want this to succeed, reconsider your station and route locations. Going through Texas A&M is a no-brainer since a majority of the students come from Dallas and Houston.	Refer to GN-6, GN-7 and TC-4.
Melodie Smith	3/6/2018	Website	It's still not specifically clear from the Texas Central Railway's site where the proposed train will enter and exit in Houston, or at least I didn't catch that...were is the route proposed, as it was through Garden Oaks at one point? Also, I would like to know how a list of who the investors are in the project can be obtained.	Refer to GN-4. Segment 5 is located in Grimes, Waller and Harris counties (Appendix D, Project Footprint Mapbook, Sheets 420-537). Segment 5 continues south along the utility easement, crossing FM roads 155 and 39, before crossing SH 30 just west of Roans Prairie. It crosses several additional FM roads before crossing SH 105 as it reaches Waller County. The alignment veers southwest away from the utility easement and crosses Joseph Road west of Kickapoo Road and then parallels Kickapoo Road as it continues south. It crosses SH 6 and US 290/Hempstead Road and then curves southeast skirting south of Hockley. It crosses Warren Ranch Road and travels east to cross Grand Parkway/SH 99. It joins Hempstead road near Cypress and parallels US 290/Hempstead Road into Houston. It continues along Hempstead Road to the Northwest Mall area just south of IH-610 and US 290 where the alignment terminates.
Michael Smith	2/24/2018	Website	I am concerned about the high speed rail projects's proposed location in Navarro County near the intersection of 709 and 3194 splitting the Morgan Legacy Farm. This farm is the highest elevation in Navarro County and I believe the proposed location will cause significant damage to the environment, wildlife and the water shed on this farm. I have been there and observed the wildlife. The Morgan family also generously	Refer to LU-5.

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			donates the use of their farm to charitable organizations to assist in raising money for many causes. the proposed location will divide the farm in a way that diminishes the ability to use the farm for such purposes.	
Rev. B.L. Smith	NA	Handwritten	Hurry Up!!! Good project.	Comment noted.
Roberta Smith	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.
Sam Smith	2/21/2018	Website	I am a supporting of this project and think it's time has come. The benefits to Texas are many. The residual benefits are many as well like the pressure it will take off of I-45, and some airports. Both will work better because of the train. I will be one for sure to ride it every time I travel from Houston to Dallas. Please support this project.	Comment noted.
Scott Smith	2/6/2018	Handwritten	FOR THE "NO BUILD" ALTERNATING: THERE IS NOT ENOUGH IN-DEPTH ANALYSIS ON FUTURE CAPACITY @ THE 4 MAJOR AIRPORTS TO MEET DEMAND AN ACCOMODATE WHAT WOULD BE THE POTENTIAL TCR RIDERSHIP. THERE HAS BEEN AND WILL CONTINUE TO BE A LARGE PUBLIC INVESTMENT IN THESE AIRPORTS (\$BILLIONS). AIR CARRIERS ADD CAPACITY TO MEET DEMAND - THAT IS THEIR BUSINESS REALITY. AND THEY DO SO, OR COULD DO SO WITHOUT: - TAKING PRIVATE PROPERTY - BIFURATING RANCHES, HOMES, ROADS, & COMMUNITIES - CHANGING WILDLIFE HABITAT I REQUEST THAT THE COMMENT PERIOD SHOULD BE EXTENED AND THAT THE DEIS IS DEFICIENT IN ITS ANALYSYS, AND I SUPPORT THE NO - BUILD ACTERNATIVE.	Refer to BA-6, BA-12, ED-1, NE-1, NR-5, PI-3 and PN-3. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Scott Smith	2/6/2018	Oral	There is not enough in-depth analysis on the future capacity at the four major airports that we have in Dallas and Houston to meet demand and accommodate what would or could be the potential for the TCR ridership. There has been and will continue to be a large public investment in these airports, and that's billions of dollars. Air carriers add capacity to meet demand. That is their business reality. And they do so or could do so without taking private property, bifurcating ranches, homes, roads, communities, denigrating the environment for many people, changing wildlife habitat. I request that the comment period should be extended and that the DEIS is deficient in its analysis, and I support the no-build alternative. My comment is specific to Mr. Wright for the Federal Railroad Administration and to the consultants regarding the DEIS for the no-build alternative.	Refer to BA-6, BA-12 and PI-3.
Scott Smith	3/9/2018	Website	The DEIS attempts to convince us that the major airlines that fly between the two cities are focusing on long haul routes and away from short haul city-pairs, so that the estimated future congestion on I45 that is central to the project's purpose and need will not experience any relief from future potential airline traffic. The treatment of this subject is shoddy, relying on hearsay from Southwest Airlines and never references other major and low cost carriers such as United, American, Frontier. Recently some airlines are starting to shift focus back towards medium and short haul routes. No study or data was submitted to support the statements made about this subject and the DEIS is deficient without a study from a professional consulting firm that specializes in air transportation planning. It is possible that the airlines can address a significant portion of the future estimated congestion because they are market-driven, and the four major airports that serve Dallas-Houston are able to accommodate much more traffic. The DEIS needs to evaluate this in depth and unless it does, it is deficient.	Refer to BA-12 and PN-3.
Steven Smith	3/9/2018	Website	this is not needed or wanted.only a few none residents want this so called train.it will never make a dime and you will not take other folks land to build on.	Refer to ED-1, GN-4 and PN-3.
Velma Smith	2/28/2018	Letter	The following comments are in opposition to Texas Central R R's plan for a high speed train that would run from Houston to Dallas and from Dallas to Houston. I am very much opposed to such a project as it appears to me to be a land grab by a private company composed of private investors. It is not a company that should have eminent domain rights. My opinion is that they will not have the ridership they envision and then who will pay for the project? Much of the land in the county where I live is devoted to agriculture and the proposed route will cut through these lands and create hardships for the ranchers whose lives and livelihoods will be affected. Also, this would have a negative affect	Refer to BA-6, BA-9, BA-12, ED-1, GN-2, GN-4, LU-2, LU-11, LU-14, NV-1, NV-5, PI-1, PN-3, SC-3, SC-6, SS-18, SS-23 and TR-8.

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			on our food supply if they lose productive land to the train. I envision safety problems in getting ambulances, fire trucks, law enforcement personnel and other emergency responders in should there be an accident along the tracks. Even though they claim there has been no accidents involving a high speed rail train, there is always a first time. Never say Never! Since the tracks are in a mostly rural area, response times would be affected. We have deer in this area and deer are able to jump high fences and could cause an accident. Roads would have to be rerouted and/or built or rebuilt causing problems and inconveniences for law enforcement, ambulances, fire trucks, school buses, and the general public. The amount of land required for this project has greatly increased since the first proposal that was presented. Eminent Domain rights should not be given to this company since it is a private company with private investors. I read somewhere they might apply for federal loans. I do not want any of my tax dollars used for a project such as this. Our country has many much more important needs than a high speed rail. I feel a lot of people will consider the train a novelty and ride it once in a while. A lot of students at the colleges nearby carpool from nearby towns and would not ride the train. The fares as proposed today may not be the fares in use when the project is completed. Noise and vibration will be a problem for some living near the tracks. That is not what they expected when they chose to live in rural areas. Please reference the problems the high speed rail is encountering in California According to what I have read, it is way over budget, way behind schedule, and may never be completed. What a waste of money!. What if the same thing happens here in Texas? There are many plane flights each day between the two cities and probably at a cheaper ticket cost. Please issue a 'NO BUILD" order for the Texas Central RR favored route and the alternative routes in Texas as proposed. If there has to be high speed rail from Dallas to Houston and Houston to Dallas, it should follow the 1-45 Corridor. Thanks for your consideration of my comments.	
Walter Smith	2/6/2018	Oral	My name's Walter Smith. live in Waller County: Precinct 2. This train does not pass near my home: but it passes through many neighborhoods in my precinct Someone mentioned engineers earlier. I'm an engineer: but rm not for the train. I'm against the train. So not all engineers are for the train. I had a chance to look not only at the alignment maps which I've seen on the Internet: but for the first time — for me, anyway, I got to look at the engineering drawings back there that are you know: it — they're preliminary drawings. They're not they're certainly not final drawings. So a lot of things can change. But there were a few things I saw on there that gave me some concern. In terms of drainage: I noticed they had several detention ponds along the route. Basically: since the drainage in that area flows from northwest to southeast: they were on the southeast side of the right-of-way. But they didn't show where they were going to drain those ponds to. You know, so: great; you collect the water but where does the water go from there? How are they going to get the water from there to some creek? Riley Road: I saw something that caused me some great concern. You know: they published all along that this would be 60 percent elevated: the train, on average across the state: at least that's what I remember. What I looked at in drawings there: most of it was on embankment: which is dirt built up out of you know: basically a dam. But at Riley Road, it transitions from an embankment; and right at the road the train's about at the road level And then it goes into a cut or down a depression. So how do you have a train at a road level? Well: what they're planning to do is build an overpass over the train that will have an embankment you know: when you see bridges built, you know: they have to build the dirt up and everything and it gets wider and wider and wider. And so by the time you get to the entrance to Saddle Creek: for instance: you're still in part of that overpass. It's going to be down closer to the ground level: but you're still going to be exiting the subdivision that has a hump in the road where there could be danger. And the big question I asked there's two questions- Number one: what are the standards that that bridge have to be built to? Are they Waller County standards? Are they TXDOT standards, or are they whatever the railroad wants to build? And then who's going to maintain that bridge? Waller County has no way, at this time, to maintain a bridge of that magnitude. So what does that mean? That means the Commissioners Court is going to be faced with having to buy equipment and hire people: or contract it out. There are going to be economic impacts on our county even if all these other issues are taken care of. School bus routes it's up completely? Okay UNIDENTIFIED SPEAKER: Please keep going. MR SMITH: The superintendent of the Waller ISD gave a presentation at a breakfast I was at this morning: and he talked about that the Waller ISD is so huge that there are some students that right now face an hour-and-a-half commute to school. Can you imagine what they feel like when they get to school and then when they get to home? I mean: that's even worse: right? So what is this - without with the way this is going to be limiting access across there, what's that going to do to the school bus routes? Anyway, those are several issues I noticed. I want to say one more thing Today is Ronald Reagan's birthday. Ronald Reagan said that the elites on the East Coast and the elites on the West Coast considered the rest of the country flyover country. I wish the elites in Dallas and the elites in Houston would leave us fly over country _	Refer to LU-4, SC-5, TR-7, TR-8, WW-1 and WW-2.
Teresa Smith	3/9/2018	Website	It will cause more problems and pollution then it fixes. Taking land from people to create this boondoggle is absurd and just plain wrong! We don't need it. I want more wide open spaces, not an ugly train and more concrete. I just don't see positives to this at all. The noise will probably be horrendous too.	Refer to AS-1, NV-1, PN-3 and SC-19.
Frank C. Smith, Jr.	2/28/2018	Letter	In my opinion, Texas Central R R is not a railroad company since it has no tracks or trains operating. Therefore, it should not have eminent domain rights. The traffic would not be any less in Dallas or Houston as riders would still need to get to the train station terminal-by private car, taxi, Uber,	Refer to BA-9, ED-1, LU-11, SS-3, SS-19, TR-3, TR-4, TR-12 and VA-1. Through coordination with local emergency responders (as required by several safety and security and transportation compliance

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			<p>public transportation, or having someone drop them off. Roads would have to be moved, rerouted, etc causing problems for emergency vehicles, school buses, and the general public for no telling how long.</p> <p>There could be a serious situation if there is an accident (no train is fool proof) in getting ambulances, fire trucks, law enforcement, etc to an accident scene as the tracks would be located in rural areas for most of the way.</p> <p>Our county is a food producing county cattle for human consumption and hay to feed the cattle as well as other crops in the counties affected. No one can eat train tracks or train cars. They propose to build tunnels under the tracks in some areas so the cattle and other animals can cross from one side of someone's property to the other side when their property is split by the train tracks. Do they believe this would really work?? Parcels of land that are split may be owned by different people and some landowners may not have a tunnel on their property to get their livestock to the other side. That would render their land useless for ranching. There are a lot of ranchers in rural counties for whom ranching is their livelihood. What would happen to them if they can't move cattle on their own land because of no access to the other side of their land because of train tracks?</p> <p>Put yourselves in their shoes. Property values would be impacted! My property is very close to favored route. I am greatly concerned about this invasion of property rights. I am sure residents of all the counties involved would have these same concerns.</p> <p>If there is to be a high speed rail, why not let it run along the I- 45 corridor from Houston to Dallas?</p>	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.
Lois Smitherman	2/28/2018	Email	I am against the proposed route of the HSR as it effects the Morgan Legacy Farm located near FM 709 and 3149. Moving the route to the north paralleling the existing power lines is a better solution. The present route would virtually destroy the functionality of the Morgan Legacy Farm. The route would separate the main house from the guest cottages, stables and rodeo arena. Invision the HSR being built between your house and your backyard, garage, pool etc.. Ending the use of the property for the numerous charitable events it hosts every year in support of the community. The Morgan Legacy Farm is unique and it should not be destroyed.	Refer to LU-5.
Lois Smitherman	2/28/2018	Email	There has to be another "way." Please save the Morgan Legacy Farm located near FM 709 and 3194. The proposed route of the HSR will end any of the regular daily uses of the ranch, such as access to the cattle pastures, rodeo arena events and use of the guest cabins for the overnight charity events. Moving the route to the north adjacent to the present power lines would eliviate the disruption of the numerous property uses. Please save the Farm!	Refer to LU-5.
Lois Smitherman	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. 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, NR-2 and WW-1.
Lois Smitherman	3/5/2018	Website	"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.
Lois Smitherman	3/5/2018	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.
Lois Smitherman	3/5/2018	Website	There has to be another "way." Please save the Morgan Legacy Farm located near FM 709 and 3194. The proposed route of the HSR will end any of the regular daily uses of the ranch, such as access to the cattle pastures, rodeo arena events and use of the guest cabins for the overnight charity events. Moving the route to the north adjacent to the present power lines would eliviate the disruption of the numerous property uses. Please save the Farm!	Refer to LU-5.
Lois Smitherman	3/5/2018	Website	I am against the proposed route of the HSR as it effects the Morgan Legacy Farm located near FM 709 and 3149. Moving the route to the north paralleling the existing power lines is a better solution. The present route would virtually destroy the functionality of the Morgan Legacy Farm. The route would separate the main house from the guest cottages, stables and rodeo arena. Invision the HSR being built between your house and your backyard, garage, pool etc.. Ending the use of the property for the numerous charitable events it hosts every year in support of the community. The Morgan Legacy Farm is unique and it should not be destroyed.	Refer to LU-5.

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

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Lois Smitherman	3/7/2018	Website	I am against the proposed route of the HSR as it pertains to the destruction of the Morgan Legacy Farm located on FM 709 and 3149. The present route will render the full function of the house and out buildings impossible by dividing them with the tracks.	Refer to LU-5.
Lois Smitherman	3/7/2018	Website	I am against the proposed route of the HSR as it pertains to the destruction of the Morgan Legacy Farm located on FM 709 and 3149. The present route will render the full function of the house and out buildings impossible by dividing them with the tracks.	Refer to LU-5.
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Lois Smitherman	3/7/2018	Website	"I urge you to 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."	Refer to LU-5.
Lois Smitherman	3/7/2018	Website	"I urge you to 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."	Refer to LU-5.
Lois Smitherman	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 impact on limited areas for special charitable giving events.	Refer to BA-3 and WW-2.
Lois Smitherman	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 impact on limited areas for special charitable giving events.	Refer to BA-3 and WW-2.
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SNCF America, Inc.	3/9/2018	Website	<p>The Federal Railroad Administration (FRA) is preparing an Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail Project. The project would connect Dallas and Houston with a dedicated High-Speed Rail (HSR) system proposed by a private company, Texas Central Railway (TCR). The FRA in furtherance of this EIS is soliciting comments on the project.</p> <p>SNCF, the French National Railway, is one of the largest operators of high-speed, as well as traditional passenger rail services, in the world. With 270,000 employees, it transports approximately 14 million passengers on an average day. SNCF, through its various subsidiaries, carries almost twice the number of daily passengers in the U.S. as Amtrak does. Subsidiaries of SNCF currently employ approximately 15,000 people in the U.S. producing more than \$2.2 billion in annual revenues.</p> <p>SNCF America, Inc. offers the following comments to the Dallas to Houston High-Speed Rail Draft Environmental Impact Statement (Draft EIS):</p> <p><b>A Modern Texas Passenger Rail System Must Be Planned as a Network</b></p> <p>Modem passenger rail services can only be successful if they are conceived and planned as networks. For this to be a credible EIS, it is necessary to determine what is the best transportation system for the people of Texas who live on the Texas triangle defined as the Dallas/Fort Worth (DFW) Metroplex to the north, San Antonio to the southwest and Houston to the southeast. Further, the primary and secondary environmental impacts on this same geographical area must be considered as well. Given the enormous costs involved in building rail infrastructure, it is crucial, before making a decision, to analyze and disclose the financial/economic parameters and environmental and societal implications of the proposal for the entire Texas triangle area. The Draft EIS starts off on the wrong foot by adopting an artificially constrained framing of the project's "purpose and need" - one that assumes a need for high-speed rail connection between Dallas and Houston, rather than examining that corridor in the context of the rail transportation needs of the Texas triangle as a whole. See, e.g., Draft EIS ,i 2.4.3 (Corridor Screening Methodology) (concluding that higher speed and conventional speed passenger rail service will not meet the project's purpose merely because they "would not be able to employ the N700 Tokaido Shinkansen HSR system as proposed" by TCRR). Furthermore, by viewing the DallasHouston corridor in isolation, rather than as one link of a larger interconnected network, the Draft EIS's "purpose and need" section arbitrarily narrows the range of alternatives to be studied, contrary to NEPA' s directives.<sup>1</sup></p> <p>To ensure as high a return as possible on the infrastructure investment to both the citizens of Texas as well as private investors and owners, the customers traveling between the DFW Metroplex and the southeastern and southwestern comers of the triangle should use the same rail infrastructure between the DFW Metroplex, through Waco to Temple. From Temple, a southeastern track should go to College Station continuing to Houston. A southwestern track should go from Temple to Austin and then San Antonio at conventional speeds. With this indirect routing, the additional traveling time required between the DFW Metroplex area and Houston would be slightly less than 30 minutes at high speeds. However, the advantages of this "T-Bone" network configuration are numerous:</p> <ul style="list-style-type: none"> <li>• All major cities on the Texas Triangle (Houston -College Station -Dallas -Fort Worth - Waco-Temple -Georgetown -Austin-San Marcos -San Antonio) would be connected with 480 miles of tracks instead of 763 miles of tracks if the entire Texas triangle were to be built.</li> <li>• At \$45 million a mile, the savings are (763 -480) X 45 = \$12.7 billion.</li> <li>• By having a common "backbone" for travel from the DFW Metroplex to the southeast and the southwest, the Federal Government 1-35 project becomes financially more viable. Without the southeastern traffic, the 1-35 corridor most likely cannot financially stand on its own and cities located on the 1-35 corridor will not be connected by rail to Houston and the DFW Metroplex.</li> <li>• Utilizing the Texas Triangle would provide high-speed rail access to 2.6 million more Texas residents than the Dallas-Houston route. It would also provide for future linkage to points further south.</li> </ul> <p>The cities of College Station, Fort Worth, Waco, Temple, Georgetown, Austin, San Marcos, San Antonio and even points south, would be severely disadvantaged with the proposed TCR pointto-point system.</p> <p>The Draft EIS ignores reality by not considering any comprehensive network-based alternatives, notwithstanding the obvious environmental advantages and economic efficiencies of a more compact rail footprint for the Texas triangle area as a whole. The Draft EIS omits consideration of network-based alternatives because it unreasonably limits the purpose and need for the project based on an assumed need</p>	Refer to AQ-7, AQ-12, BA-1, BA-2, BA-4, ED-1, GN-2, GN-7, GN-8, GN-9, NE-1, NV-1, PI-1, PN-2, PN-3, SS-7, SS-9, SS-19 and TC-7.

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			<p>for high-speed rail on this one segment. This unduly narrow perspective renders the Draft EIS fundamentally flawed. See Citizens Against Burlington, Inc. v. Busey, 938 F.2d 190, 196 (D.C. Cir. 1990) ("an agency may not define the objectives of its action in terms so unreasonably narrow that only one alternative from among the environmentally benign ones in the agency's power would accomplish the goals of the agency's action, and the EIS would become a foreordained formality"). FRA should correct this problem by broadening the purpose and need to facilitate analysis and consideration of reasonable network-based alternatives.</p> <p>The Appropriate Passenger Rail Technology Must be Selected: Higher-Speed or HighSpeed                      High-speed passenger rail trains operate from 125 to 210 miles per hour. Higher-speed train systems operate at speeds no higher than 125 miles per hour. These are very different technologies.</p> <p>In the United States, any discussion about new passenger rail infrastructure most always defaults to the more expensive high-speed technology. In some cases, due to passenger ridership, the distances between stations, and other factors, high-speed technology serves no logical purpose, cannot be justified by the potential market and may be impractical, if not impossible.</p> <p>The Draft EIS is flawed because it fails adequately to address the comparative advantages and disadvantages of high-speed versus high-speed technologies for the Dallas-Houston corridor, whether considered in isolation or as part of a larger Texas triangle rail network. Indeed, the Draft EIS fails to consider the relative environmental, economic and social impacts of any alternatives that involve rail technology other than high-speed. As with the Draft EIS's failure to consider any network-based alternatives ( discussed above), the omission of any non-high-speed alternatives is grounded in the myopic definition of the project's "purpose and need," which assumes the need for high-speed rail from Dallas to Houston and hence arbitrarily excludes other technologies from its array of alternatives.</p> <p>Eminent domain is always a difficult issue when building a new high-speed infrastructure. High speeds can't be accommodated on tight curves and steep slopes. However, higher speeds (max 125 mph) can take tighter turns and can use much more of the existing rights of ways, thus reducing the need to use eminent domain. The Draft EIS fails adequately to consider the potential for higher-speed technologies to reduce eminent domain impacts, because it omits consideration of any higher-speed alternatives.</p>	
			<p>Only the Right Vision Can Lead to The Right Plan                      The Federal Railroad Administration (FRA) is preparing an Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail Project. The project would connect Dallas and Houston with a dedicated High-Speed Rail (HSR) system proposed by a private company, Texas Central Railway (TCR). The FRA in furtherance of this EIS is soliciting comments on the project.</p> <p>SNCF, the French National Railway, is one of the largest operators of high-speed, as well as traditional passenger rail services, in the world. With 270,000 employees, it transports approximately 14 million passengers on an average day. SNCF, through its various subsidiaries, carries almost twice the number of daily passengers in the U.S. as Amtrak does. Subsidiaries of SNCF currently employ approximately 15,000 people in the U.S. producing more than \$2.2 billion in annual revenues.</p> <p>SNCF America, Inc. offers the following comments to the Dallas to Houston High-Speed Rail Draft Environmental Impact Statement (Draft EIS):                      A Modern Texas Passenger Rail System Must Be Planned as a Network</p> <p>Modern passenger rail services can only be successful if they are conceived and planned as networks. For this to be a credible EIS, it is necessary to determine what is the best transportation system for the people of Texas who live on the Texas triangle defined as the Dallas/Fort Worth (DFW) Metroplex to the north, San Antonio to the southwest and Houston to the southeast. Further, the primary and secondary environmental impacts on this same geographical area must be considered as well. Given the enormous costs involved in building rail infrastructure, it is crucial, before making a decision, to analyze and disclose the financial/economic parameters and environmental and societal implications of the proposal for the entire Texas triangle area. The Draft EIS starts off on the wrong foot by adopting an artificially constrained framing of the project's "purpose and need" - one that assumes a need for high-speed rail connection between Dallas and Houston, rather than examining that corridor in the context of the rail transportation needs of the Texas triangle as a whole. See, e.g., Draft EIS ,i 2.4.3 (Corridor Screening Methodology) (concluding that higher speed and conventional speed passenger rail service will not meet the project's purpose merely because they "would not be able to employ the N700 Tokaido Shinkansen HSR system as proposed" by TCRR). Furthermore, by viewing the DallasHouston corridor in isolation, rather than as one link of a larger interconnected network, the Draft EIS's "purpose and need" section arbitrarily narrows the range of alternatives to be studied, contrary to NEPA' s directives.<sup>1</sup></p> <p>To ensure as high a return as possible on the infrastructure investment to both the citizens of Texas as well as private investors and owners, the customers traveling between the DFW Metroplex and the southeastern and southwestern comers of the triangle should use the same rail infrastructure between the DFW Metroplex, through Waco to Temple. From Temple, a southeastern track should go to College Station continuing to Houston. A southwestern track should go from Temple to Austin and then San Antonio at conventional speeds. With this indirect routing, the additional traveling time required between the DFW Metroplex area and Houston would be slightly less than 30 minutes</p>	<p>Refer to AQ-7, AQ-12, BA-1, BA-2, BA-4, ED-1, GN-2, GN-7, GN-8, GN-9, NE-1, NV-1, PI-1, PN-2, PN-3, SS-7, SS-9, SS-19 and TC-7.</p>

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			<p>at high speeds. However, the advantages of this "T-Bone" network configuration are numerous:</p> <ul style="list-style-type: none"> <li>• All major cities on the Texas Triangle (Houston -College Station -Dallas -Fort Worth - Waco-Temple -Georgetown -Austin-San Marcos -San Antonio) would be connected with 480 miles of tracks instead of 763 miles of tracks if the entire Texas triangle were to be built.</li> <li>• At \$45 million a mile, the savings are (763 -480) X 45 = \$12.7 billion.</li> <li>• By having a common "backbone" for travel from the DFW Metroplex to the southeast and the southwest, the Federal Government 1-35 project becomes financially more viable. 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The Draft EIS omits consideration of network-based alternatives because it unreasonably limits the purpose and need for the project based on an assumed need for high-speed rail on this one segment. This unduly narrow perspective renders the Draft EIS fundamentally flawed. See Citizens Against Burlington, Inc. v. Busey, 938 F.2d 190, 196 (D.C. Cir. 1990) ("an agency may not define the objectives of its action in terms so unreasonably narrow that only one alternative from among the environmentally benign ones in the agency's power would accomplish the goals of the agency's action, and the EIS would become a foreordained formality"). FRA should correct this problem by broadening the purpose and need to facilitate analysis and consideration of reasonable network-based alternatives.</p> <p>The Appropriate Passenger Rail Technology Must be Selected: Higher-Speed or HighSpeed                      High-speed passenger rail trains operate from 125 to 210 miles per hour. Higher-speed train systems operate at speeds no higher than 125 miles per hour. These are very different technologies.</p> <p>In the United States, any discussion about new passenger rail infrastructure most always defaults to the more expensive high-speed technology. In some cases, due to passenger ridership, the distances between stations, and other factors, high-speed technology serves no logical purpose, cannot be justified by the potential market and may be impractical, if not impossible.</p> <p>The Draft EIS is flawed because it fails adequately to address the comparative advantages and disadvantages of high-speed versus high-speed technologies for the Dallas-Houston corridor, whether considered in isolation or as part of a larger Texas triangle rail network. Indeed, the Draft EIS fails to consider the relative environmental, economic and social impacts of any alternatives that involve rail technology other than high-speed. As with the Draft EIS's failure to consider any network-based alternatives ( discussed above), the omission of any non-high-speed alternatives is grounded in the myopic definition of the project's "purpose and need," which assumes the need for high-speed rail from Dallas to Houston and hence arbitrarily excludes other technologies from its array of alternatives.</p> <p>Eminent domain is always a difficult issue when building a new high-speed infrastructure. High speeds can't be accommodated on tight curves and steep slopes. However, higher speeds (max 125 mph) can take tighter turns and can use much more of the existing rights of ways, thus reducing the need to use eminent domain. The Draft EIS fails adequately to consider the potential for higher-speed technologies to reduce eminent domain impacts, because it omits consideration of any higher-speed alternatives.</p> <p>When the terrain along a route is flat and stable, it is relatively "cheap" to build new rail infrastructure. But cheap means \$23 million per mile for two conventional electrified tracks, compared to \$45 million per mile for two high-speed tracks.</p> <p>A higher-speed train would take three hours to go from Dallas downtown to Houston downtown through Temple. The present driving time from DFW to downtown Houston is four hours. Before doubling the infrastructure costs and using abundant eminent domain, there should be a hard look at whether high-speed is possible, needed or expected for each segment of a proposed route. FRA should correct this flaw in the Draft EIS by broadening the purpose and need to facilitate analysis and consideration of reasonable alternatives based on higher-speed technologies.</p> <p>This Draft EIS Ignores Previous Texas Passenger Rail Policy                      The Texas Central Partners, LLC (TCP)/Japanese project would only connect the outskirts of Dallas to the suburbs of Houston roughly along the route of Interstate 45.</p> <p>In 2008 and again in 2016, the USDOT and the FRA issued at the request of the U.S. Congress a Request for Expressions of Interest (2008)<sup>2</sup> and a Request for Proposals (2016)<sup>3</sup> for high-speed rail systems within 11 corridors in the United States. In these requests responders were asked to study a new rail infrastructure along the Interstate-35 (I-35) corridor.</p> <p>The first phase of the Texas Oklahoma Passenger Rail Study was completed in November of 2017. Sponsored by the Texas Department of</p>	

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			<p>Transportation (TXDOT), the study determined that upgraded passenger rail service between Oklahoma City and South Texas using the 1-35 corridor was feasible.</p> <p>This \$7 million Texas-Oklahoma Passenger Rail Study sponsored by Texas Department of Transportation covers an 850-mile corridor broken into three segments going from Oklahoma City to Dallas-Fort Worth; Dallas-Fort Worth to San Antonio; and San Antonio to South Texas. Before building a direct link between the outskirts of Dallas and the outskirts of Houston, the Federal Government's Interstate-35 Corridor and the full Texas T-Bone passenger rail network must be an alternative that is seriously considered.</p> <p>Moreover, the draft EIS is flawed because it does not adequately analyze the various interrelationships between the proposed high speed rail project between Dallas and Houston and the 1-35 rail corridor alternatives analyzed in the Texas-Oklahoma Passenger Rail Study, Combined Service-Level Final EIS and ROD (2017). NEPA prohibits a decision-making agency from viewing proposed projects in isolation; rather, the agency must take a hard look at both the "indirect effects" and the "cumulative effects" of the proposal.<sup>4</sup> Yet the Draft EIS fails to consider, for example, how moving forward with the Dallas-Houston high speed rail project could alter, modify or foreclose options for the 1-35 rail corridor; how a network-based approach that combines certain aspects of both projects could produce more economically efficient and environmentally beneficial outcomes (see discussion of network-based alternatives above); or the cumulative environmental, economic and social impacts of proceeding with the Dallas-Houston high-speed corridor and the 1-35 rail corridor as separate and independent projects. The FRA should correct this flaw by expanding its analysis to take a hard look at the cumulative impacts, indirect effects and interrelationships of these projects in the context of Texas Passenger Rail policy as a whole.</p> <p>To our Knowledge, the Draft EIS is Not Supported by a Published Investment-Grade Ridership Study</p> <p>Given the enormous costs involved in building rail infrastructure, it is crucial, before making a decision, to fully analyze and disclose the financial/economic parameters of all alternatives. Such measurement can be achieved by performing investment-grade ridership studies where the total market can be assessed and reasonable market share estimated. To our knowledge, these investment-grade ridership studies have not been done and/or made public.</p> <p>Investment-grade ridership studies for each possible alternative must be made a part of this EIS public process.</p> <p><b>This Project Fails the Crucial Interoperability Test</b></p> <p>Interoperability is a broad array of passenger-rail infrastructure standards that allow conventional, higher-speed and high-speed rail operations over common rail networks within urban areas. The Draft EIS fails adequately to address these issues.</p> <p>The Amtrak Acela Express operating in the Northeast Rail Corridor is a perfect example of an interoperable network. It is highly successful because it serves the hearts of Boston, New York City, and Washington, DC. Going to city centers allows a rail system to be time-competitive with air travel that operates from the outskirts of cities. If the trains also depart from the outskirts of the cities, they can't compete with air travel, which also departs from the city outskirts.</p> <p>A new passenger rail system must be able to use existing tracks into the city center. Obviously, at high speeds, the rolling stock must be operated in a fully sealed rail corridor, but this is not true of the "last miles" when penetrating into densely populated areas. The Acela express shares the same tracks as commuter trains when penetrating in the three densely populated urban areas cited above. The Acela Express is an interoperable system.</p> <p>If such tracks do not exist, they must be built at substantial costs. Construction costs close to and within city centers are financially extravagant, and it is doubtful that any private funding can be found. If the taxpayers provide the funding, then these urban infrastructures must be made available to the highest number of people aggressively managed for the highest efficiency possible. If high-speed intercity trains are the only trains using the new infrastructure penetrating in the city center because of monopoly technology, the new infrastructure system will only serve a selected few but will have been paid for by a vast majority.</p> <p>New and old infrastructure must be able to accommodate commuter trains as well as longdistance high-speed trains on the "final miles" located within urban areas.</p> <p><b>Interoperability Failure Multiplies Consequences and Risks</b></p> <p>The Draft EIS fails to take a hard look at the full array of environmental, economic, and social impacts that could result if the proposed project fails to account for these critical interoperability issues. While the Japanese N700 Series Shinkansen technology is safe, reliable and comfortable, the interoperability standards currently used in the United States, the United Kingdom, and in the European Union are not compatible with this Japanese technology. Should the U.S. abandon these pending interoperability FRA Tier III standards for this project in Texas, there will be consequences and risks.</p> <ul style="list-style-type: none"> <li>• There are operational consequences. New train sets won't be able to use existing tracks and rights-of-way to penetrate the urban-core or commuter trains will not be able to use newly built urban rail infrastructure.</li> <li>• There are significant economic consequences. Accepting an incompatible proprietary technology creates a monopoly. Local populations will</li> </ul>	

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			<p>face an element of monopoly pricing since only the proprietary technology used can be operated on the newly built track infrastructure.</p> <ul style="list-style-type: none"> <li>• There are taxpayer risks. If a privately funded system with incompatible infrastructure and rolling stock, financed with government loans or loan guarantees, becomes financially troubled, the taxpayers are left with no choice but to pay for the monopoly technology. The probability of financial weaknesses is significant considering that, unless we are mistaken, and to our limited knowledge, worldwide there are only two high-speed systems that cover infrastructure amortization with the revenues they generate. These two systems (Tokyo-to-Osaka and Paris-to-Lyon) have low infrastructure amortization costs because they were built approximately a half-century ago.</li> <li>• There are national security risks. It could be dangerous to allow incompatible infrastructure and rolling stock engineered and manufactured by foreign entities to be used for critical transportation. If the entities supplying the monopoly technology decide to stop providing the technology or block the systems with software changes, passenger traffic between major Texan cities could be severely disrupted, and the remedy would be extremely costly and time-consuming (measured in years, rather than months).</li> </ul> <p>The EIS Must Consider the Characteristics of Interoperability</p> <p>On April 5, 2017, at a hearing in the Texas State Senate, Senator Lois Kolkhorst asked Tim Keith, president of Texas Central Partners (TCP), the company developing the Dallas to Houston high-speed rail project, "These tracks are compatible with multiple types of trains, correct?" Keith responded: "Correct. Would also. Standard gauge of 4 feet and 8.5 inches."</p> <p>For tracks to accommodate different train technologies, track gauge, or more precisely, the width between the two rails of a track, is only one of many technical parameters that must be met. While Mr. Keith's response was factually correct, it was not complete and perhaps purposefully left the impression that track gauge is the only important factor.</p> <p>Other parameters must be taken into consideration for a rail technology to be interoperable:</p> <ul style="list-style-type: none"> <li>• Spacing between two sets of tracks</li> <li>• Width of rolling stock</li> <li>• Space between the tracks and station platforms</li> <li>• Electromagnetic compatibility</li> <li>• Crashworthiness specifications</li> <li>• Signaling systems</li> <li>• Safety systems such as Positive Train Control (PTC)</li> <li>• Communications systems</li> <li>• Door mechanisms (an issue in conventional train stations with the Japanese technology)</li> <li>• Power supply specifications</li> </ul> <p>This Project Does Not Serve City Centers</p> <p>Neither higher-speed rail systems (maximum 125 mph) nor high-speed rail systems (above 125 mph) should be expected to be successful and profitable if they do not serve city centers of their primary destinations or connect to established commuter train networks serving city centers.</p> <p>To address these issues, SNCF America makes the following recommendations:</p> <ul style="list-style-type: none"> <li>• Ensure that high-speed trains are compatible with the pending FRA Tier III standards.</li> <li>• Ensure that urban infrastructure to be built can be used by long-distance trains as well as commuter trains.</li> <li>• Ensure that downtown residents who wish to travel long distance by rail can avoid city traffic by using higher- and high-speed trains from downtown locations.</li> </ul> <p>At a minimum, the FRA must consider, analyze, and disclose the potential environmental, economic, and social impacts of the project's failure to serve city centers.</p> <p>A Realistic Funding Plan Must be Considered in this EIS</p> <p>On its website, TCP is very straightforward by declaring that: "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."</p> <p>While TCP may be 100 percent privately funded as long as the loans are being repaid to the lenders, should future revenues not allow for the lenders to see their loans (principal plus interest) being repaid in compliance with the initial plans, Federal taxpayers could end up being liable if the loans were contracted under RRIF and/or TIFIA as cited in 1.1.2.2 of the Draft EIS. This would result in taxpayer funding of equipment and infrastructure not obtained through competitive methods, that would have been required if federal funding had been initially used, even though there could be a funding activity which "constitutes a major federal action."</p> <p>As previously stated, revenues from high-speed rail operations are seldom sufficient to pay back infrastructure costs. Under such circumstances, claiming that the project is not backed by public funds seems daring. As with the other issues discussed above, the FRA at a</p>	

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			minimum must supplement its Draft EIS to consider, analyze and disclose the risks and potential impacts of an inadequate private funding plan.	
David Snow	1/31/2018	Oral	Good evening. My name is David Snow. I'm chief of the Shiloh Volunteer Fire Department. I'm also president of the Limestone County Fire Association. As such, I represent all 13 Volunteer Fire Departments of Limestone County, 8 fire departments, and the EMS. As a whole, we are opposed to this. As the chief of the Shiloh Volunteer Fire Department, I respond to the majority of the calls in this area. My southern boundary for my fire response area takes in this railroad. These Lake Limestone fire departments, which I provide mutual aid for, and I respond to multiple calls, including one that would be directly affected last Tuesday morning at 6:00 a.m., where we would not be able to get our ambulances and equipment in, because they are going to landlock us. And if we have great big fires, which we have fought numerous ones in that area, where we've got to bring in tenders, which are large trucks that haul 3,000 and 4,000 gallons, when it gets out of hand and we can no longer handle it, we've got to call the Forest Service, who bring bulldozers, and heavy equipment. And if that fire is running, a 12-foot fence that is protecting your land and your house is going to stop me from protecting you. I want to do what's best for this county, but we're just little country folks. I should be the rider, because in 2005, I lived in Dallas, Texas. I would fly from Dallas to Houston. I would be a guy that takes this train. I'm not going to take it. I wouldn't take it living there. I moved here to make a difference. I put myself on the line every day because I care about the people in this county. This is going to stop us, the people that go out there and put their lives on the lines as volunteers to protect you, to protect the needs of this county, to protect our property, our livestock, the very thing that we will give our lives for. But it's just a railroad. No, it's our life, and it's time to stop it. Amen?	Refer to SS-23 and SS-27.
Sheila Snyder	2/6/2018	Handwritten	To whom it may concern, As a homeowner and landowner near a proposed rail, I want to express my TOTAL DISAPPROVAL of this project. It will only hurt our area. It will be a benefit very few Houstonians but not us. Once again, big money will most likely win, the investors and Chinese will win. The citizens will lose. Shame on you for allowing this to proceed.	Comment noted.
Richard Socki	2/27/2018	Website	It would be fantastic to have a new rail system to surpass the system we have here in the N.E (the Electric Amtrak along the I-95). A Houston to Dallas Bullet train would be such an inspiration for the rest of the country to aspire to. and 205MPH! I support this project wholeheartedly.	Comment noted.
Ana Solis	1/25/2018	Website	I think the bullet train would be revolutionary. Dallas and Houston are two of the biggest cities in Texas, so to be able to cut the travel time between them in half would be amazing. I also think this could really help those of us who have loved ones in Dallas that we do not get to see as often as we would like due to the distance.	Comment noted.
Jean Soliz	2/16/2018	Website	The high speed rail has disrupted our life in Ferris. We do not feel as if our home and land still belong to us even though we have not signed any agreements with Contract Land Staff. This has disrupted our plans for the future as we were building a green house to start a tree farm and to continue raising goats and chickens. When I first heard about the rail I was excited but when we were made an offer on our house and property by Contract Land Staff we were shocked how low the offer was. We were told to counter offer after we were given the Eminent Domain information. We felt threatened by them. You can not purchase 5 acres of land,a 3 bedroom home,mature trees,5 storage buildings and fenced property for what they have offered. I am AGAINST the High Speed Rail as I feel it will not benefit the general public. The traffic on I 45 between Dallas and Houston is not bad and it is easier and cheaper to fly out of Love Field to Houston Hobby than a one way train ticket of \$199.00.There is not one person I have spoken to in Ellis County that feels it will be a benefit.	Refer to BA-12, ED-2, PN-3, SC-3, SC-19 and VA-1.
Francis sean Somoano	2/21/2018	Website	The high speed rail line between Dallas and Houston is long overdue! Air congestion and roadway traffic congestion is only going to get worse as Texas continues to grow. This line is the perfect solution for Making travel between Dallas and Houston quicker and more efficient!	Comment noted.
michael sordill	2/9/2018	Website	I support high speed rail in TX. Good for people, good for business, good for the environment.	Comment noted.
Paul SoRelle	2/27/2018	Website	I support the building of the high-speed rail between Dallas and Houston. The line will provide an efficient way to travel this highly congested corridor. The United States is behind in employing high-speed rail. This project will bring this rail line to Texas without a major expenditure of public money. Please approve the this rail project.	Comment noted.
Michelle Sorenson	2/5/2018	Website	As a resident of Waller County, living near the proposed HSR, I have grave concerns regarding the impact it will have on the quality of life in the Kickapoo Preserve. The HC-4 route travels right through the development and destroys the economic viability of every property owners holdings. No one will be able to recoup the financial investment they have made, much less sell property at a gain following the construction. The NO BUILD OPTION should be chosen as the only viable option in the final Environment Impact Statement. Respectfully, Michelle Sorenson	Refer to LU-4 and SC-12. Mitigation measures that address neighborhood quality of life concerns are included in <b>Section 3.4.6, Noise and Vibration, Avoidance, Minimization and Mitigation; Section 3.10.6, Aesthetic and Visual Resources, Avoidance, Minimization and Mitigation; and Section 3.14.6, Socioeconomics and Community Facilities, Avoidance, Minimization and Mitigation.</b>
Michelle Sorenson	2/5/2018	Website	As a property owner near the line proposed for the DallasHouston High Speed Rail system, I have grave concerns regarding issues raised by the Draft EIS. As a teacher, I am very concerned with the proposed alignment, as it will run through a large portion of Waller ISD's district. If constructed as proposed in the Draft EIS, it will negatively impact bus routes, causing Waller ISD to purchase additional school buses to	Refer to SC-5.

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			transport students and accommodate delays due to county and private roads being either impacted or closed by the proposed HSR project. The NO BUILD OPTION should be chosen as the only viable option in the final EIS. Respectfully, Michelle Sorenson	
Sandy Southern	3/9/2018	Website	I absolutely support this idea. This not only allows business persons to go back and forth, but also allows for increased tourism between the cities. We can decrease car traffic and pollution also.	Comment noted.
Sheriff Don Sowell	2/6/2018	Oral	I didn't intend to speak tonight, but I am Sheriff Don Sowell. I can't follow up some of the other speakers that have spoken before, but some of them have talked a little bit about public service public safety. I have yet to be contacted by anybody personally. I've attended meetings. But public service public safety, I've never had a clear answer to how routes will be determined for fire, ambulance, sheriff's office, troopers, et cetera, et cetera. Now, as the chief law enforcement officer of a county--Texas has 254--it would be kind of nice if TxDOT and/or -- I've been dealing with TxDOT and others to try to come through here for years and I've never got a clear answer. I go to all the meetings. No disrespect to your organization or TxDOT, but you cannot color the truth any other way. But I don't get any cooperation with the people on public service. Everything else that's been said on the other issues. I'm not trying to get other comments, but public service public safety, ambulance, et cetera, law enforcement, fire, first responders, if there's seconds that are counted to be on a response to a potential heart attack and you got to go around, I cannot get in my mind to answer my constituents' questions on what is going to shorten the route, or is there going to be a block or a barricade or a diversion. Is the county going to be cut in quarters? It is already north and south. Are we going to go east and west? Is there going to be a blockage that would cause minutes -- when you are in a rural county -- I retired from an urban county, Harris County Sheriff's Office. I was nothing but a mere patrolman, but I saw -- all I did was respond to real stuff. Now, here I need to know something. Other folks have asked other eloquent questions. I just need to do something about public service public safety. And I continually have this argument with TxDOT on so many other issues because they don't listen to the local people. And I'm saying that respectfully, not disrespectfully, but they do not listen to the local people. And I'm quite available. I'm here as a citizen. I'm here -- I go to all the meetings to keep a little bit of symbolic peace and harmony, but I'm answering --my constituents want to know what is -- and I can't get a straight answer. Now, if anybody wants to contact me with that, I would love to have that information. I am making inquiries and I have not got a reasonable, responsible person in the hierarchy to tell me how the routes are going to be done so I can answer that. And I don't want anybody rolling their eyes at me because I've offended them. So be it. But I just want to know the answer to the simple question, and I appreciate your time. Thank you.	Refer to PI-1, SS-18 and SS-23.
Sheriff Don Sowell	3/5/2018	Oral	I'm going to talk to the audience. I'm Sheriff Don Sowell, Grimes County. I represent eight sheriffs from Ellis County to Waller County. We reached out to Dallas and Harris County. But our coalition is a group of guys who got together February 7th after a meeting and got together February 14th in Centerville to talk about like-minded concerns. Now, I want to tell you right now, we have -- some of the metro areas look at us as expendable. We're not expendable. Our lives matter, too. Our lives matter, too, in all counties. Now, I'm not going to get into some of the arguments of economics and all that. That's -- I don't have a problem with progress. Nobody does. But people's lives in Ellis County, Grimes County, Waller, Navarro, Freestone, Leon, Limestone, Madison, they matter, too. The quality of life has been attacked by many, many ways. You can't make this up: Intimidation, threats, manipulations -- and it may be bad agents from -- representing these rails that go around wanting to discuss and/or survey. Our point for forming this coalition was two-fold -- three-fold, maybe: Public service, public safety, and security. Going to the quality of life of people, we're linked by our constituents, about 254 counties, the Texas sheriffs are, number one. Number two, we're asked to represent them on issues that concern them: The detours, delays, et cetera, the things go on and on and on. Now, not one person -- that's been disputed by some people, I understand, right before our -- our conference last week. Some people went and tried to discredit me a little bit in our coalition. Not one person has ever got with us since -- they're claiming they have been working with us since July -- May of 2016. That's not happening. County judges, (inaudible), and I think that the metro area ought to look at our concerns. Our concerns matter, too. You want to build something? Look at other ways. Don't go through property that could be avoided; otherwise, people's -- people's lives do matter. Economic development does matter, but the way some of this is being done is not acceptable. Totally not acceptable for eight sheriffs that matter, and we represent thousands of people who do matter. Yes, we're outnumbered, way outnumbered by the metro Harris. We know that. But I want people to know from the heart that other people do have a stake in this, also. With that, I appreciate your time. I'd like to have this registered. Our coalition will be coming to other meetings, if there are any in the future; but thank you for your time tonight.	Refer to ED-2, NE-9, PI-1, PI-7, SS-1, SS-23, TR-6 and TR-8.
Ellen Spahni	3/9/2018	Email	I am a very concerned citizen and land owner in Waller County, where there is a proposed High Speed Rail Project being assessed. I do NOT understand the selected pathway nor the feasibility of this rail system. This is a high speed railway that connect Houston and Dallas... so why isn't it running up Interstate 45 directly? What does Our farming community Of Waller County have to do with this? Why is a private company being allowed to rough shod over our citizens many of whom are of minority decent? Why is the intolerable noise from this train being brought to our back yard??? It doesn't belong hew, but Bill Gates doesn't care about our citizens, he is simply an interested investor. Why have these agencies been able to ignore the laws of Texas and ignore our Waller County Sub-Regional Planning Commission? This	Refer to BA-9, ED-1, EJ-1, GN-2, GN-4, GN-7, NE-1, NV-1, PI-1, SC-19 and VA-1.

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			<p>commission was formed under the constraints of the law and it is a local government with jurisdictional authority and fiduciary responsibilities to the citizenry of our county. Why was Texdot lowered to an advisory position outside the governing laws of Texas? It appears that there are closed door negotiations and deliberate attempts to stop negotiations between FRA, WCSRPC, and Texdot. This all seems "Fixed" to benefit the private company and the high rolling investors who do not care about our lives. There are overtones of racism here with our high minority demographics. Once this train is built and the novelty wears off in a couple of months, it will continually loose ridership and then need to be subsidized by ALL the citizens of Texas. Then the trash from it falling into disrepair will be in our back yard too !</p> <p>There is talk of additional substations that will make the "90 minute" trip impossible. No one is mentioning that little fact. This is an amazing boondoggle that is grossly obvious to anyone who is not profiting from this scam. What does Waller County get outofthis? NOTHING. We get noise, the hazard of the train itself, lowering of sales tax brought it, money required to restructure the town and roads that won't be available, displaced families who can not afford to go anywhere else, lower propeny values with again hurts the county and schools. This needs to go back to the city to the people who actually think they want this.</p> <p>The HSR will decimate our county. The rail is proposed to go through the areas that actually pmduce sales tax at this time. It will reduce our property values to an all time low. It almost seems like someone is trying to to destroy this area. The farming and ranching community feeds the people of the USA, you need to remember that when you are making these decisions. Don't complain about the cost of your gmcerics when you are the one costing them to rise.</p> <p>You have not done your due diligence. You have developed a plan outside of the required restrictions and specifications of our Texas laws. Send this train and it's private developers back into the city where the noise and the route belongs. The citizens of Waller County do NOT want this</p>	
Wade Spang	2/23/2018	Letter	<p>The USDA Forest Service has launched an Agency-wide effort to improve efficiencies and effectiveness related to our environmental analysis and project decision making processes. In doing so, we know it is critical that we work with our partners to identify issues and solicit creative ideas for addressing them. To help us identify challenges and solutions, the Forest Service is launching Partner Roundtables across the country. On March 12, 2018 from 8:30 a.m. to 4:00 p.m. CST, Forest Service units across the east will host Partner Roundtables. We would very much appreciate your participation at the Midewin National Tallgrass Prairie Partner Roundtable. We will have presentations covering national and regional efforts to date, then engage in local dialogue to help frame these efforts around what is occurring on the Midewin National Tallgrass Prairie. As a partner who engages with us on how we make decisions on our projects. we look forward to your valuable insights. The Roundtable is an information sharing opportunity and NOT intended to supplant formal Tribal Consultation with Tribal Governments nor formal rulemaking processes. The Roundtable will be located in the main conference room in the Supervisor's office at Midewin National Tallgrass Prairie. On site lunch will be available. Please RSVP by phone or email to Joseph Wheeler, Archeologist of my staff directly at [...], or Again. I hope you will join us for this important USDA Forest Service change effort.</p>	Refer to NE-10.
Jim Spaniolo	3/8/2018	Email	<p>On behalf of the members of the North Texas Commission, a public-private non-partisan, non-profit organization committed to enhancing the vitality of the North Texas region, 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.</p> <p>The Texas Bullet Train will be an economic driver for the region, the state and our country. This milestone infrastructure project connects two of Texas' thriving economies. 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.</p> <p>We support this project because in part it will:</p> <ul style="list-style-type: none"> <li>* 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;</li> <li>* Increase tax rolls in ALL impacted counties \$6.5-\$7 billion net positive tax impact by 2040;</li> <li>* 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;</li> <li>* 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;</li> <li>* 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;</li> <li>* 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).</li> </ul>	Comment noted.

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			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.	
Chi Smith	2/2/2018	Email	I am writing to state that I am in support of this project and the findings of the Draft EIS.	Comment noted.
Joy Spears	2/7/2018	Website	The speed rail is a detriment to a way of life for rural Texas land owners. (An unlawful land grab) It threatens property that has been passed down generation after generation. It threatens retirement properties purchased for the sole purpose of escaping big cities and a quiet rural life. The eco systems: animals, ground water, and in general disruption of nature's order. Farmers and ranchers struggle to survive and maintain Texas land and now this all in the name of so called progress. Progress for who? A small handful of so called people who say they wish to avoid driving, avoid flying to speed thru for one big city to another. I could go on and on about how it cuts off mostly volunteer 1st responders, its effect on school zones, bus routes, the sound pollution and that effect on humans and animals. The truth about eminent domain does not apply here as a private intitee is the underlying motivation. Greed by some at the cost of others. Cost at what expense. Private money for the initial cost then a bail out. Who are u kidding. Perhaps the construction companies or the big city officials that see only dollar signs. I.e. Dallas and Houston temporary money but long time debt. Please stop this.	Refer to ED-1, GN-4, LU-11, NE-1, NE-9, NR-1, NR-5, NV-1, PN-3, SC-6, SC-7 and SS-23.
George Speer	2/16/2018	Website	Build this train. Great for Texas. Northwest Mall would be a great Train station	Comment noted.
Christof Spieler	3/9/2018	Website	A high speed train between Houston and Dallas would be significant improvement on current forms of transportation, both flying and driving. It would be faster, more convenient, and more comfortable for travelers, quieter and less intrusive for neighbors, and better for the environment. As a privately funded project, it would also be better for the taxpayers than either the taxpayer-funded highway or publicly operated airports. The demand is there for this project, the technology and alignment have been designed to minimize impacts, and the private sector is proposing to pay for it. There's no good reason for it not to move forward.	Comment noted.
John Spinelli	2/16/2018	Website	I want to work at Site Safety on this project. I am a competent site safety professional, who will lower your rate of loss time and recorded mishaps. I completed 27 miles of night time construction for the expansion of the Dallas Area Rapid Transit Authority with ZERO lost time or recordable accidents. I've taught OSHA classes within Gerdaul Steel, General Motors, Raytheon, and other industrial sites. Authorized to instruct and certify workers in 10 & 30 Hour OSHA Safety in both construction and general industry fields. Also I am an MSHA Site Safety Trainer. I will maintain a meaningful behavior based safety culture that will gain the participation of both management and employees. No employer where I have served, has ever received a violation citation from OSHA, EPA, DOT, the Fire Marshal, or any other compliance authority during my tenure. As a former commercial master electrician, I understand equipment and most importantly, the views of a worker as well as the view of a safety professional. As an IBEW master electrician, I worked on the DFW terminal expansion projects. I was an IBEW Union steward and understand the importance of conflict resolution. I like what I do and I am very good at it. Respectfully, JOHN SPINELLI, CSHO, STSC, CESCO, MOS CREDENTIALS Master of Science Degree, 2010, Occupational Safety & Health/Environmental Management, Columbia Southern University, & Texas A & M University/Teex Engineering NFPA Certified Electrical Safety Compliance Professional (CESCP) 2015 Transportation Worker's Identification Certification (TWIC) 2020, United States Department of Homeland Security Authorized Flagger safety instructor Transportation Safety Institute Training Center, Oklahoma City, Oklahoma. Certified, in Aviation/Airports process safety management. 2006, FAA Center. Certified Safety & Health Official, (CSHO), Tx. A & M (Teex Engineering). Certified Red Cross CPR/AED Instructor, 2015 Safety Trained Supervisor (STSC) Board of Certified Safety Professionals 2007 Authorized OSHA Construction Outreach Trainer; US Dept., of Labor 2005 Authorized OSHA General Industry Outreach Trainer, US Dept.,of Labor 2005 FEMA, "NIMS" National Incident Management System trained 2008 MSHA Surface Mine Safety Certified Instructor 2006 40 Hour Hazwoper Certification, Teex Eng./Tx. A & M University 2007 H2S Safety Instructor, Teex Engineering, Texas A & M University 2006	Comment noted.
Mark Sprague	1/22/2018	Email	No, We do not want this...	Comment noted.
Gordon Springer	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.	
Brandon Spurgeon	2/7/2018	Website	I live in Oregon. I take an Amtrak train from Albany to Seattle several times a year. Someday I wish to travel around the country, and when I do this it will be by rail. I hope this project is successful and is the first step to a high-speed network across the United States, perhaps even all of North America.	Comment noted.
Paul Staben	3/5/2018	Oral	My name is Paul Staben. My address is 15503 Rustin Oaks Lane, and the area that is being affected according to map HN2-160 0, and we're against this railroad. We would like to talk to somebody about restitution. Our property -- we're concerned about the value of the property itself, the statics and the watershed, the animal migrations and, of course, the train in our backyard. We are concerned about the value of the property, we're really worried about that. There are other impacts, I'm sure, that will be a problem with the -- considering that the train is running down 860 feet of our property line, we're going to see it from our back porch, so we don't want that.	Refer to AS-1, ED-1, ED-2, FP-1, NR-2, NR-5, NR-6, WW-2 and VA-1.
Paul Staben	3/5/2018	Oral	My name is Paul Staben. My address is [...] and the area that is being affected according to map HN2-160 0: and we're against this railroad. We would like to talk to somebody about restitution. Our property we're concerned about the value of the property itself: the statics and the watershed: the animal migrations and: of course: the train in our backyard. We are concerned about the value of the property: we're really worried about that. There are other Impacts: I'm sure: that will be a problem with the — considering that the train is running down 860 feet of our property line: we're going to see it from our back porch, so we don't want that.	Refer to AS-1 and VA-1.
Teresia Staben	3/9/2018	Email	My name is Teresia Staben. My husband Paul and I own 10 acres of land at 15503 Rustling Oaks Lane, Plantersville, Texas 77363-8505 in Grimes County. Our FRA Station number is HNS 160+00. We have attended three of the town hall meetings you held and Paul left a recorded message at the site of the most recent one at the Sheraton Hotel in Houston. Paul and I have many concerns regarding the construction of the bullet train and the affect it will have on the aesthetic value of our land, the intrusion on our privacy and the resale value of the property. The back of our property abuts with the easement for the power line corridor. We have many concerns about the bullet train being built basically in our backyard. We purchased the property to have a quiet place in the country to go on the weekends and at which to retire in just a few short years. We certainly didn't envision a high speed rail right behind our land in addition to and all that goes along with the construction of such a project. We are concerned that the view from our property and the ambiance of our property will be destroyed, in addition to the noise and vibration of passing trains. We have concerns regarding the water that flows through our land and fills our lake. Our lake is at the front of our property. The grade of the land from the back of the property to the front slopes to make the front 20 feet lower than the back, thus the water-flow keeps our lake full. We have many below ground level streams that come through our land. We feel that building a bullet train will create a change to the drainage pattern thus affecting our property and possible causing contamination to our lake and drinking water. Which brings me to our concerns regarding the quality of our well water. The project will create areas of deep excavation and cause ground disturbances that may adversely affect the aquifer. My husband and I enjoy the wildlife in our area. We have many types of animals and birds that inhabit our land and surrounding vicinity. We enjoy the deer, turkeys, jackrabbits and many song birds including endangered woodpeckers that occupy our land. We feel all the activity of the construction will chase away these creatures, and that once the train is built, it will change the course their natural migration routes. We bought our property many years ago to get away from all the sights and sounds of the city. We now feel that will all be taken away from us. We are very concerned that the High Speed Rail will adversely affect the value of our property. We would like to come to terms regarding fair compensation for restitution of the losses we will suffer due to the construction of the High Speed Rail directly behind our property.	Refer to AS-1, NR-2, NR-5, NR-6, NV-1, VA-1, WW-1, WW-2 and WW-6. The parcel referenced in this comment is located outside of the limits of disturbance of Segment 5 on the preferred alternative. It is west of the existing electrical transmission line and therefore would not be directly impacted by the project. Additionally, as detailed with <b>Section 3.13.3, Land Use, Methodology</b> , 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. Anticipated impacts to wildlife and waters of the U.S. are discussed in <b>Section 3.6.5.2, Natural Ecological Systems and Protected Species, Build Alternatives</b> and <b>Section 3.7.5.2, Waters of the U.S., Build Alternatives</b> respectively. Avoidance, Minimization and Mitigation Measures for each resource is also identified in <b>Section 3.6.6, Natural Ecological Systems and Protected Species, Avoidance, Minimization and Mitigation Measures</b> and 3.7.6, <b>Natural Ecological Systems and Protected Species, Avoidance, Minimization and Mitigation Measures</b> .
Teresia Staben	3/9/2018	Website	My name is Teresia Staben. My husband Paul and I own 10 acres of land ["""] in Grimes County. Our FRA Station number is HNS 160 00. We have attended three of the town hall meetings you held and Paul left a recorded message at the site of the most recent one at the Sheraton Hotel in Houston. Paul and I have many concerns regarding the construction of the bullet train and the affect it will have on the aesthetic value of our land, the intrusion on our privacy and the resale value of the property. The back of our property abuts with the easement for the power line corridor. We have many concerns about the bullet train being built basically in our backyard. We purchased the property to have a quiet place in the country to go on the weekends and at which to retire in just a few short years. We certainly didn't envision a high speed rail right behind our land in addition to and all that goes along with the construction of such a project. We are concerned that the view from our property and the ambiance of our property will be destroyed, in addition to the noise and vibration	Refer to AS-1, NR-1, NR-2, NR-6, NV-1, VA-1, WW-1, WW-2 and WW-6. Additionally, the parcel referenced in this comment is located outside of the limits of disturbance of Segment 5 on the preferred alternative. It is west of the existing electrical transmission line and therefore would not be directly impacted by the project. Additionally as detailed with <b>Section 3.13.3, Land Use, Methodology</b> 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. Anticipated impacts to wildlife and waters of the U.S. are

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			<p>of passing trains.</p> <p>We have concerns regarding the water that flows through our land and fills our lake. Our lake is at the front of our property. The grade of the land from the back of the property to the front slopes to make the front 20 feet lower than the back, thus the water-flow keeps our lake full. We have many below ground level streams that come through our land. We feel that building a bullet train will create a change to the drainage pattern thus affecting our property and possible causing contamination to our lake and drinking water. Which brings me to our concerns regarding the quality of our well water. The project will create areas of deep excavation and cause ground disturbances that may adversely affect the aquifer. My husband and I enjoy the wildlife in our area. We have many types of animals and birds that inhabit our land and surrounding vicinity. We enjoy the deer, turkeys, jackrabbits and many song birds including endangered woodpeckers that occupy our land. We feel all the activity of the construction will chase away these creatures, and that once the train is built, it will change the course their natural migration routes.</p> <p>We bought our property many years ago to get away from all the sights and sounds of the city. We now feel that will all be taken away from us. We are very concerned that the High Speed Rail will adversely affect the value of our property. We would like to come to terms regarding fair compensation for restitution of the losses we will suffer due to the construction of the High Speed Rail directly behind our property.</p>	<p>discussed in <b>Section 3.6.5.2, Natural Ecological Systems and Protected Species, Build Alternatives</b> and <b>Section 3.7.5.2, Waters of the US, Build Alternatives</b> respectively. Avoidance, Minimization and Mitigation Measures for each resource is also identified in <b>Section 3.6.6, Natural Ecological Systems and Protected Species, Avoidance, Minimization and Mitigation</b> and <b>Section 3.7.6, Waters of the US, Avoidance, Minimization and Mitigation Measures</b> respectively. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b>. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b>.</p>
Gregory Staff	12/18/2017	Email	<p>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?)</p>	<p>Refer to GN-1.</p>
William Staney	2/18/2018	Website	<p>I support this much needed project</p>	<p>Comment noted.</p>
Dean Stanford	1/30/2018	Oral	<p>Hello, I am Dean Stanford, Precinct 3, Leon County Commissioner. I just wanted to let ya'll know that Leon County stands behind you even if ya'll are not from Leon County. Leon County was the first county to oppose the high-speed rail formally on an motion in court. To totally be opposed to the high-speed rail and we will continue with that stance and all of the commissioners and the judges are adamant about fighting for it at the court level. Representative Ashby and Charles Schwertner let's see the State Senator, he has been fighting. Both of them have been fighting against the high-speed rail ever since this thing got started and just appreciate ya'll and anything that we can do as a community we will be glad to try and help in anyway we can.</p>	<p>Comment noted.</p>
Holly Stange	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"> <li>1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.</li> <li>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.</li> <li>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.</li> <li>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</li> <li>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.</li> <li>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.</li> </ol>	<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>
Kevin Stange	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"> <li>1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.</li> <li>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.</li> <li>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.</li> <li>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</li> <li>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.</li> <li>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.</li> </ol>	<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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Anne Stanley	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.
James Stanphill	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.	Refer to LU-5.
Ann Staples	2/5/2018	Handwritten	1. I think this project will not be successful because not enough people will ride it. By the time a person travels to a station then has to find transportation at the the destination that person will have spent a lot of extra time and money. How competitive, price wise, will it be with an airline, vehicle or bus? Has the cost of the ride been figured? Also, there is to be no freight so a person couldn't carry a large object. 2. More good rural land does not need to be taken for a project that is supposed to benefit Houston and Dallas. If a person's land is taken and the project fails, lives have been hugely disrupted for naught. Could they get the land back and if so in what condition? We don't need to lose anymore agricultural land or land for wildlife. What will be the overall environmental impact? Not good I think. 3. If a mass transportation project is tried, then perhaps, a short route should be tried first-Woodlands area to Houston or Katy area to Houston-so we could see if people will ride it. 4. Houston to Dallas plan could go elevated above I-45 . I understand the train goes too fast for this route, slow down the speed so it can. Very little extra land would be taken. 5. I understand there is some talk of later perhaps adding more stops besides the one at Roans Prairie. Extra stops would slow down the time to get to a destination. A short travel time is the current major selling point. 6.If this project fails who pays for it or subsidizes it, the federal government hence taxpayers?	Refer to BA-9, GN-2, GN-4, GN-7, NE-9, PN-3 and SC-3.
Brenda Stardig, Houston City Council Member, District A	1/11/2018	Email	I am Houston City Council Member Brenda Stardig. The high speed rail's proposed location runs through my council district. It does not appear that there is a public meeting inside City Limits. I am requesting a meeting in the City of Houston to allow my constituents to comment. If you have any questions, please call my office at 832-393-3010.	Refer to PI-10.
Brenda Stardig, Houston City Council Member, District A	1/18/2018	Email	I would like to follow up on my request to hold a public hearing for the high speed rail in Houston city limits. I spoke with a representative from Texas Central, and they agreed to have a public meeting for my constituents after the comment period. They also agreed to provide transportation for my constituents who cannot drive to one of the other planned public hearings. I appreciate you reviewing my request, and I would like to respectfully withdraw my previous request for an additional meeting. Thank you, Brenda Stardig Houston City Council Member, District A 832-393-3010	Comment noted.
Brenda Stardig, Houston City Council Member, District A	1/18/2018	Email	As Houston City Council Member for District A, I would like to provide some additional concerns that I heard from my constituents because my district will be impacted by the proposed high speed rail line. First, they would like for the utilities to be placed underground in the rail corridor. Second, they would like sound mitigation. Many people live very close to the proposed rail line, and I am concerned about the noise levels for the residents. Third, I am concerned about blocking traffic during construction. These roads are used heavily by my constituents to get to and from work, and I want to make sure that they are not impacted during construction.	Refer to EU-2, NV-1 and TR-6.
Zofy Stat	2/7/2018	Website	How long will taxpayers pay for tickets for riders? Will it ever be off the taxpayers' backs?	Refer to GN-4.
Erica Stead	2/17/2018	Website	Texas needs to complete this safe, greener alternative to flying or driving. As the region attracts more and more new residents move into the area, having a high speed train system will set us ahead.	Comment noted.

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Joy Stebner	3/4/2018	Email	Please do not start construction on this unnecessary rail plan. It will be more of a disaster than a convenience. Our homes near the planned station we be prone to mass Traffic and noise. We enjoy our homes, sitting outside, going for quiet walks, all the comforts we bought them for! Why Dallas of all places, why not San Antonio or Austin? None of it makes any sense.	Refer to BA-2.
Wayne Stecker	1/29/2018	Email	High speed rail is a great idea for Texas! This project has my full support and I would use it frequently. One change I would make, however, is that the Houston station should be IN DOWNTOWN Houston! This is a vital element and should be changed for the success of the project to be realized.	Refer to GN-6, GN-7, NE-9 and TR-4.
Wayne Stecker	3/2/2018	Website	Please build the bullet train! Texas needs this. One recommendation: move the Houston station to a downtown location.	Refer to GN-6, GN-7 and TR-4.
James Steele	2/20/2018	Website	I look forward to this project coming to fruition. So hurry up, I'm not a young man.	Comment noted.
Robert Steele	2/7/2018	Website	We feel this project goes against the value of nature that the great State of Texas was built on. Please protect our animals and nature. Please let road trips stay part of our great culture.	Refer to NR-5.
Ronny Steen	2/21/2018	Website	I'm ready to see more mass transit in Texas	Comment noted.
Mary Steffenhagen	2/16/2018	Website	I strongly support the Dallas to Houston High-speed Rail for both business and personal travel.	Comment noted.
Mary Steffenhagen	2/16/2018	Website	I strongly support the Dallas to Houston High-speed Rail for both business and personal travel.	Comment noted.
Jan Stell	2/18/2018	Website	We are thrilled to have a high speed bullet train coming to Texas !! It is wonderful that our terrain will allow for such transportation that will have the ability of Texas to grow and not have clogged streets like Los Angeles and New Jersey !! I am proud of the private investors that have stepped up to the plate !! They know what it takes to keep a great state going ! Thousands of people drive between Houston and Dallas every day and sometimes several times a week . Not everyone can fly on a plane It is all about choice of transportation - and it will be wonderful to have another way to get between Dallas and Houston . 90 minutes will be a gift of time !! Jan stell	Comment noted.
Richard Stephens	1/26/2018	Website	What is there not to like about High Speed Rail (HSR) between Houston and Dallas? Its cleaner, faster, cheaper than flying, creates jobs, reduces I-45 traffic, isn't going to use tax money, will generate tax money that will help local governments and schools, and isn't another concrete road. 60% will be elevated so impact to residents, animals and the local traffic will be minimally impacted. Help make Texas a Leader in this exciting new area of transportation. The US, as well as Texas, is falling way behind other countries regarding HSR. Come on folks, this is a no-brainer.	Comment noted.
Sid Stephens	3/9/2018	Website	The proposed High-Speed Rail project would be a great addition to the state of Texas. Fast commercial movers that do not rely on weather conditions and potentially are quicker than commercial air flights (considering arrival times, boarding, etc.) would be advantageous for everyone. Concerns about land access and noise are something that probably happened when the freeways were built, but no one can even consider what life would be like without the advantages that the freeway system brings now. I believe the environmental impacts would be minimal, especially considering the power source and footprint impact of the project.	Comment noted.
Susan Stephens	3/9/2018	Website	It's about time! There is passenger rail service all over the country-Tx needs it badly because our state is so large. Will benefit business and residents alike!	Comment noted.
Vickie Sterh	1/29/2018	Handwritten	We have lived on our land, raised our boys and paid taxes and now you want to take it away from us. You will ruin a lot of families and their ways of life. We don't need or want the Bullet train. It makes no sense at all for us to give up our livelihood just for a few upper class people to ride to Houston. Our land is not for sale. One of these days you are gonna wake up and there will be no meat or vegetables to eat because all of the land is taken up.	Refer to ED-2, LU-2, LU-11 and NE-1.
Billy Sterh Jr.	1/31/2018	Handwritten	This is the most stupid idea anybody could think up. No sense at all. Wreck all the good land for something so stupid. They don't make land anymore and its leaving in [sic] because nobody cares. My family has been here for six generations. Our land means everything to us. Its not for sale at no amount of money. Land means more to me than money.	Comment noted.
Emma and Edward Sterling	1/31/2018	Handwritten	We want to know when will we get an offer for our home and property.	Refer to ED-2.
Thomas Stern	2/8/2018	Website	My wife and I own property on the north side of Houston and another piece of property half way between Dallas and Houston close to where the proposed High Speed Rail (HSR) reportedly would be constructed and operate. Being a taxpayer and property owner means I have a 'dog in this fight'. We've been assured by those in favor of this very expensive project that all manner of funds have been secured and that land right of way will be covered by eminent domain since this project will serve the entire public. Supposedly constructions costs along with operating expenses have been calculated and support going ahead with a fancy technologically advanced Bullet Train that will take passengers from Houston to	Refer to BA-5, BA-7, BA-9, ED-1, ED-2, GN-4, GN-5, GN-6, GN-7, SC-3, SS-6, SS-7, SS-12, SS-13 and TC-4.

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			<p>Dallas with a few stops along the way.</p> <p>It has been suggested that a one-way fare on this train will cost approximately \$200. I hope this information is inaccurate; but even so that's not competitive with existing air fare that is already in place and that existing air transportation is not taxpayer subsidized, something which the HSR package will heavily depend upon for operational expenses and maintenance.</p> <p>Aside from the assurance (same as any promise made by a politician) that funding has been or will be secured for the entire project, there are other factors which should be of concern. The highest on that list, very few folks I've talked to think the project is even wanted; except by those who would make a considerable pot of money for building this boondoggle of a money pit.</p> <p>The folks along the path of the HSR concern me the most. Eminent Domain is a sticky subject, one that has been abused more and more over the years. We are being asked to take the government's word that property rights will be respected, that any land required will be obtained in an equitable manner. If that were true then the existing corridor between Houston and Dallas would be the site of the HSR.</p> <p>I read where the proposed Houston Terminal for the HSR might be near the old Northwest Shopping Mall (Highway 290 and 610 Loop). There was a picture posted, an artist's conceptual image that would make us all proud to have such a structure. Why build the terminal adjacent to a financially rundown location when a real hot spot would be closer to a financially robust area such as the Galleria?</p> <p>It would make more sense to have the HSR along the I-45 corridor, one that already exists, as there are multiple Park and Ride lots stationed along that route. Folks wanting to use such a Bullet Train back and forth, Houston to Dallas, would in all probability want to be dropped off at convenient locations where they could access their car(s) or be picked up in a timely manner rather than add additional expenses such as taxi, Uber or rental units.</p> <p>Some folks are pushing for this never-ending taxpayer money pit, not an exaggeration of terms. Passenger rail service has proven to be a huge burden on taxpayers as Amtrak must be subsidized (taxpayer funded forever) just to keep afloat, according to a report by the Cato Institute. I'd forgotten; we've been promised (same as any promise made by a politician) that would never happen with this new Bullet Train project. Projected expenses will be kept and the HSP would come in under budget and within the time frame assigned without the need for taxpayer funding. (There's some beach front property in Arizona for sale if you believe that.)</p> <p>Nothing has been said about recent passenger rail accidents that have killed and maimed so many folks in the past month or so. Three major Amtrak (government run) passenger train accidents doesn't exactly build public confidence for building yet another, a chance to ride into the eternities via a Bullet Train traveling at speeds approaching 200mph (guided missile), one that runs on railroad tracks.</p> <p>What about protecting this vast stretch of rail, approximately 240 miles depending on where terminals are located, what about protecting this investment from acts of terrorism? I didn't see any mention of how that might be accomplished; but then again, what difference would it make? (borrowing a line from Hillary Clinton when several Americans were killed in Benghazi).</p> <p>My last concern has to do with a recent Court Decision wherein it was ruled that governments, local, State or Federal were not obligated to keep contractual agreements. This ruling was attached to police and fire fighter's pensions in Rhode Island; however, this ruling sets the president upon which any and all contracts made with government entities will look to. It validates my insistence, promises from government officials aren't worth the paper they are written on. (same as any promise made by a politician)</p> <p>Sorry; but these and a host of reasons that I've not even considered make such a proposed HSR project unacceptable.</p>	
Thomas Stern	2/8/2018	Email	<p>My wife and I own property on the north side of Houston and another piece of property half way between Dallas and Houston close to where the proposed High Speed Rail (HSR) reportedly would be constructed and operate. Being a taxpayer and property owner means I have a 'dog in this fight'. We've been assured by those in favor of this very expensive project that all manner of funds have been secured and that land right of way will be covered by eminent domain since this project will serve the entire public. Supposedly constructions costs along with operating expenses have been calculated and support going ahead with a fancy technologically advanced Bullet Train that will take passengers from Houston to Dallas with a few stops along the way. It has been suggested that a one-way fare on this train will cost approximately \$200. I hope this information is inaccurate; but even so that's not competitive with existing air fare that is already in place and that existing air transportation is not taxpayer subsidized, something which the HSR package will heavily depend upon for operational expenses and maintenance. Aside from the assurance (same as any promise made by a politician) that funding has been or will be secured for the entire project, there are other factors which should be of concern. The highest on that list, very few folks I've talked to think the project is even wanted; except by those who would make a considerable pot of money for building this boondoggle of a money pit.</p>	Refer to ED-1, GN-4, GN-5, GN-7, NE-1, SC-3 and TC-4.
Robert Stevens	1/27/2018	Website	<p>It's great to see such a through examination of the proposed Dallas to Houston High-Speed rail project. I very much support the project and believe it is essential to reducing traffic on I-45 and also reducing air pollution and fuel consumption. Proper provisions have made to provide access to both sides of the rail to properties that would be crossed. Travel times savings will also provide significant benefits and increase productivity.</p>	Comment noted.

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Aaron Stewart	3/9/2018	Website	I think the bullet train is much needed for the area. It will promote use of public transportation which helps the environment and it will also aid the state in gaining new companies and expanded growth. It will also make travel convenient to large portions of the state and alleviate traffic congestion and the environmental impacts that has on all of us.	Comment noted.
Cody Stewart	2/5/2018	Oral	Cody Stewart My name is Cody Stewart and I am landowner in Shiro: Texas. First off wanted to ask: how many of you carl put your trust and confidence in a program that can't reserve a room or get a power point within an hour? I'm not able to make the meeting tomorrow night in Glimes county so that's why I'm here today. I support you guys all the way and I know that's true vice versa. I know there's a lot of people here from other counties because we stand as one. It's very important. Again: Cody Stewart wholeheartedly is against the project. I would also add that the student body of Texas A&M is against this because of the impact of rural Texas. No resident here needs a reminder: but I will remind everyone else that the A in A and M is for agriculture. You want to pull students from a university founded on what you're trying to take away from us. We all know the real reason is to put money in the pocket of that particular landowner who owns the program. As you know, this has never been done before in the United States: highs-speed rail of this capacity and speed. Another similar rail project that happened in California has gone from 4.6 billion proposed additionally to almost 10.6 billion. That would be almost double of what the proposed cost initially. They're not even down and we really haven't gotten past that quarter, I believe: and they're at that In my research there is no high speed rail in the world, that is not government subsidized: including the one that this is modeled after in Japan And what I didn't see in the report is: and maybe I missed it: under this ridiculous project of that magnitude: is when the project fails and when the voters of Texas refuse to subsidize the project: that was promised not to be subsidized: where does the report say about impact of an abandoned infrastructure from Houston to Dallas. But we can't ask questions, so.	Refer to GN-4, NE-1 and PN-3.
Mindy Stewart	3/9/2018	Website	Please consider passing this motion for Texas to build this bullet train. I know individuals who drive across Dallas to Ft worth for work and THAT takes 90 minutes in rush hour. Now we would have the option to live in Houston and travel to work in Dallas. You open up so much potential for jobs and economy.	Comment noted.
Taylor Stewart	2/14/2018	Website	I am so excited for a new and exciting option to travel to Houston. I normally drive, but would rather ride the bullet train. I love that this project is going to eventually provide funds back into Texas infrastructure.	Comment noted.
John Stich	2/16/2018	Website	The High Speed Rail system will be a big plus for the Texas environment by slowing the growth of cars on I-45 between Dallas and Houston. Every train can probably replace at least 25 cars, and probably a lot more. And it will be much safer.	Comment noted.
Sands Stiefer	3/9/2018	Website	This is a wonderful project and will be great for Texas.	Comment noted.
Charles Stigall	3/6/2018	Website	As a Native Texan I am appalled how much this state continues to be carved up by roads, pipelines and now this rail project that "promises" to relieve traffic on I-45. This is nonsense and will eventually result in the state of Texas footing the bill. The small numbers of people who might use this "High speed rail" does not justify the taking of individuals property. This same plan was killed a number of years ago when Southwest Airlines opposed it for their own selfish reasons and now it is rearing it's ugly head again. It is not in the public's interest that this rail be built, it is only in the developers interest.	Refer to GN-4 and PN-3.
Cindy Stites	2/16/2018	Website	I want to respectfully request that you please move forward with the building of the Dallas-Houston high-speed rail. This is a much needed mode of transportation between two major cities in our state. This is the right route as far as impact on communities. Not only does it bring jobs but it only lessens the traffic on our highways which has a positive affect on our environment. After traveling Europe, especially Norway, it is evident that this mode of transportation is efficient, clean, and productive. It is surprising and somewhat unbelievable that we don't have something like this already. It's past time for us to move to the next generation of transportation. Please make this a priority and get started! Thank you!	Comment noted.
Mara Stokes	2/20/2018	Website	My family and I currently live in Bryan and are planning to buy land in Grimes county and build our forever home in the next 2 years. We highly oppose this rail and are even considering no longer moving to Grimes county because of it. We want to move to a rural area away from the city and this rail will bring people, construction and increased traffic. I highly doubt people will even ride this thing seeing as how it will cost the same price, if not more, than a plane ticket. If I were to spend that much I would just fly, no brainer. Horrible idea all the way around. Y'all should be ashamed of yourselves taking away people's land. It's not right, it's not necessary and huge waste of money. We fully oppose it and want y'all to go away!!!!!!! #notwelcome	Refer to ED-1 and SC-3.
Jason Stone	2/5/2018	Website	Can't Wait for come in	Comment noted.
Robert Stone	1/22/2018	Email	Please send any updates and notices of public meetings in Dallas or Ellis Counties.	Refer to PI-1.
Sharon Stone	2/16/2018	Website	I think this is a really bad idea. The amount of usage is not that much, the land taken in eminent domain is just wrong, and I am not going to drive downtown to get on a train to ride to Dallas and have to be picked up there. I may as well fly. I think this is a wasteful way to spend money.....maybe, years ago before it would cost so much to build. I would be more for it if it went along side our existing highway and not through people's land. Even then, I think the cost far outweighs what usage people would have for it.	Refer to ED-1, GN-2 and GN-4.

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John Stoneham	2/6/2018	Oral	I'm John Stoneham, and I have property in Grimes County that the high-speed rail cuts right through the middle of. I'm concerned about the impact on my cattle operation--that I will have to sell cattle or move around to some other place while this construction is going on. No one's explained to me how much of the land will be utilized during this construction. I don't have any full time labor. I just have to have part time, and this will increase my cost of operation because I know I'll have to hire some other people to help me. Also I have some tanks on the farm that this high-speed rail is going through. The first one is a pond that has got a pipe in the middle for the drainage if there's excess water, and it has a natural spillway if the pipe cannot take that excess water. The high-speed rail is going to take that spillway. And they have explained to me that -- the first time I met them that they're going to be evaluated and it won't affect the natural spillway. The second time I met with them, the line will not be elevated and they have not explained to me how they will maintain this tank without it reaching the dam. Further down the property I had constructed a diversion along the branch that drops off about ten feet and it's causing a lot of erosion. That diversion goes to a holding pond, it collects water when it rains, and it has a pipe at the bottom that the water drains into the branch. It also has a natural spillway when the water cannot be drained through the pipe. The high-speed rail, as far as I can see, is going to take this natural spillway, and they have not addressed that problem at all. In the middle of the property I have a road I constructed that -- or my daddy constructed that goes through the middle of the property and it's all on a hill. The high-speed rail is going to cut this road in two, which adversely will affect me being able to move cattle, feed cattle, and take care of them properly. They proposed a road that goes around that rail, but it goes through a -- part of the land a hillside that's steep, and I'm afraid there will be a lot of expense to maintain that road. Thank you.	Refer to ED-2, LU-11 and WW-1.
Russell Straw	2/21/2018	Website	This is a much needed project to improve transportation options in Texas. The benefits far outweigh any negative impacts. Using existing utility right of ways has the least effects on rural communities and residents.	Comment noted.
Bobby Jo Strawhon	2/5/2018	Oral	The high speed rail will be bad for the environment. Number 2, this project will impact, we, the people that have home sites and the way that the project goes, this is going to tear up the road and the people shouldn't have to pay for the overpasses. I am sure the group from HS rail were surprised at the Madisonville turnout. It should have taken place at the school standing room only, over fire code also from all attempts, remind the people of the high speed rail. This has been around many years and they're pushing, keep trying to push this down our throats. And that isn't right. How about the owners and bite the bullet. I sure hope this does not go through and pray for the families that have places that it may go through. Thanks again.	Refer to NE-9, PI-11 and TR-7.
Bobby Strawther	2/5/2018	Handwritten	This project will also be bad for wildlife, the environment. This project impact we the people that have home sites in the ways that the project goes. This is going to tear up Strawther Road which I am a Strawther myself, we the people should not have to pay for overpasses.	Refer to NE-9 and NR-5. Strawther Road would be crossed by the Project. Strawther Road is categorized as a "road under rail", which means it will not be reconstructed over the rail. No overpass will be needed for Strawther Road.
Ms. Betty Strawther	2/5/2018	Handwritten	I'm sure the group from H.S. rail were surprised at the Madisonville turnout. It should have taken place at the school so more could have attended! Standing room only. Over fire code also. From all accounts the project benefits only the owners money-minded people of high speed [sic]. This deal has been around many years and the pushers keep trying to push this down our throats. Not right! How about the big owners who have been working on this just STOP AND BITE THE BULLET!	Refer to PI-1 and PI-11.
Patsy W. Strawther	2/5/2018	Handwritten	ALERT: 82 acres in Amy Boatwright League owned by Charles Strawther (Patsy) is in the Texas Land Heritage Program. Land has been in the E. L. Strawther and wife, Laula Beatrice family for 118 years.	Refer to CR-11. FRA will apply the processes outlined in the PA to farmsteads on land recognized by Texas Family Land Heritage (FLH) Program. The Texas FLH Program is a recognition program but does not provide any tax benefits, nor does it provide any additional historic considerations beyond the Section 106 process.
Patsy W Strawthes	NA	Website	Please stop this foolish idea crafted by greedy careless men!	Comment noted.
Hayes Stripling	2/19/2018	Website	Build the high speed train. The sooner the better.	Comment noted.
Karen Strittmatter	3/9/2018	Website	I feel that it is unlawful for the government to enact "eminent domain" for the purposes of development by a PRIVATE company. If the project fails, then this will be a complete mess. I think it's terrible to take private land from the citizens of Texas for a project such as this.	Refer to ED-1.
Holly Stroud	2/5/2018	Handwritten	The train (High Speed Rail) will take in my family land. My grandfather left it to my father and my father plans to leave it to me and my husband. And we plan to leave it to our children. We are against the HSR.	Comment noted.
Holly Stroud	2/5/2018	Website	I am against the High Speed Rail	Comment noted.
Kerry Stroud	2/5/2018	Email	The Rail Project will go through the property of Union Baptist Church of Normangee. This is where we worship God and it is a declared Historical Site.	Refer to CR-8, NR-6, LU-11, WW-2 and WW-9.

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			<p>2. The Rail Project will go through the property of the Ten Mile Cemetery, the site of burials for hundreds of years. Is is also a declared Historical Site.</p> <p>3. The planned path of this transit system will ruin farms, ranches, homes, cemeteries, and churches. Texans have worked for their farms, ranches, and homes for generations. Texans have worshipped in their churches for generations. Loved ones have been buried in these cemeteries for generations. This rail project will destroy all of this to make way for a project that is not needed, wanted and does not have state or government assistance, which you claim you do not need.</p> <p>4. The Rail Project will destroy water ways for Texans and our livestock and our wildlife.</p> <p>5. Emergency Fire and Medical response teams will be forced to reroute and critical time will be lost which will result in the loss of lives and property.</p> <p>6. This project serves very few people and very few will prosper, and it will leave in it's wake destroyed families, lives, property, churches, ranches, farms, cemeteries, and businesses.</p> <p>7. My family and I stand strongly against this project. No one should be allowed to take away our Texas land.</p>	
Kerry Stroud	2/5/2018	Email	5. Emergency Fire and Medical response teams will be forced to reroute and critical time will be lost which will result in the loss of lives and property.	Refer to SS-23.
Kerry Stroud	2/5/2018	Oral	Hey, everybody. My name is Kerry Stroud. I am the pastor of Union Baptist Church. The reason I am here is I stand to talk for our congregation in which this transit system is going to run right through. As a matter of fact, if you look on the map our church has now been removed. We meet in certain places to worship. We come here and we gather and then all of a sudden they tell us they are going to go through and take our property. The railway will go through the church which is also being listed as a historical site and we have been there for over 100 years. And we are right next to the 10-mile cemetery, which is also a historical site, which will also be impacted by this. This transit system will run through farms, ranches, homes, cemeteries and now churches. Texans here have worked hard for generations for the right to their land and to pass it on to their children. This railroad will also destroy waterways and natural resources for our wildlife and our livestock which we depend on every day in Texas. Here in Madison County we know about that. It will also be in the way for emergency transport for fire and medical when they go through some of these dirt roads they will now be cut off. And if they have to be rerouted and if we lose one life because of that, then one life is too many. My family and my church stand strongly against this project. Once again, my name is Kerry Stroud and I am the pastor of Union Baptist Church and thank you.	Refer to CR-8. Historic and archeological resources can include structures, buildings, sites, districts, and objects such as cemeteries, churches, historic districts, and farm sites. The Programmatic Agreement outlines a comprehensive methodology to identify historic properties eligible form 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.
Larry Stroud	3/9/2018	Website	We do not support the building of the bullet train. If people want to go to Houston they can leave early and fly or drive.	Comment noted.
James Stubblefield	3/9/2018	Website	The answer to the question nobody asked, and nobody wants.	Comment noted.
Jeffrey Stubbs	3/1/2018	Website	We would like to voice our support for the Dallas to Houston High-Speed Rail.	Comment noted.
Matthew Stubbs	1/30/2018	Handwritten	To get smaller cities on board it may make sense to make allowances in the row to allow for a future slower speed train around 80 mph. This slower line could allow for the connection of smaller cities such as Ennis, Corsicana, Fairfield, Huntsville and Conroe. Establish the high speed first then once it is successful you can explore the slower speed line. I am very for the high speed rail line. Most people's argument may be that it won't service the smaller towns. The above may be a way to compromise to these people.	Comment noted.
Jeffrey Stvan	3/9/2018	Website	Both my spouse (Laurel Smith Stvan) and I enthusiastically support the construction of the Dallas to Houston high-speed rail line being proposed by Texas Central Partners. We have used similar high-speed lines in both Asia and Europe and feel that the introduction of such an economically sound and environmentally smart transportation option is long overdue here in Texas. Moreover, we think that the project - as currently configured - will not only be highly successful in efficiently moving individuals between our state's two largest metro areas, but will also stand as an excellent example to other forward-looking regions of our nation. Thank you! Jeffrey A. Stvan, Fort Worth, TX	Comment noted.
Lindy Suarez	1/25/2018	Website	I am in the process of moving to Dallas but will be keeping my job in Houston. I would LOVE to have a train between Houston and Dallas as I'll be going back to Dallas every weekend. The sooner the better!	Comment noted.
Ryan Submetto	3/9/2018	Website	I believe it's a good idea. It's about time TX got a bullet train. It makes sense. We are the biggest state in the lower 48 and we don't have any good transportation means between the 4 major cities, Houston, Dallas, Austin, and San Antonio. I believe we should have bullet trains to all 4 of these cities that would cut down travel time significantly. Also, having car rental companies at these bullet train stations would be helpful as well as UBER/LYFT spots where they could pick up passengers, like in airports. Just make sure they don't get into accidents like the Amtrak trains have been recently all over the country!!	Refer to BA-2, GN-6 and SS-12.
Vic Suhm	1/26/2018	Email	I have ridden the Shinkansen from Tokoyo to Osaka. It is clean, quiet, fast and safe and would be huge asset to the U.S. and Texas as a new mode to travel between Dallas and Houston. Build it.	Comment noted.
Tarrant Regional	3/5/2018	Website	On behalf of the TRTC, 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	Comment noted.

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Transportation Coalition			<p>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>	
Carma Sullivan	3/7/2018	Website	I believe TCR and TCP have been lacking transparency and integrity from the onset of this project. They continually guarantee no interruption to our farming and this simply isn't possible I have concerns about the rerouting of our road. Sullivan Road in Ellis County will have an overpass/bridge replacing the at grade road. I would like to know how much weight the bridge can bear and what are its dimensions? These are critical to our work.	Refer to LU-11 and TR-8. Due to engineering refinements between the release of the Draft EIS and the Final EIS, Sullivan Road is no longer crossed by the Project. Both Segments 3B and 3C have shifted approximately 3,800 feet to the west. Sullivan Road is no longer listed in <b>Section 3.11, Transportation</b> as a road over rail or any other type of roadway modification.
Carma Sullivan	3/7/2018	Website	I have heard rumors there may be pipelines somewhere in this train ROW. I know many people would be VERY upset by this. Please address HOW this could happen and what type of notice and compensation would there be for US, not for TCR!!	Refer to EU-2.
Carma Sullivan	3/7/2018	Website	What kind of social impact study has been done regarding land impacted by families who have owned their properties for generations?? This is one of the biggest travesties of this whole project!! The emotional toll taken on everyone who is impacted is HUGE!!How is this being addressed?	Refer to ED-1 and ED-2.
William Sullivan	3/8/2018	Website	Comment noted.	Refer to NR-6 and LU-11.
William Sullivan	3/8/2018	Website	How is the HSR going to compensate for future values of crop loss( small grains, corn, cotton, etc.)?	Refer to ED-2, LU-2 and LU-11.
William Sullivan	3/8/2018	Website	How will the HSR address the access to family members that are separated by the trains, especially for aging family members requiring care?	Refer to EH-1 and TR-10.
William Sullivan	3/8/2018	Website	How will the HSR compensate individuals for the loss of health benefits, such as organically grown food from a garden, wild game, fruit, berries, pecans, etc?	Refer to ED-2.
William Sullivan	3/8/2018	Website	For individuals losing a home, how will the HSR compensate for the loss of privacy and the serenity of a country life?	Refer to ED-2.
William Sullivan	3/8/2018	Website	How will the natural water supply be impacted by the train? How is HSR going to provide for the disruption of individuals using a natural water supply?	Refer to WW-1, WW-2 and WW-6. Compliance measures to be implemented are outlined in WQ-CM#1: Section 401 Water Quality Certification, WQ-CM#2: TPDES General Construction Permit (TXR150000) and Multi-Sector General Permit (TXR050000) and WQ-CM#3: Stormwater Management/Stormwater Pollution Prevention Plan.
Gordon Sumner	2/1/2018	Email	I attended the hearing in Navarro County and would like to add my comments. Why hasn't the Sheriff been interviewed regarding the closure and rerouting of county roads? Regarding environment, check the state of Texas website regarding wildlife and specifically endangered	Refer to NE-1, NR-2, NR-3 and PI-1. The Monarch Butterfly is currently "Under Review" for listing by FWS

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			species: Do you realize there are American Bald Eagles living in the area of the proposed railway? Do you realize Navarro County is in the center of the Monarch Butterfly migration? There is no Eastern Turkey hunting season in Navarro since we are trying to restore habitat for them. Western Navarro Bobwhite Restoration Initiative is also a program to bring back these birds which have been decimated by disease and fireants. We are working for them to. Finally Why won't HSR divulge their proforma? Thanks for your hearing and allowing inputs.	and is not currently a protected species. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Siva Sundaram	2/18/2018	Website	It is a must that we have good public transportation system... This high speed rail will take so much of traffic out of I-45 which is one of the worst free ways in the country. I strongly support this HSR.. In fact this should be expanded to include Austin, Baton Rouge, and New Orleans...	Comment noted.
Bertha Sustaita	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 Sutton	2/16/2018	Website	Please move approval of the Environmental Impact Statement for the Texas Central project along as quickly as possible. The project will have a tremendous positive impact on not only Houston and Dallas but the economy of Texas. Travel by car is already difficult because of congestion on IH 45. Texas Central will make this trip quicker, safer and environmentally less impactful. Please approve the construction of this project immediately.	Comment noted.
Robert Sutton	3/5/2018	Website	ROBERT SUTTON: I'm Robert Sutton and I live in Houston, not far from the proposed station here in Houston. I also lived in Dallas and I work in Houston, have a business in Dallas and I very much want the train built. I would use the train to travel to Dallas on business but also for pleasure. I think it would be a great opportunity for me to save time as well as expense in that corridor from Houston to Dallas. Right now I use Southwest Airlines to make the trip for business primarily. When I drive, the traffic between Houston and Dallas is awful. It's just terrible and it's also unsafe. To get out of Houston, I have to really manage my time to try to avoid the congestion and I have a terrible time doing that. Getting out of Houston is hard. Getting into Dallas is bad and the travel even in the rural areas is really congested. Lots of trucks. It's just not safe to do it. I think the train would offer me an opportunity to travel safely. I could work some. I hope to retire in five years or so and it will give me an opportunity to do some traveling when I didn't have to drive. I just think it would be a great opportunity for this town and for the economy in the state of Texas.	Comment noted.
Robert Sutton	3/5/2018	Oral	I'm Robert Sutton and I live in Houston, not far from the proposed station here in Houston. I also lived in Dallas and I work in Houston, have a business in Dallas and I very much want the train built. I would use the train to travel to Dallas on business but also for pleasure. I think it would be a great opportunity for me to save time as well as expense in that corridor from Houston to Dallas. Right now I use Southwest Airlines to make the trip for business primarily. When I drive, the traffic between Houston and Dallas is awful. It's just terrible and it's also unsafe. To get out of Houston, I have to really manage my time to try to avoid the congestion and I have a terrible time doing that. Getting out of Houston is hard. Getting into Dallas is bad and the travel even in the rural areas is really congested. Lots of trucks. It's just not safe to do it. I think the train would offer me an opportunity to travel safely. I could work some. I hope to retire in five years or so and it will give me an opportunity to do some traveling when I didn't have to drive. I just think it would be a great opportunity for this town and for the economy in the state of Texas.	Comment noted.
Robert Sutton	3/8/2018	Website	The alignment of Segment 3Z from the previously proposed 3B to 3C was designed to follow the divide between the Broad Creek – Pin Oak Watershed and the Little Pin Oak Creek – Richland Creek Watersheds. This area provides a good opportunity for Segment 3Z to be lowered into an embankment/cut section without creating some of the watershed issues associated with 3A (detailed in Part 1 of these comments).	Comment noted.

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			<p>Another area that presents itself to enter an embankment/cut section would be the FM 709 crossing. The location where Segment 3Z crosses FM 709 is more desirable than 3A since it does not require a realignment of another FM road, there is less development in the immediate vicinity, and it is 20' lower in elevation so the large retained cut would not be necessary. I understand that reducing the impact of the rail on existing properties is one of the reasons for utilizing the "utility corridor." Aside from the physical rail attributes, alternate route 3Z was able to avoid every residence and agricultural structure over the 13.41 mile stretch, whereas Segment 3A displaces 24 structures. The overall cost of these displacements may not affect the price of the entire project, but some of these displacements may include relocating families from their homes. Reducing these impacts should be one of the highest priorities. Transportation impacts are greatly improved by selection of alternative 3Z in this area. Segment 3A crosses over/under seven public roads. Of these seven crossings, Segment 3A has to reconstruct three state roads and two county roads and adds two bridges to the state roads. Segment 3Z crosses over/under six public roads. Of these, segment 3Z only has to reconstruct two of the county roads (both of which are simple 20' gravel roads). In revising these crossings, Segment 3A requires 31% more roadway reconstruction than Segment 3Z and effects Farm to Market roads instead of cheaper County Roads. I was initially concerned that the impact on electrical utilities posed by Segment 3Z might exceed 3A; however, upon further research, Route 3Z appears to impact the same number of High Transmission lines and fewer local distribution lines. The DEIS report only shows one adverse visual effect for the entire route from Dallas to Houston; the Bravos Valley Station. Since Navarro County was not considered to have any adverse visual impacts I have attached the Exhibits 8 &amp; 9 to compare the visual impacts of Segment 3A versus Segment 3Z. There is a very different visual feel for the areas surrounding Segment 3A and Segment 3Z. As you can see in Exhibit 8 (KVP #21 from the DEIS report), by staying closer to the high transmission lines like Segment 3Z there is not a new visual impact because the high transmission lines already exist. On the other hand, looking at Exhibit 9, this visual impact is more clearly negative. For instance, today, an observer can overlook a 100' drop in elevation and view the beautiful scenery below. However, the current trajectory of the high speed rail completely inhibits the observer's view. Based on the data available and my personal observations, Segment 3Z substantially reduces the impacts reported in the DEIS for Segment 3A. While Segment 3Z appears to be superior to Segment 3A, there may be similar or improved alternatives that would likewise reduce the environmental impacts. Further, as mentioned above, the rail may choose to lower the Segment 3Z alignment into embankment/cut sections to reduce costs as opposed to the extended viaduct section. However, even with the large viaduct section, Segment 3Z has the potential to reduce costs over 3A, among many other advantages. The bridge section may cost more per mile, but displacing families, purchasing large parcels, reconstructing roadways, mitigating ponds, streams, and wetlands, and surveying Native American remains would also cost substantial amounts of money. CONCLUSION There are many questions and concerns regarding Segment 3A over this 13.17 mile stretch. The impacts of departing from the high transmission alignment and cutting through this area are significant. The alternative route 3Z presents an opportunity for significant benefits by reduction of environmental, cultural, monetary, and personal impacts upon the families especially those who will be displaced from their homes. Segment 3Z also allows Morgan Legacy Farms to continue its charitable purposes and allow police officers, doctors, nurses, mental health workers, and children to experience rural Texas. I respectfully suggest the FRA and project planners reexamine the High Speed rail route through this segment of Navarro County and recommend an approximate alignment more consistent with blended route 3Z as depicted on the attached exhibits. Thank you for your review and serious consideration of this comment. Respectfully Submitted Johnathan Zimmerer, P.E. Attachments: Exhibit 1: Drainage Exhibit of Morgan Legacy Farms Exhibit 2-4: General Segment 3A Comments Exhibit 5: Power Line Adjustments Exhibit 6: Alternate Route 3Z Exhibit 7: Topo Comparison 3A to 3Z Exhibit 8: Visual Impact for Route 3Z Exhibit 9: Visual Impact for Segment 3A</p>	
Lori Jo Svrcek	2/12/2018	Website	<p>Much Needed Bullet Train! In the future, which is really now! We will all utilize all the modern advances of robotic cars, electric cars, and planes, and RAIL! I would certainly appreciate, as would many people, less traffic on our highways, and have more viable, reasonable choices when it came to travel! The West was won with Rail! There were lots of differing opinions and disagreements about the coming of the Railroad even back then when Trains were invented, and started heading West! But the Railroad came anyway! And it's coming made our Nation more connected, stronger, greater, and poised for the future! You look around now at all our cities, and suburban neighborhoods we're living in, and ones continuing to be built, this land was once all farm and ranch land! Of course various corporations and developers built all these houses and businesses, and look around, it's flourishing here in Texas! And more's coming! Our citizens need Rail badly with all this new infrastructure, and continued growth! To say that Rail isn't successful is wrong! Rail is very successful all over the world! I believe all citizens can easily and profitably utilize all modern modes of transportation, especially if more Trains are upgraded to High Speed, have better route systems, and are more accessible to our citizens. Why not use every form of modern transportation available for our people to continue to thrive, work and succeed in our great State of Texas and our Country? Why limit us to just driving or having to take an airplane? Not everyone can afford a plane ticket cost regularly! Nor even Gasoline, at times! But more people could afford the Bullet Train! I have No doubt the Train will be competitively priced, and profitable! The Nation will watch what Texas does, when the High Speed Train is up and going! With our success, other States will probably start to consider putting High Speed Trains in their own State's too! In conclusion, I'm in support</p>	Comment noted.

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			of the Dallas to Houston High Speed Bullet Train and I want to ride the Bullet Train! I think It will help all Texans for generations to come and our Nation too! Thanks!	
Lori Jo Svrcek	2/22/2018	Website	Please build this High Speed Bullet Train! With the present traffic we have now, plus the expected growth of traffic traveling between Houston and Dallas daily, we absolutely need this High Speed Bullet Train! It will most definitely help to alleviate our traffic issues and will provide a safe, quick, and convenient additional travel solution for Texans and visitors!	Comment noted.
Clara Swain	3/9/2018	Website	I THINK THIS WOULD BE NICE SINCE IM FROM FORT WORTH IT WOULD BE EASIER FOR TO SEE MY FAMILY IT I THINK IT WAS A GOOD IDEAL IS THE PRICE GOING TO BE RESONABLE	Comment noted.
William Swearingen	3/9/2018	Website	I am vehemently opposed to the high speed rail for multiple reasons. First and foremost, almost every time one of these projects is taken on, they costs exceed the estimates and the ridership is well below estimates. I don't believe there is any way that the ridership meets the estimates in this case. Second, I oppose the taking of land - either by eminent domain or by creating a noise issue that lowers the property value of the landowner.	Refer to ED-1, GN-2 and GN-4 and VA-1.
Brittney Swiggum	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. 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.
Brittney Swiggum	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. 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.
Steven Swindell	2/17/2018	Website	I would like too express my support for building this high speed rail line and for the alignment which brings it closest to Texas A&M University. I grew up in the Houston area and wanted to take a trip via rail with friends as part of a senior trip, but my options were limited, we drove 5 hrs one way by SUV instead. In addition, I attended Texas A&M University, traveling back to Houston via rail would have been a great option. By allowing this line to be built, more options and opportunities will be available for those in the Houston, Dallas, and B/CS areas.	Comment noted.
Cheryl Swonke I	2/13/2018	Website	The Dallas to Houston high speed rail will devastate the historical community of Field's Store, cutting it in half. And given the fact that the two mile either direction that Texas Central Rail has said they will need encompasses the entire community, it will be non existent. All for a project that a PRO High Speed Rail group has deemed to be doomed for failure given the published data does not hold up under examination, it is unconscionable for any government agency to allow it to proceed.	Refer to GN-2, GN-3 and NE-1. The community of Fields Store is located approximately one mile to the west of the current proposed Area of Potential Effects, and therefore, will not be physically impacted by the project.
Brandon Sylvester	1/28/2018	Website	Please make this train a reality as soon as possible. Also please don't make it cost more than a tank of gas to get to Dallas for family of three or four.	Comment noted.
Allan Symmank	3/8/2018	Website	I'm a drywall contractor. Harvey flooded so many people. It seems the berm will make this problem worse. If the run off from the new impervious area is going to utilize the existing drainage. Wouldn't it cause more flooding issues. I am amazed at how much of Houston continues to flood. Wouldn't this become worse and with less rainfall? Houston is supposed to 10 Million people is 30 years. It isn't going to happen if the flooding isn't addressed first.	Refer to FP-1, SS-17, WW-1 and WW-2.
Allan Symmank	3/8/2018	Website	My uncle lives across IH 610 from Northwest Mall. He is worried about traffic through the neighborhood. But, his children live in Dallas. he thought he might ride the train. I ask him what he would be willing to pay for a round trip. He said about \$100 each person. Can you please post what you believe the actual price would be. Then adjust what actual ridership projections will be.	Refer to GN-2 and SC-3.
Allan Symmank	3/8/2018	Website	SH 130 Concession Company used the same type of smoke and mirrors to promote its toll way. It opened in 2012 and went bankrupt in less than three years. I use SH 130 regularly. It's nice to drive 80 MPH mostly alone..... This costs tax payers 430 Million dollars for me to do this. I want to have all true cost projections reviewed. Why can't TCR run a an ad about the railroad and include the facts? If they are truthful I bet public reaction would be outrageous	Refer to GN-4, NE-1 and SC-3.
Allan Symmank	3/8/2018	Website	The traffic at Hwy 290 and IH 610 (West Loop) is awful. The improvements to Hwy 290 when complete won't improve it. At the Brookhollow meeting the Representative from Metro said they were going to work alongside TCR to provide acessability. Why don't we do this first? Where's their Light rail that was supposed to connect Northwest Houston to downtown? Shouldn't we get regular commuter traffic off of 290 first? Lets build a rail station around Jersey Village for lightrail first. Let's get Houston moving First! Then folks from Dallas can enjoy Houston and want come back often. Repeat business is good	Refer to PN-3.

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Allan Symmank	3/8/2018	Website	I spoke with a friend who works for Slumberjay. He said business travel is discouraged and should not be done unless all other options have failed. Electronic group meetings are encouraged to reduce expenses. He said companies that don't commute as often are saving emissions. I wonder if the ridership report is correct from TCR. Has this type of business management been considered?	Refer to GN-2 and PN-3.
Allan Symmank	3/8/2018	Website	TCR stated it would need 3000 acres to complete the HSR. The DEIS stated 8000 acres are needed. Which is it? Has this been computed in the final expense? Only Beltway 8 was supposed to be overpassed with no road closures. What about the 66 private road closures that leave the landowner responsible for the reroute? 139 public road reroutes! 463 public road crossings! Are the counties whose land is already being devalued with lowered tax appraisals going to be responsible for the rebuild and maintenance of these overpasses? How will this affect EMS times during construction? Are the counties Hospital systems going to be responsible for construction injury or will TCR provide helicopter service?	Refer to BA-3, LU-9, LU-14, TR-6, TR-7, TR-8, SS-23 and VA-1. TCRR shall promote safety in the construction zone by using signage, barricades, flaggers and other traffic safety devices. TCRR does not plan to provide helicopter service.

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Scott T	3/9/2018	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.
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.
Dave Tabor	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.
David Tabor	2/23/2018	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 was also a guest on the Morgan Legacy Farm in 2014 when they hosted and entertained (at no charge) a 16 member 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.
David Tabor	3/9/2018	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 was also a guest on the Morgan Legacy Farm in 2014 when they hosted and entertained (at no charge) a 16 member 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.
David B. Tabor	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	Refer to LU-5.

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			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.	
Jenny Tabor	2/25/2018	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 have been to the Morgan Legacy Farm multiple times and have learned of the many groups it hosts. 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.
Paula Tabor	2/6/2018	Oral	Very passionate guy. Very tall, too. My name is Paula Tabor and, as you may guess, I am not from around here. I'm originally from Florida, and I came here as an economic refugee during the recession. I have seen what unbridled real estate speculation did to my state. You guys have no idea how lucky you are because your housing laws were based on the Texas value of ain't no one gonna take my land. I have major concerns, not just about the train--everyone's talking about no build--but I began to wonder if Texas Central Railroad has no intention of building. One environmental fact we can all agree on is that Houston has hit water. It cannot expand any further south, which means it's coming our way, which means our land in Grimes County is going to be worth a lot of money in 10 or 15 years. So my main concern is that they plan for this whole project to fizzle out at some point after they have huge tracts of very valuable real estate. And maybe they'll build a little something in the middle, and then all of the sudden the project will be unviable and it will just have to console themselves with prime real estate that is worth millions of dollars. This is a main concern, I think, because Texas Central railroad has said--as many people here have said--one untruth after another. From the imminent domain, for a while they were saying it was privately funded, but I was hearing from Texans Against HSR that they were fighting tooth and nail to keep any language that would keep them responsible for no private funding -- for no public funding going into the project, they were fighting that tooth and nail. So we can't trust what they're saying. So if you can't trust what they're saying about how they're going to build the railroad, can we trust what they're saying about if they're going to build the railroad? And is this really not about a train, but about the land that's under your feet? And I think that we should all tell our elected officials that just because we're rural doesn't mean we're stupid. This stinks to high heaven. And thank you very much for your time, and thank you for allowing me to be a Texan.	Refer to ED-1, GN-4 and NE-1.
Joshua Tackett	1/29/2018	Oral	Good evening. My name's Joshua Tackett. I'm on my eighth year as district clerk for Navarro County. I'm the past chairman of the chamber of commerce. And that is about all the credibility I have. I don't own anything that I'm not paying a bank for, but my dad owns a little land. I don't envy you guys sitting here listening to this but, you know, it's also kind of self-induced. But the only thing I wanted to bring up that hadn't been mentioned yet is the potential impact of the imminent domain cases that are brought on through condemning of the land. If the railway gets the imminent domain control, which they have, those are cases that are brought on by the state, which in my office as district clerk the litigant is then able to have a court-appointed attorney if they're not able to afford one. So my question would be, I guess, who is going to pay for that attorney. Would it be the county? Because that's how it is now. Or would you guys be covering the costs of the imminent domain proceedings as they come in. Because I know through budget talks last year and through continuing budget talks of what we spend on court-appointed attorneys, I would estimate around 300 cases through landowners the number of landowners that I've heard being potentially impacted in Navarro County, it could be up to 300 condemnation cases that will come through my office. In turn, those people would either have to hire attorneys or be appointed one. So the question remains, who would pay for those attorneys for those landowners who shouldn't have to come out of pocket to, you know, secure their own land that they've already paid for once and again every year in taxes. Thank you.	Refer to ED-5.
Margaret Tackett	2/10/2018	Website	No, do not build a high speed rail line in Texas! It will distroy too much private property and will never be cost effective, Just look at Am track's history! Can you imagine an accident at 200 mph? A prime target for terrorists! NO! Texas does not need this built!	Refer to ED-2, LU-11, LU-14, NE-1, SS-6, SS-7 and SS-12.
Margaret Tackett	2/10/2018	Website	No, do not build a high speed rail line in Texas! It will distroy too much private property and will never be cost effective, Just look at Am track's history! Can you imagine an accident at 200 poon mph? A prime target for terrorists! NO! Texas does not need this built!	Refer to ED-2, LU-11, LU-14, NE-1, SS-6, SS-7 and SS-12.

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Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	<p>Texans Against High Speed Rail (TAHSR) submits this comment to the Draft Environmental Impact Statement (DEIS) for Texas Central Railroad's (TCRR) Dallas to Houston High-Speed Rail (the "Project") prepared by the Federal Railroad Administration (FRA). TAHSR is a not-for-profit organization whose members include citizens, landowners, farmers, ranchers, business owners, interested organizations, and elected officials who share TAHSR's core belief of combating the abuse of eminent domain for private economic use, and preventing unnecessary government subsidies. In addition to its goal of protecting private property rights and maintaining efficient modes of transportation, TAHSR seeks to protect the environment along the affected corridor through preservation of farmland and community interests, enhancement of wildlife, protection of waters, wetlands, and endangered and protected species, and recognition of the rural lifestyle. I.</p> <p>Introduction. Congress designed the National Environmental Policy Act (NEPA), in the words of the United States Supreme Court, to prevent an agency from doing something uninformed, rather than something unwise.<sup>1</sup> Unfortunately, it appears the FRA is about to do both. First, the FRA is about to do something uninformed. Specifically, while both the FRA and TCRR admit that properties along the affected corridor must be surveyed in order to properly assess the Project's environmental impacts, approximately 35% of the total lineal mileage and at least 47,000 acres of affected property has not yet been surveyed. Without these on-the-ground surveys, the FRA's environmental assessment is, by 1 <i>Robertson v. Methow Valley Citizens Council</i>, 490 U.S. 332, 351 (1989). definition, uninformed. It should therefore come as no surprise that the DEIS inadequately addresses or altogether ignores numerous material impacts. In spite of the incomplete data contained in the DEIS, TAHSR will attempt to address these deficiencies in this comment. Moreover, not a single local, state, or federal regulatory agency or authority has conducted any independent analysis of the Project's economic viability. Instead, those who stand to lose their property to TCRR, along with thousands of Texans whose lives and communities will be forever impacted, have been left to take TCRR at its word that the Project will succeed financially. The real shame is the FRA is letting TCRR get away with this instead of requiring full transparency and conducting its own, independent economic analysis. Until the FRA does so, it cannot make an informed assessment of the Project's environmental impacts, and the public cannot play an informed role. Second, the FRA is about to do something unwise. Put simply, TCRR has greatly exaggerated the Project's ridership projections while underestimating its costs, a sure-fire recipe for financial disaster. Given that all objective, verifiable data reveals that the Project will fail spectacularly, the FRA's regurgitation of TCRR's economic propaganda has been a tough pill for Texans to swallow. Regarding the issue of economic viability, the FRA should also consider that TCRR has raised, in cash, less than 1% of its estimated construction costs. In truth, TCRR's financing pressures have been driving its hurry-up approach from day one—a \$20 billion tail wagging this dog of a Project. Even more concerning is TCRR's admission that it plans to aggressively pursue federal loans.<sup>2</sup> If the FRA continues to blindly accept TCRR's representations regarding the Project's viability, it should expect a similar result to the high-speed rail calamity in California, where costs have ballooned from \$33 billion to over \$67 billion,<sup>3</sup> with passenger service pushed back to 2029.<sup>4</sup> Before proceeding any further, TAHSR respectfully requests that the FRA do its job, start its environmental assessment over, and take a good faith, "hard look" at this Project as required under NEPA.</p>	Refer to GN-2, GN-4, NE-1 and NE-8.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	<p>II.</p> <p>Because the FRA was forced to rely heavily on aerial and outdated maps, the DEIS is based on incomplete information. TCRR has not established that it possesses eminent domain authority under Texas law. Consequently, TCRR has only been able to survey private property by obtaining owner consent. This has proven to be a difficult task given the vocal, coordinated opposition to the Project along the corridor. In fact, thousands of landowners have denied survey access. As a result, TCRR (and, in turn, the FRA) has been forced to rely on aerial and outdated maps with respect to properties where access has been denied. Other agencies, such as the Surface Transportation Board, have attempted to substitute aerial surveys and stale data for actual on-the-ground surveys, due to limited access to rural, private property.<sup>6</sup> Regardless of the circumstances, reliance on such data does not satisfy the requisite "hard look" under NEPA.</p>	Refer to GN-1.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	<p>A.</p> <p>In forty landowner injunction lawsuits, TCRR swore that it must obtain on-the-ground surveys in order to provide the FRA with the information it needed to complete the DEIS. In counties along the affected corridor and throughout Texas, TCRR filed verified lawsuits against landowners seeking injunctive relief. Specifically, TCRR requested that landowners be enjoined from interfering with TCRR's access to property "for the purposes of conducting examinations and surveys." In these lawsuits, TCRR swore that it must have surveys or the planning and other preliminary activities associated with the Project "cannot continue." TCRR swore further that without a survey it would be impossible to determine the feasibility of construction "given the natural and cultural resources that may exist" on the property and, as a result, the Project "will be indefinitely suspended." In addition, TCRR swore that the FRA and the U.S. Army Corps of Engineers had requested "the physical inspection of the routes being considered" for the Project "in order to obtain the information to satisfy the environmental review and permitting process." TCRR also swore that it was told by the FRA that it must "walk the [property] and inspect it for various types of flora and fauna" and "dig 2' x 2' x 2' holes...in order to inspect...for potential archeological/historical artifacts." TCRR swore further that without surveys it "would be unable to provide information needed by FRA and Army Corps to conduct the evaluations needed to select the</p>	Refer to GN-1, NE-1 and NE-8.

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			most advantageous route and minimize impacts on cultural resources, environmental conditions, wetlands, or other features." TCRR concluded by swearing that without these on-the-ground surveys, "there will be no Project." TCRR's sworn statements make clear that it must conduct on-the-ground surveys of affected property in order to provide the FRA with the information it needs for its environmental assessment. Yet, TCRR did not survey these properties, dig holes on these properties, or walk them to inspect for flora and fauna. In fact, TCRR dropped all of its remaining lawsuits despite having failed to obtain surveys of the properties at issue.	
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	B. Notwithstanding TCRR's lawsuits and constant harassment of landowners, a vast amount of affected property has not been surveyed. Based on information obtained through lawsuits, at public meetings, and directly from landowners, TAHSR has determined that TCRR failed to perform surveys on a vast amount of affected property. Due to the sheer magnitude of property yet to be surveyed, there is no question that the DEIS is based on incomplete information. Regarding identification of properties that have or have not been surveyed, TAHSR has purposely erred on the side of caution. In all likelihood, the amount of property yet to be surveyed is much higher. Subject to this qualification, TAHSR's sets forth its conclusions below: Total lineal mileage and acreage. The FRA has failed to conduct on-the-ground surveys on approximately 35% of the lineal mileage along the proposed right-of-way. In other words, the FRA has not set foot on over 80 miles of property directly on the route where TCRR intends to build its Project. In addition to the property directly on the proposed right-of-way, the FRA must conduct on-the-ground surveys on adjacent and other affected property. The FRA has failed to survey at least 47,000 acres (73.5 square miles) of total affected property.	Refer to NE-8.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	2. Waller County. In Waller County, TCRR failed to survey 63% of the lineal mileage and over 3,800 acres of affected property. Examples showing the vast amount of acreage in Waller County left to be surveyed are shown below. The blue line is the projected right-of-way. Red parcels have not been surveyed. Green parcels have been surveyed. White parcels may or may not have been surveyed. In Grimes County, TCRR failed to survey approximately 57% of lineal mileage and over 15,000 acres of affected property. This accounts for more than 10% of the total affected property along the 240-mile corridor. Examples of Grimes County property that has not been surveyed are shown below. In Leon County, TCRR failed to survey approximately 46% of lineal mileage and over 6,600 acres of affected property. An example showing the vast amount of acreage in Leon County that has not been surveyed is below. One of the properties yet to be surveyed belongs to Jim Miles, a Leon County landowner who has challenged TCRR's claim of eminent domain authority. Neither TCRR nor the FRA will set foot on Mr. Miles' property prior to resolution of his lawsuit. In Ellis County, TCRR failed to survey approximately 26% of lineal mileage and over 7,274 acres of affected property. Examples showing the vast amount of acreage in Ellis County that has not been surveyed are shown below. In Harris County, TCRR failed to survey approximately 23% of lineal mileage and over 6,619 acres of affected property. <sup>14</sup> A few examples are shown below: Madison County. In Madison County, TCRR failed to survey approximately 21% of lineal mileage and 2,100 acres of affected property. Limestone County. In Limestone County, TCRR failed to survey approximately 11% of lineal mileage and over 1,900 acres of affected property. Examples are shown below: One of the Limestone County properties shown above contains wetlands home to the Houston Toad, a federally-protected endangered species Freestone County. In Freestone County, TCRR failed to survey approximately 10% of lineal mileage and 1,900 acres of affected property. Navarro County. In Navarro County, TCRR failed to survey approximately 9% of lineal mileage and over 1,783 acres of affected property.	Refer to NE-8.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	C. The FRA's environmental assessment is based on outdated maps. According to maps contained in the DEIS, it appears that the FRA has based its assessment on stale data. Two examples are shown below. The DEIS contains the following map on Sheet 507 of Project Footprint Segment 5: The paved roadway running north/south through the middle of the map is Fry Road, with an apartment complex neighboring to the east. The projected permanent right-of-way is identified by red stripes, with the temporary right-of-way outlined in green. Heading southeast from the apartment complex along the projected right-of-way, one should notice the vast amount of acreage consisting of raw land. Compare the map above from the DEIS with a current map of the same property: Fry Road is located in the upper left-hand corner of the map, with the same apartment complex to the southeast. However, this current map reveals another apartment complex situated along the projected right-of-way in the area where nothing but raw land is shown on the outdated DEIS map. As another example, the DEIS contains the following map on Sheet 511 of Project Footprint Segment 5: The large body of water surrounded by trees located in the center of the map directly along the projected right-of-way. Compare the map above from the DEIS with a current map of the same property: Notice the large body of water from the outdated DEIS map has been replaced with a large building. The DEIS is filled with countless other examples like the two above, proving that the FRA's assessment is based on outdated maps and stale data. In order for the FRA to perform the requisite "hard look" at the Project's environmental impacts, it must first identify the existence and location of all residences and structures that will be impacted.	Refer to GN-1 and NE-8.
Texans Against High-Speed Rail	3/9/2018	Website	D. Although the FRA admits that additional surveys must be conducted, TCRR does not have the legal right to conduct the remaining surveys. At the public hearings recently held along the affected corridor, FRA representatives admitted that additional properties must be surveyed in order for the FRA to complete its environmental assessment. However, the FRA has ignored two key facts: (1) TCRR does not have the legal	Refer to NE-8.

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(Comment Report)			right to conduct on-the-ground surveys on private property absent owner consent, and (2) the remaining surveys concern properties whose owners have already told TCRR, time and time again, that they will not consent to a survey. For the reasons explained below, this roadblock is not likely to be overcome soon, if ever. In order for TCRR to access private property to conduct surveys, it must qualify as a "railroad company" under the Texas Transportation Code. That issue-whether TCRR is a railroad company with the power of eminent domain-is the subject of pending, but stayed, litigation in Leon County, Texas. Even TCRR Vice President David Hagy admitted that the eminent domain issue "is in dispute." <sup>20</sup> Given that it could take years for the litigation to end, the FRA's decision to proceed with its assessment is imprudent. Moreover, when a court ultimately determines that TCRR does not have eminent domain authority, the FRA will have wasted an extraordinary amount of time and resources.	
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	E. There has been no coordination with rural county governments regarding the impacts of the Project on their communities. Soon after TCRR began promoting its Project, the following counties and agencies requested coordination and planning meetings with TCRR: Ellis County, Navarro County, Freestone County, Limestone County, Leon County, Grimes County, Madison County, Waller County, the Leon County Sub-Regional Planning Commission, the Waller County Sub-Regional, and the Ellis County Sub-Regional Planning Commission. After refusing these requests for years, TCRR sent a letter to the counties on January 12, 2018, several weeks after the FRA published the DEIS and just days before the scheduled public comment hearings. <sup>21</sup> TCRR told the county judges that it "would like to set up a meeting with you and key members of your staff and [TCRR's] technical and environmental team." TCRR stated that it would like to discuss the following issues: specific road/rail intersections, planned rerouting or rebuilding of county facilities, plans to minimize road runoff and drainage, plans to accommodate community development, plans to accommodate emergency vehicle access and school bus routes, emergency management coordination and preparedness. None of these critical issues had been previously addressed from a county perspective. The counties responded that this was the first request by TCRR for actual coordination and that they would need additional information in order to engage in a productive conversation. TCRR has not responded. As a result, there has been no coordination with the rural counties regarding critical issues impacting their communities.	Refer to PI-4.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	F. The FRA refused to extend the comment period to allow adequate time for the public to review the DEIS and voice their concerns. In addition to TAHSR, several other concerned parties requested an extension of the public comment period, including the following: United States Representative Kevin Brady, Texas State Senator and Transportation Committee Chairman Robert Nichols, Leon County Judge Byron Ryder, Madison County Judge Butch McDaniel, Grimes County Judge Joe Fauth, Ellis County Judge Carol Bush, Navarro County Judge H.M. Davenport, Limestone County Judge Daniel Burkeen, Freestone County Judge Linda Grant, and Waller County Judge Trey Duhon. TAHSR, along with these other parties, provided the FRA with numerous good faith reasons why an extension of the comment period was reasonable and necessary under the circumstances. For simplicity, TAHSR includes this non-exclusive list of the reasons communicated by the parties to the FRA: The FRA published the DEIS on December 22, 2017, the Friday before Christmas. On the same date, the Army Corps published its request for two wetland permits. As a result, valuable time for public comment was lost over the Christmas and New Year's holidays; The initial deadline for the comment period for both the FRA and Army Corps environmental reviews was February 20, 2018. The FRA and Army Corps agreed to a minor, 15-day extension of the deadline, to March 9, 2018, in spite of the fact that all interested parties had requested extensions of at least 45 days; The truncated comment periods for both the DEIS and Army Corp notice ran concurrently; The DEIS is a 5,600-page document with over 300 Tables and Figures filled with highly technical data; The FRA was responsible for a confusing, unorganized public comment hearing notice process. Changes to public hearing locations and times were not adequately and uniformly communicated; On January 18, 2018, Kevin Wright of the FRA sent a letter describing in detail the various changes in times and locations related to the public hearings. Notably, AECOM distributed a list of the time and locations of public meetings. Then, in the January 2018 edition of On Track, the Dallas to Houston high-speed rail newsletter, stakeholders were notified of changes in venues and address corrections. None of these changes was reflected on the FRA's website until weeks later; Numerous commenters have reported delivery failures after attempting to submit their comments via email to the FRA. These failures were reported as recently as March 8; This "kickback" issue regarding public comments was not limited to email submissions. Numerous commenters also reported delivery failures after attempting to submit their comments via the FRA's online portal as recently as March 9; The public hearings in several counties were held in locations with inadequate capacity, such as elementary schools. Numerous citizens were denied entry; In Harris County, citizens waited outside hearing before being denied entry; The FRA waited several weeks before scheduling an additional meeting in Harris County held on March 5. As a result, attendees of the March 5 meeting were allowed only four days to submit their comments; In Madison County, the public hearing reached capacity and citizens were denied entry. Madison County requested that another meeting be held to allow for all citizens to comment, but the FRA refused to hold another public hearing; The FRA "doubled-up" the public hearings, meaning that two hearings were held on each night in neighboring counties. As a result, owners of property in multiple counties were unable to attend hearings in each county where they own land; The federal government shutdown limited access to the FRA and further disrupted and truncated the public comment period; TAHSR was initially	Refer to PI-3, PI-6, PI-8, PI-11 and PI-12.

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			promised answers to several central questions related to the DEIS to allow for a more informed and thorough review. Subsequently, FRA officials refused to answer those questions; and This Project is the first of its kind in the U.S. The Project will erect a 240-mile electrified wall across Texas, permanently impacting eleven counties, thousands of private property owners and citizens along with the communities in which they live. Given these circumstances, the FRA's refusal to grant a reasonable extension of the public comment period is indefensible.	
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	III. At TCRR's direction, the FRA removed economic viability from the "Purpose" of the Project. Under NEPA, the FRA "bears the responsibility for defining at the outset the objectives of an action." With respect to this responsibility, the FRA "must look hard at the factors relevant to the definition of purpose." Those factors, as announced by TCRR at the outset, are: Is the Project safe? Is the Project reliable? Is the Project economically viable? Yet, the DEIS contains no "look" at economic viability, let alone a "hard look." The FRA removed this factor from the DEIS entirely, choosing instead to accept TCRR's exaggerated, unsupported claims regarding economic viability without further inquiry.	Refer to NE-1 and PN-4.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	A. In March 2015, TCRR told stakeholders that the Project must be "economically viable" in order to meet its purpose. On March 22, 2015, TCRR issued a Step 1 Screening of Corridor Alternatives Report ("Screening Report") to all stakeholders along the affected corridor. In the Screening Report, TCRR told stakeholders that advancing the Project will require, among other things, a favorable Record of Decision resulting from the Environmental Impact Statement (EIS) as required under NEPA. TCRR acknowledged that "[o]ne requirement of the EIS effort will be evaluation of all reasonable alternatives," which would necessarily include the "No Build Alternative." Moreover, TCRR stated: "The purpose of the privately proposed Project is to provide reliable, safe, and economically viable passenger rail transportation using proven high-speed rail technology." In order to achieve this objective, TCRR told stakeholders that the Project must meet certain criteria, including economic viability: Economic: achieve a favorable return on investment when weighing expected ridership and revenue against estimated project capital investments, project delivery schedule, and long-term operations and maintenance expense. The Screening Report also included answers to frequently asked questions. In the FAQ section, TCRR's former CEO Tim Keith stated, "[a]dditionally, 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.'"	Refer to NE-1 and PN-4.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	B. In April 2015, the FRA announced that it would take TCRR at its word that the Project is economically viable. In April 2015, the FRA released its Dallas to Houston High-Speed Rail Environmental Impact Statement Scoping Report ("Scoping Report"). In the Scoping Report, the FRA stated that through the screening process, TCRR determined that "the Project is feasible and economically viable from Dallas to Houston." TCRR estimated ridership of "12,000 passengers per day," which totals 4.38 million passengers per year. In the "Comments on Proposed Purpose and Need" section, the FRA admitted that it "is not responsible for verifying TCRR's ridership forecasts" and that it "does not maintain financial information on TCRR." As such, the FRA could not answer the following questions in the Scoping Report: "Why does TCRR think people will ride this train?" "What ridership data is TCRR using?" "What will the Project cost and who will get the profit?" Even though TCRR had just told stakeholders that the Project must be economically viable to achieve its purpose, the FRA stated that those issues "are not directly applicable to the NEPA process and should be addressed directly to TCRR on their website."	Refer to NE-1 and PN-4.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	C. In August 2015, the FRA endorsed TCRR's claims that there was a "need" for the Project and that it would be "profitable." On August 10, 2015, the FRA released its Dallas to Houston High-Speed Rail Project Corridor Alternatives Analysis Technical Report ("Technical Report"). In the Technical Report, the FRA listed a number of "constraints" related to travel between Dallas and Houston on the I-45 corridor. The FRA concluded, "[a]s a result of these constraints, combined with the distance between the two metropolitan areas and potential ridership demand, TCRR identified an opportunity to develop a profitable privately-financed and operated high-speed passenger rail system." According to the FRA, the traffic issues along the I-45 corridor that the Project potentially addresses represented "identification of the typical 'need' for a FRA Project, which FRA usually addresses through service-level corridor planning." Much like in its Scoping Report, the FRA accepted TCRR's representations that the Project will be "profitable" and that there is a "need" for it, instead of conducting its own, independent evaluation of these critical issues.	Refer to PN-3.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	D. In the DEIS, the Project's purpose no longer includes providing "economically viable" transportation. The FRA states that the purpose of the Project "is to provide the public with reliable and safe high speed passenger rail transportation between Dallas and Houston." In a mere footnote, the FRA concedes that "[a]n initial version of the Project Purpose included economic viability. As the Project developed and through coordination with cooperating agencies, FRA determined that economic viability is an objective of TCRR, not a component of the Project Purpose." This statement is false. That is not what happened. In March 2015, TCRR told stakeholders that the Project's purpose included providing "economically viable" transportation. A month later, in April 2015, the FRA announced that TCRR had determined that "the Project is feasible and economically viable from Dallas to Houston." The FRA's removal of economic viability was not based on any "development" or "coordination with cooperating agencies." Rather, the FRA simply accepted TCRR's representation that the Project is economically viable, and promptly removed that criteria from its DEIS analysis altogether.	Refer to NE-1 and PN-4.

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Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	IV. By removing economic viability, the FRA has defined the Project's purpose such that rejection of the No-Build Alternative was a mere formality. Why TCRR directed the FRA to remove economic viability from its analysis is clear. If the defined purpose of the Project is to provide "safe, reliable, and economically viable passenger rail transportation," as TCRR represented to stakeholders, and the FRA determined that the Project is not economically viable, then the No-Build Alternative is a reasonable alternative that must be closely evaluated. Likewise, under this scenario, none of the Build Alternatives could meet the Project's purpose, and there would be no Project. On the other hand, if the purpose is only to provide safe, reliable transportation, all of the Build Alternatives are in play, and the No-Build Alternative can be dismissed out of hand. In short, with the FRA's help, TCRR stacked the deck. By failing to conduct its own independent analysis of economic viability, the FRA failed to meet its requirements under NEPA. Specifically, the FRA failed to explain the nature of the relationship between creating environmental impacts in the short-term (through construction of a 240-mile-long, 40-foot-high electrified wall across east Texas) and the long-term public productivity to be gained by the Project (through safe, reliable, and economically viable passenger rail transportation). Instead, the FRA has merely accepted TCRR's representations at face value.	Refer to BA-8, GN-2, NE-1 and PN-4
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	V. The DEIS is based on misleading economic assumptions: all objective, verifiable data reveals that the Project is not financially feasible. The EIS for this Project must serve two functions. First, it ensures that the FRA will take a hard look at the environmental impacts of the Project. Second, it ensures that relevant information is available to the public so that citizens may play a role in the decision-making process. To serve these functions, it is essential that the EIS not be based on misleading economic assumptions. Misleading economic assumptions can defeat the first function of an EIS by impairing the FRA's consideration of the adverse environmental effects of the Project. NEPA requires the FRA to balance the Project's economic benefits against its adverse environmental effects. The use of inflated economic benefits in this balancing process may result in approval that would not have otherwise occurred due to the Project's adverse environmental effects. Similarly, misleading economic assumptions can also defeat the second function of an EIS by skewing the public's evaluation of the Project. In addition to defeating the main functions of an EIS, misleading economic assumptions can lead to disastrous environmental consequences. The FRA must understand and consider that if this Project fails, the affected communities will be left with a hulking or half-built rail facility scarring the countryside while it slowly rusts away.	Refer to LU-4, SC-10, SC-14, SC-19, SC-20 and SC-22.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	A. Although TCRR has admitted on numerous occasions that it will pursue federal loans, the DEIS misleads the public into believing that TCRR is not seeking public funding. The DEIS contains the following TCRR statement: "As this is a privately developed project, we are not seeking public funding." However, TCRR's prior statements contradict this claim. In 2014, TCRR entered into a Memorandum of Understanding with the FRA that specifically states that TCRR "may submit applications to the [FRA] for loans." On other occasions, TCRR has admitted that it may rely on other taxpayer- subsidized Transportation Infrastructure Finance and Innovation Act loans, Railroad Rehabilitation and Improvement Financing loans and potentially Transportation Investment Generating Economic Recovery and other federal funding. Former Ambassador Ron Kirk, a TCRR advisor and spokesman, conceded that TCRR will aggressively pursue these federal loans. As such, the DEIS misleads the public into believing that the Project will be funded exclusively with private financing. Since taxpayers will be at risk, the FRA should disclose this fact as part of the public comment process.	Refer to GN-4.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	B. Common sense dictates that TCRR's ridership projections are greatly exaggerated. In the DEIS, the FRA adopted TCRR's projection of 4.4 million passengers per year by 2026, the year the Project is expected to commence service. This annual total equates to 12,394 passengers per day. By comparison, 2,685 passengers flew from Dallas to Houston per day from 2015 Q3 through 2017 Q2. Even assuming that TCRR could divert all airline passengers, TCRR must also convince nearly 10,000 Dallas to Houston vehicle travelers-each and every day-to take its the high-speed train. The heavily trafficked Union Station in Washington, D.C., which has been in service since 1907, currently serves approximately 5 million passengers annually, including a large number of daily commuters who transfer to the subway to get to work along with travelers headed to BWI Airport. TCRR's Project will serve neither of these constituencies. In Philadelphia, 30th Street Station currently transports approximately 4.3 million passengers annually. Given these statistics and the fact that there is no existing customer base for its Project, the notion that TCRR will achieve its 4.4 million annual ridership projection, or anything remotely close to it, is pure fantasy.	Refer to GN-2.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	C. Infrastructure experts from the Reason Foundation concluded that the Project will "fail spectacularly." The Reason Foundation is a non-partisan think tank whose public policy research "promotes choice, competition, and a dynamic market economy as the foundation for human dignity and progress." According to its website, Reason produces "rigorous, peer- reviewed research and directly engages the policy process." One of Reason's transportation infrastructure experts, Baruch Feigenbaum, published a study in 2013 titled High-Speed Rail in Europe and Asia: Lessons for the United States. In his study, which examined the prospects for high-speed rail in the U.S., Feigenbaum noted that only two high-speed rail lines in the world are profitable: Paris- Lyon in France and Tokyo-Osaka in Japan. Feigenbaum concluded that most U.S. high-speed rail lines would "lose substantial amounts of funds. Only the Northeast Corridor could potentially break even." In 2017, after a thorough analysis of TCRR's Project, the Reason Foundation released a report titled Texas High Speed Rail: Caution Ahead that included both a summary and 65-page detailed analysis of its conclusions. The following table displays an overview of Reason's concerns with TCRR's Project: [TABLE 1]	Refer to GN-3.

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			Based on its review of "verifiable data from U.S. and Texas public and private transportation services, historic data taken from worldwide high-speed rail operations, and the unique land use and transportation characteristics of the Dallas to Houston corridor," Reason estimated TCRR's 2035 annual ridership at 1.4 million passengers. According to Reason, TCRR's "ridership projection of 4 to 5 million annual passengers is not grounded in reality." Reason stated that TCRR's overstated projections are symptomatic of "demand exaggeration" and that "to the best of our knowledge and despite repeated requests, [TCRR] has not provided any objective or verifiable data to support its projections." With respect to costs, Reason believes that "actual construction costs may exceed \$20 billion." Reason concluded its analysis with several stern warnings related to the Project. First, Reason cautioned that "Texas elected officials, lenders, investors and taxpayers should demand full disclosure and pay close attention to the details because we do not believe that Texas Central can build the rail line without significant public subsidies." Second, Reason commented that although it strongly supports privately constructed high-speed rail, it cannot support TCRR's Project. According to Reason, "[i]n spite of their large and growing populations, Dallas and Houston are poster children for big cities where high-speed rail has no chance of succeeding without public funding unless land use and transit patterns change dramatically." Third, Reason conceded that it truly hopes high-speed rail becomes a reality in the U.S., preferably through private development and implementation. However, Reason is concerned that TCRR's Project "will fail so spectacularly that privately financed U.S. high-speed rail lines may never be given a second chance." Back in 2008, a Reason Foundation review of the California high-speed rail plan called its ridership projections "the most unrealistic projections produced for a major transport project anywhere in the world." Unfortunately, those words fell on deaf ears. A decade later, California finds itself mired in a boondoggle with no end in sight. Reason is sounding the alarm again. The FRA must heed this warning and conduct its own economic analysis before allowing TCRR to permanently alter the Texas environmental landscape.	
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	D. Based on a report issued by the Texas Department of Transportation, TCRR's ridership projections and cost estimates are misleading. In 2013, the Texas Department of Transportation (TxDOT) issued its Texas Statewide Ridership Analysis Report Statewide Analysis Model - Version 2.5. TxDOT, an agency with decades of experience analyzing massive infrastructure projects, forecasted 2035 annual ridership between 1.7-2.7 million passengers for TCRR's Project. As for costs, TxDOT estimated upfront capital costs of \$18.3 billion.	Refer to GN-2 and SC-22.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	E. The former Chief Maglev Scientist of the FRA concluded that the Project is destined for "certain failure." John T. Harding, PhD, former Chief Maglev Scientist for the FRA, performed an analysis of TCRR's projections compared with facts contained in TxDOT's report. Much like the Reason Foundation and TxDOT, Dr. Harding concluded that TCRR's ridership projections are greatly exaggerated, to the tune of almost six times that of his projections, which he based on objective, verifiable data. Dr. Harding ran a financial feasibility scenario in which he gave TCRR the full benefit of the doubt. Using TCRR's own projections and cost estimates, Dr. Harding believes that by 2035 its Project will run an annual loss of \$250 million. To clarify, this quarter billion-dollar deficit occurs after 15 years of operation, when the Project should be running at or near optimal levels. Based on his analysis, Dr. Harding determined that there appears to be no reasonable likelihood that TCRR could repay its investment, much less cover operating costs, with a realistic appraisal of ridership. In fact, he concluded that the Project is destined for "certain failure."	Refer to GN-2 and NE-1.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	F. The FRA blindly adopted TCRR's unsupported conclusions regarding economic impacts. At page 3.14-25, the FRA begins its discussion of the Project's economic impacts by stating: "TCRR reported that it would pay a total of \$2.5 billion in taxes to state and local jurisdictions by the year 2040." Instead of referencing a study or some research or analysis, the FRA references only the "Facts" section of TCRR's website, which coincidentally does not contain any study, research or analysis either. Since the publication of the DEIS, TCRR has actually refuted some of the information contained in the DEIS. Along these same lines, the FRA states that "ticket sales could generate between \$15 billion and \$39 billion in sales tax for the state plus \$5 billion in local tax revenue." These are the same figures TCRR has been touting for years, without any supporting research or data. In fact, according to the Texas Comptroller's Office, Texas does not have a sales tax on transportation. On numerous occasions, TAHSR requested clarification regarding this multi-billion-dollar issue from both the FRA and its consultant AECOM. The FRA, through representative Kevin Wright, declined to reply to the inquiry. Finally, the FRA states: "All Economic Analysis Areas would experience positive sales and use tax growth for all Build Alternatives." There is absolutely no data to support this conclusion. In fact, as previously explained, all objective, verifiable proves the opposite outcome to be true. In sum, the FRA's entire assessment of the Project's economic impacts is predicated solely on TCRR's unproven word. Such a baseless, empty analysis of the Project's impacts does not satisfy NEPA's "hard look" requirement.	Refer to LU-4, SC-3, SC-17, SC-19, SC-20, SS-26, VA-3.  FRA conducted an independent assessment of the potential tax revenues in the Draft EIS and Final EIS.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	VI. The public has not been allowed to play an informed role in the decision-making process due to TCRR's lack of transparency. On its website, TCRR promises that this Project will be "an example of how big things can be done in a transparent way, the right way." As will be shown, TCRR has broken its promise. TCRR's lack of transparency, which the FRA has sanctioned through its regurgitation of TCRR's representations in the DEIS, has prevented the public from engaging in the comment process on an informed basis. TAHSR respectfully	Refer to GN-2 and NE-1.

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			requests that the FRA hold TCRR to its word and require full disclosure of all information related to the Project as part of the environmental review process. A. The FRA should make TCRR disclose its feasibility studies. In early 2013, TCRR's main partner, the Japan Bank for International Cooperation, commissioned a High-Speed Rail Feasibility Study to be conducted on the Project. The Feasibility Study contains TCRR's ridership projections and fare estimates, among other data. TCRR disclosed the Feasibility Study to both TxDOT and the FRA. Yet, TCRR refuses to release this critical data to the public. TAHSR sought disclosure of the Feasibility Study through an open records request to TxDOT. TCRR intervened to prevent TxDOT's release of the Feasibility Study, claiming to the Texas Attorney General that the projections "may eventually become public through the EIS." In a subsequent state court lawsuit brought by TAHSR, TCRR intervened again and fought for over two years to prevent disclosure. TAHSR also submitted a Federal Open Information Act (FOIA) request for the Feasibility Study, but the FRA responded that it "is currently experiencing a high number of FOIA requests and is addressing backlogged requests with all due diligence on a first-in, first-out basis." In 2016, TCRR appointed LEK Consulting to conduct a new ridership study. LEK increased TCRR's ridership projections to a shocking 5 million annual passengers by 2025 and 10 million annual passengers by 2040. Just like the 2013 study, TCRR has refused to release LEK's ridership study to the public.	
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	B. The FRA should make TCRR disclose all studies supporting the Project's alleged tax revenue and economic benefits. The only document TCRR has every mentioned as support for its grossly inflated alleged economic benefits is a report created by Insight Research Corporation titled Texas Central's High Speed Rail Corridor and Related Private Development Houston to Dallas/Fort Worth, Texas (the "Insight Report"). In fact, TCRR relied on the Insight Report in its verified petition filed before the Surface Transportation Board (STB). Yet, TCRR refuses to release the Insight Report to the public, and it does not appear the FRA has seen it either. There is no mention of the report in the DEIS. Before the STB, TCRR's counsel stated that TCRR refuses to produce the Insight Report because it contains "certain proprietary, commercially sensitive information, the public disclosure of which would be highly prejudicial to Texas Central." To be clear, on the one hand TCRR claims that the report bolsters its argument that the Project will result in billions of economic benefits to the public-the very same benefits regurgitated by the FRA in the DEIS. On the other hand, TCRR claims public disclosure of the report would be highly prejudicial. The FRA should not allow TCRR to continue hiding behind these baseless, inconsistent excuses. Rather, the FRA should require that TCRR disclose the Insight Report, along with any other studies allegedly supporting its claim of economic benefits, so that the public may play an informed role in the EIS process. The FRA must ensure that the alleged benefits are not merely disinformation being used to window-dress the Project.	Refer to NE-1.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	C. The FRA should make TCRR disclose all source data allegedly supporting its cost estimates. Regarding costs, TCRR has steadfastly refused to produce any objective, reliable data in support of any of its constantly changing cost estimates. In doing so, TCRR has ignored repeated requests for source documentation supporting projected construction costs. In truth, it seems TCRR is plucking these estimates out of thin air. The FRA should require a comprehensive accounting of construction costs, backed by objective, reliable data from independent experts. TCRR has yet to provide an operating plan, operational or maintenance data, or any estimates of annual operating and maintenance ("O&M") costs. Not only will TCRR have to pay back massive construction loans and service the high-risk interest returns to its investors, it will also have to cover substantial O&M costs in order for the Project to be financially feasible. The FRA should require TCRR to produce its operating plans, estimated O&M costs, and all supporting data, so that the information may be made available to the public for review and comment.	Refer to NE-1.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	D. The FRA should make TCRR disclose its business plan and financial information. TCRR has not disclosed even a rudimentary business plan, even though it has admitted in sworn pleadings that such a plan exists. With respect to financial information, not only has TCRR admitted that it has secured less than 1% of the financing it needs to construct the Project,70 it has failed to disclosed how (or when) it expects to raise the remaining \$20 billion needed for construction. Without assurance that sufficient funding is in place, it is premature for the FRA to proceed with its assessment. TCRR should first be required to demonstrate the extent to which funds for financing are now available, and a timeline regarding when remaining funds will be acquired. The public has a right to review this information as part of the comment process to ensure that Texans are not left saddled with a half-built project.	Refer to NE-1.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	VII. The DEIS fails to adequately address alternatives to the Project. NEPA requires the FRA to study, develop, and describe appropriate alternatives to the Project. The range of alternatives is essential to "sharply defining the issues and providing a clear basis for choice among options by the decision maker and the public." The FRA must "rigorously explore and objectively evaluate all reasonable alternatives." "The existence of a viable but unexamined alternative renders a [draft] EIS inadequate." By limiting itself to considering only the alternate routes for the Project, the FRA has improperly limited the scope of its alternative analysis to a single, predetermined outcome: where to build the Project. A proper alternatives analysis under NEPA requires the FRA to examine other, less environmentally damaging alternatives. Here, those alternatives include other companies' proposals to build high-speed rail serving Dallas and Houston, interoperative use of existing railroad facilities, and use of railroad technologies other than the 50-year-old Shinkansen technology proposed for this Project. And, this analysis must include a thorough examination of the environmental impacts and benefits of not building the Project-the No-Build Alternative.	Refer to BA-4 and BA-7.

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Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	<p>A. The FRA failed to adequately analyze the No-Build Alternative. A critical component of any EIS, and a requirement under NEPA, is careful examination of the no-action alternative (here, the No-Build Alternative): what would the environmental impacts be if the Project is not constructed? The FRA failed to analyze the No-Build Alternative, stating that it simply would not accomplish the purpose of the proposed action-the construction of a high-speed rail. By disregarding the No-Build Alternative at the outset (apparently assuming that the Project must be constructed), the FRA failed to present the decision-maker with vital information on which to compare the environmental impacts with the impacts and benefits of not constructing it. The DEIS presents environmental impact information only on alternative routes for the Project, and not on the reasonable alternative of not constructing the Project at all. The FRA improperly used the No-Build Alternative as a baseline for the alternative railroad routes A through F rather than comprehensively and independently analyzing it as NEPA requires. But even in describing this baseline, the DEIS fails to take into account important disruptions and innovations already underway in the transportation industry, particularly with regard to autonomous vehicles, which will affect safety, reliability, and speed of travel in the Dallas-Houston corridor and across the country. According to automotive and assembly consultants at McKinsey and Company, "autonomous vehicles represent a major innovation for the automotive industry," but the DEIS does not even mention them or their possible impacts with respect to the No-Build Alternative. Instead, the DEIS assumes erroneously that by 2025, when this Project is slated to come on line, Interstate 45 will carry vehicles just like those it carries today-ignoring the enormous changes in vehicle configuration and traffic engineering that autonomous and self-driving vehicles will bring. The DEIS discusses historic and current fatality statistics for rail, automotive, and air travel, but fails to consider that autonomous vehicles, which consumers and freight companies will be using by 2040, may reduce accidents by up to 90% and save the economy about \$190 billion. The FRA did not adequately consider the No-Build Alternative, especially as it relates to new types of vehicles that will utilize existing and planned infrastructure. The No-Build Alternative, according to the DEIS, "would not provide congestion relief, improve safety on the IH-45" or "meet current and future transportation needs." This is mere conjecture without a discussion of future technologies that will soon be on the existing and planned roads between Dallas and Houston.</p>	Refer to BA-6.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	<p>B. The FRA failed to analyze the alternative of interoperative use of existing facilities. The DEIS failed to analyze, as an alternative to the Project, a high-speed rail under the European model. These models can operate on existing rights-of-way and would share infrastructure with existing trains and rail lines in urban areas. Using the European model, there would be no need for constructing exclusive rights-of-way in urban areas, reducing many of the negative impacts on the environment, including the human environment. By failing to consider the European model alternative, the FRA did not comply with NEPA. That the FRA did not consider using the European model as an alternative is inexplicable, considering that the FRA has recognized that the European model would have fewer impacts on the environment in a rulemaking expected to be final in June 2018. The proposed rule, Passenger Equipment Safety Standards Amendments (RIN: 2130-AC46), would add a new tier of passenger equipment safety standards (Tier III) to facilitate the safe implementation of nationwide, interoperable high-speed passenger rail service at speeds up to 125mph on shared tracks and up to 220mph on exclusive rights-of-way. The European model would allow a Dallas-to-Houston high-speed rail to make interoperative use of about 100 miles of existing track in existing right-of-way, rather than building an entirely new 240-mile track in an entirely new, sealed corridor across presently undisturbed Texas countryside. The environmental impacts of the European model, which is capable of using existing facilities for much of the route, has far less impact on the environment-both natural and human. Moreover, this system could be deployed far more quickly and economically, just as Amtrak is currently doing in the Northeast Corridor (expected to be up and running by 2021 and fully deployed by 2022). Instead, the only technology alternative analyzed in the DEIS is the electric- powered passenger rail system based on Central Japan Railway Company's N700 Tokaido Shinkansen technology. This would require a fully sealed right of way, 100-foot wide, which the FRA has rejected the use of in other contexts for several reasons. First, constructing sealed, exclusive rights-of-way would unnecessarily impact urban environments. This is especially pertinent because the tracks would run between Dallas and Houston, two of the larger and faster growing urban populations in the U.S. In its notice of proposed rulemaking for the safety amendments the FRA stated: Specifically, the proposed rule would generate cost savings benefits by enabling high-speed rail operators to avoid new right-of-way acquisition and infrastructure construction for dedicated rail lines in dense urban areas. Instead it would allow such trains to travel on existing, non-dedicated rail lines but at slower speeds than permissible for travel on dedicated rail lines. As the DEIS notes, comments at public scoping meetings have raised issues with impacts to property value, landowner rights, communities, land use, and noise and vibrations. Failing to consider an alternative that can run on both shared and exclusive track ignores the concerns the FRA is already aware of and has sought to minimize in the safety standard amendments. Second, the Japanese model would cost more and disturb more property rights in these urban environments. In its Regulatory Impact Analysis, the FRA estimated that modifying a \$50 million European Trainset to meet Tier III regulations would cost \$310,000, while modifying a \$50 million Japanese trainset would cost roughly \$4.7 million. An alternative that utilizes both existing shared tracks and new exclusive tracks would reduce the need for purchasing land in urban environments, which is more expensive than rural land. Or the purchases would be of cheaper land in economically disadvantaged neighborhoods. The Executive Summary to the proposed rule's Regulatory Impact Analysis also said this favored using existing</p>	<p>Refer to BA-4 and BA-7.</p> <p>An interoperable high-speed passenger rail service at speeds not to exceed to 125mph on shared tracks would not meet TCRR's objective to employ the N700-Series HSR system as proposed in TCRR's petition for a Rule of Particular Applicability or meet a Purpose and Need of the Project to reach high-speed passenger rail travel speeds not to exceed 205 mph.</p>

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			track. This benefit is especially attractive to railroad operators that provide service in areas with high population density because right-of-way acquisition and new railroad construction is significantly more expensive and complex. This alternative would increase the probability that new services are introduced and reduce the need for new construction in densely populated areas. Third, using the Japanese model would contravene the forthcoming rule and lead to a mismatch of track that inconveniences passengers and manufacturers. As the FRA noted in the notice of rulemaking, the proposed rule "would help avert a potential patchwork in the U.S. passenger rail fleet that would perpetuate the current unattractiveness of the U.S. passenger equipment market to manufacturers." If the Japanese system is used for this Project, its trains and railways will stand apart from, rather than integrate with, future high-speed rail projects and routes consistent with the alternative in the forthcoming final rule. Finally, safety benefits would accrue by using existing shared tracks in urban environments. Existing railway rail infrastructure and rights-of-way would be improved to accommodate the operation of high-speed trains, according to the notice of proposed rulemaking for the amendments, which would benefit all rail travel on these tracks. By failing to consider the European model as an alternative to the proposed Japanese model, the FRA failed to comply with NEPA and its DEIS is inadequate.	
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	VIII. The DEIS fails to identify and adequately address the environmental impacts of the Project. A. The DEIS fails to identify and address noise and vibration impacts. 1. The DEIS assumes that screening distances used to analyze impacts of ordinary rail are sufficient for high-speed rail. The DEIS states that procedures from its guidance manual were applied for establishing the extent of the Study Area. Consequently, the FRA limited its screening distances to 1,300 feet for noise impact and 275 feet for vibration. According to the FRA, these distances "are based on assumptions for the HSR operations and existing environment." However, the FRA did not disclose the "assumptions" it relied on. Instead, the FRA merely concluded that, "[b]eyond these distances, no impacts would occur." The FRA provided no data or other support for this conclusion. The FRA's undisclosed assumptions are critical to the noise and vibration analysis because TCRR's Project is the first of its kind in the United States. In fact, TCRR is in the process of seeking a Rule of Particular Applicability relating to its proposed high-speed rail, which will exceed speeds of 200mph. Obviously, the stark differences between the configurations of a high-speed rail and an ordinary passenger rail line will result in unique noise and vibration impacts. The FRA guidance manual is not designed to assess such differences. As such, the DEIS does not even mention, let alone assess, this possibility.	Refer to NV-1.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	2. The FRA did not base its noise and vibration assessment on the Shinkansen N700 system that TCRR intends to use for its Project. The DEIS states that in order to conduct a proper assessment the FRA must consider each sub-source noise component with each component that is defined in terms of a noise generating mechanism. For example, propulsion, wheel-rail and aerodynamics should all be encompassed in a detailed noise assessment. In the 2012 FRA study, the FRA relied on data related to several high-speed trains, but there is no data or assessment for the Shinkansen N700 train system. In section 5 of the DEIS, the FRA laid out what should be included in a detailed noise analysis. In order to properly assess noise and vibrations impacts of this Project, the FRA must base its assessment on the actual Shinkansen system. However, in Appendix F of the DEIS, TCRR states that the Shinkansen N700-series trainset would be modified and adapted to fit the regulatory and environmental conditions in the proposed corridor. TCRR claims that the system's design and aerodynamic features have evolved from the original Shinkansen design. Yet, the FRA made no attempt to assess the modification nor does the DEIS indicate whether those modifications were assessed in determining the noise and vibration impact.	Refer to NV-6.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	3. The FRA has underestimated the noise impact of the Project. In Table 3.4-12, the FRA states that the Project will produce only 47 decibels within 125 feet of the track. According to the FRA, the Project will not result in severe noise impacts on residential homes. However, in an article published by the BBC in 2011, a group opposing the construction of the high-speed train in England estimated that a train going 155 MPH would create 85 decibels 82 feet from the track. Additionally, a report published by the High-Speed Rail Authority in California projected that a train going 106 MPH would create 71 decibels 150 feet from the track, and 83 decibels at 220 MPH. Regardless of the extent the FRA has underestimated the decibel levels, the fact is the Project will cause substantial noise pollution, especially in the eight rural counties where the Project does not make stops. Many of these counties and communities rely on livestock and agricultural use of their land. The noise pollution and vibrations created by construction and operation of the Project will negatively affect the agricultural use and possible result in panic flight of livestock (causing death or injury). The DEIS provides no answer to the cattle raisers who are trying to figure out how to herd cattle through a 14-foot pipe with a 200 MPH train zooming by. In the public hearings, the FRA and TCRR refused to take any responsibility for potential injury, death or damages due to panic flight of livestock. The DEIS is silent on this critical issue as well.	Refer to NR-1 and NV-1.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	4. The FRA failed to assess the impact of noise and vibration on soil composition. In its analysis, the FRA did not assess how unique soil composition plays a significant role in noise and vibration assessments. However, there are several studies that show material impacts on soil and soil composition caused by high-speed train noise and vibrations. For example, in a 2014 study published by Soil and Dynamics Earthquake Engineering, researchers found that the tools used to assess noise and vibration for high-speed trains were insufficient. The study looked at models used by the Norwegian Geotechnical Institute, Brahekazemi, and the FRA. Researchers concluded that all assessment tools used by the institutions were insufficient to gauge the correct noise and vibration measurements. They found that as train speed increased so	Refer to NV-1 and NV-5.

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			did the levels of vibrations. The limitations of the vibration model used by the FRA ignores the effect of soil composition in wave propagation. "This omission is high relevant because the soil properties have been shown to contribute significantly to the levels of ground vibrations generated by railway tracks, particularly in the free field. Thus, ignoring soil properties is likely to reduce the accuracy of a prediction model." In order for the DEIS to have assessed noise and vibration, accurate assessment tools must be employed. As another example, a case study done in Portugal found that soil type, rock layers, soil laying, depth to water table, and frost depth all relate to vibrations due to trains. <sup>102</sup> None of these factors are identified or sufficiently addressed in the DEIS. The study emphasized the necessity of accurate vibration measurements, concluding that without such measurements damage could result from vibrations.	
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	5. The FRA used outdated assessment tools. The DEIS states that the FRA used Project information provided by TCRR, including a TCRR report titled Texas High Speed Rail Revised Draft Conceptual Engineering Report. This report is not included within the DEIS and does not appear to have been disclosed for public review and comment. In addition, the FRA states it relied on "sound data gathered in Japan for the Tokaido Shinkansen N700-A train" from 2012. Yet, there is no discussion regarding the propriety of using sound data gathered in Japan to assess the noise and vibration impacts on the unique land characteristic in rural Texas. Further, the FRA relied on the High-Speed Ground Transportation Noise and Vibration Impact Assessment (2012) and the Transit Noise and Vibration Impact Assessment (2006) to analyze field noise and vibration. However, both manuals are out of date and employ the wrong analysis tool. Therefore, the DEIS assessment is based on stale data. In a 2017 study, researchers found that the American technique of using five noise sources was not appropriate for considering train speeds over 250-300 km/h. In addition, the researchers concluded that it is impossible to consider train design features, such as train noise, using the American technique.	Refer to NV-1.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	6. The FRA failed to consider many affected land uses in its assessment of noise and vibration impacts. The DEIS describes the three levels of noise impact: No Impact, Moderate Impact, and Severe Impact. <sup>108</sup> With respect to Severe Impact, the DEIS states that, "if a next door neighbor begins to use a leaf blower or chain saw, it would likely disrupt normal conversation and be highly annoying." According to the FRA, Severe Impacts "should be avoided if possible. Noise mitigation should be applied for severe impacts wherever feasible." It is impossible for the FRA to properly assess the potential Severe Impacts on the properties it has not surveyed. Put another way, the FRA cannot merely assume that the Project will not "disrupt normal conversation and be highly annoying" given that it has no intimate knowledge of the specific characteristics and land uses of the affected properties. In fact, there are many yet-to-be-surveyed properties where there is a high likelihood of Severe Impacts based on unique land use characteristics. The following are a few examples: Cotton Mesa Trophy Whitetail Hunting Lodge in Navarro County has been selectively breeding trophy whitetails for the past thirty years. It has 4,200 acres of premium whitetail deer habitat; and The House Estate is one of the premier wedding facilities in Texas, set on 18 acres in Harris County and centered around an 1890's Victorian mansion. Regarding impacts to wildlife (mammals and birds) and domestic animals (livestock and poultry), the FRA states that the DEIS addresses these impacts based on the "noise exposure limits" for domestic and wildlife animals (100dBA) shown in Table 3.4-4. However, there is no explanation of how these impacts were addressed or what tests or analyses, if any, were performed. Without citation to any studies or supporting data, the FRA states that the noise exposure limits for train operating at maximum speeds of 205 MPH "would only be exceeded with 15 feet from the HSR tracks." According to the FRA, no animals will be within this fenced-in area at grade and, where the HSR is elevated, "noise levels would be reduced by shielding either below the viaduct of within the culvert." The FRA merely concluded-in this single paragraph-that "noise impact on wildlife will not be significant." This assessment falls well short of the requisite "hard look" under NEPA.	Refer to NV-1 and NV-8.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	7. The DEIS ignores the noise and vibration impacts caused by high-speed rail trains crossing paths. The FRA ignores a noise impact unique to this Project, i.e., the scientifically proven "slapping" or popping noise resulting from air flow between two passing high-speed trains. Rather than assess the noise impact of two high-speed trains passing each other at close proximity, the DEIS records noise levels for one passing train on one rail.	Refer to NV-10.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	8. The DEIS contains no clear specifications or requirements related to noise and vibration mitigation. At page 3.4-60, the DEIS states that "TCRR shall investigate the application of sound barriers at affected locations where feasible" and "TCRR shall seek input from the impacted landowners and local jurisdictions on barrier types and designs." The DEIS continues, "[w]here sound barriers are not practical, TCRR shall evaluate and install building sound insulation treatments where feasible." In other words, the FRA acknowledges that TCRR has not investigated the feasibility of sound barriers or sought input from landowners or county governments. Additionally, if barriers are not a feasible mitigation measure, the FRA acknowledges that TCRR has not conducted any feasibility analysis regarding alternative insulation treatments. As a result, if it is later determined that noise impacts exceed acceptable levels, the FRA is merely speculating that 1) there are feasible mitigation measures, and 2) TCRR will be able to coordinate with landowners and county governments in order to install any such measures.	Refer to NV-1.

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Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	<p>B. The DEIS fails to identify and address the Project's impact on hazardous materials and solid waste. The FRA's NEPA procedures for considering environmental impacts direct the agency to consider "any impacts due to hazardous materials." The DEIS is inadequate because it improperly classifies some hazardous waste sites near the high-speed rail project as low-risk when they are in fact high-risk sites. According to the DEIS, moderate and high-risk sites require further investigation into potential soil or groundwater contamination. The Wyman-Gordon Forgings site at 10825 Telge Road in Houston, Texas is one such site that the DEIS improperly classified as low risk. The site produces closed-die forgings used mainly for aerospace applications and extruded pipe. The DEIS describes the site's environmental contamination and enforcement history as Industrial Hazardous Waste: "Inactive corrective action. Completed workload in 2014. LPST [Leaking Petroleum Storage Tank]: Final concurrence issued, case closed in 1996. RCRA: Active SQG. Site had seven emergency responses and ten NOVs that have all been resolved." However, according to the Environmental Protection Agency's (EPA) Toxics Release Inventory, 2,032 pounds of chemical releases were reported for the site in 2012. Chromium, cobalt, copper, acids, hydrogen fluoride, lead, manganese, nickel, and nitric acid were among the chemicals released. Moreover, 915 pounds of chemical releases were reported at this site in 2008 and 876 pounds of chemical releases were reported in 2016. The Toxics Release Inventory's Risk-Screening Environmental Indicators, EPA's screening-level model that analyzes factors that contribute to human health risk, scored the site roughly 40,000 times higher than the U.S. median for primary metals in 2015. The DEIS states that workloads related to the site are complete, notices of violation have been resolved, and the site is complying with federal solid waste requirements. But a June 2017 EPA Region 6 inspection found multiple concerns with the Wyman-Gordon facility. Among approximately a dozen concerns raised by the EPA, the agency said the requirements of its National Pollutant Discharge Elimination System (NPDES) permit are not being followed and accurately submitted. The sampling does not represent discharges of many of the substances listed above from the facility. Three Schools are located north of the Wyman-Gordon site, the proposed railway segment, and Highway 290. The DEIS fails to discuss how, if the Wyman-Gordon site is disturbed, students at Cy-Fair High School, Arnold Middle School, and Lamkin Elementary School will be impacted by exposure to airborne toxics, contaminated soil, and groundwater from this site. And the inadequacy of this analysis casts doubt on the thoroughness of the FRA's investigation and discussion of other hazardous waste sites along the affected corridor.</p>	Refer to HZ-2.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	<p>C. The DEIS fails to adequately analyze the Project's impact on wetlands and waterways. Wetlands provide invaluable ecological functions such as filtration of pollutants, habitat for aquatic and amphibious species, and flood attenuation. While admitting that the Project will destroy or significantly impact critical wetland areas, the DEIS fails to analyze or discuss the functions and values these wetlands provide, how those functions and values will be impaired by the Project, and what (if any) mitigation of these adverse wetlands effects will be mitigated. In essence, the DEIS seems to assume that wetlands protection is the role of the Army Corps and that the FRA, as the lead agency, may ignore wetlands impacts in preparing the DEIS. That assumption is wrong. NEPA provides no exceptions; it requires the FRA to analyze all significant impacts on the human environment- including wetlands impacts. The DEIS states nebulously that its goal is to avoid wetland disturbance, and that future actions will be implemented with the assistance of the Army Corps to avoid and minimize impacts. The DEIS makes clear that it is unknown at this point what the nature and extent of those impacts will be, although the DEIS recognizes that between 100.9 and 106.2 acres of wetlands will be permanently impacted, depending on which project alternative is selected. The DEIS, however, provides no substantive analysis regarding the Project's impact on those wetlands, offering instead only general descriptions. For example, in section 3.7 the FRA states: Permanent impacts would occur for the placement of culverts, viaduct support structure and within the permanent footprint of access roads, stations, MOWs, TMFs and where any of the Build Alternatives would be on embankment. Short-term impacts would include grading and temporary fill from construction access, staging and laydown areas. Operational impacts to waters of the U.S. would be limited to maintenance of culverts or bridges, and ongoing vegetation maintenance within the permanent HSR ROW. The DEIS has no other qualitative descriptions of the Project's impacts on wetlands. The DEIS instructs readers to review Appendix E, Waters of the U.S. Technical Memorandum, for a more detailed breakdown of the impacts. However, Appendix E is merely 113 pages of charts that show where the estimated impacts to streams, wetlands, and waterbodies in each county will occur. The charts do not describe how the crossings will actually affect the wetlands. Because the DEIS does not specify the actual impacts the Project will have on wetlands, the DEIS is inadequate. The DEIS states that TCRR has applied to the Army Corps for two Section 404 permits, but the Army Corps has not yet determined if it will issue those permits. Because the Project is not water-dependent, it does not qualify for such permits. The DEIS's assumption that the Corps will issue Section 404 permits, allowing discharge of dredge or fill material into waters of the U.S., is thus purely speculative. Equally problematic is the fact that the DEIS includes no discussion of which portions of the Project will impact U.S. waters (requiring Section 404 permits). Instead, the DEIS states, "[w]here avoidance of impacts to waters of the U.S., including wetlands, would not be practicable, TCRR shall obtain an Individual Permit from the appropriate USACE districts (Fort Worth and Galveston) prior to initiating construction." In addition, the DEIS fails to analyze what impacts on what wetlands might be allowed if a Section 404 permit is issued. That is, what wetlands functions and values might be destroyed or impaired, and what (if any) mitigation of those impacts the Army Corps might require. The DEIS thus improperly truncates all</p>	Refer to NE-8, WW-1 and WW-2.

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			<p>analysis of wetlands impacts. Instead of analyzing wetlands impacts, the DEIS clarifies that its mitigation plans will be developed sometime in the future, which makes issuance of a final EIS premature: To facilitate the development of the mitigation plan, TCRR shall evaluate the ecological condition of jurisdictional streams and wetlands, of waters of the U.S. that would be impacted by the HSR system using the Texas Rapid Assessment Method (TXRAM) Version 2.0 in the Fort Worth District and the Hydrogeomorphic (HGM) Model in the Galveston District. The results of the assessments shall then be used for calculating the change in function and compensatory mitigation requirements associated with USACE authorized activities. During the USACE review of the draft mitigation plan, TCRR shall continue to revise and refine the mitigation plan as part of the WW-CM#4: CWA Section 404, Individual Permit. The mitigation plan shall include sufficient detail to demonstrate measures taken to avoid, minimize and mitigate the aquatic functions that would be lost or impaired as a result of any of the Build Alternatives. Pending USACE approval, a final mitigation plan for wetlands and waters of the U.S. will be adopted by FRA as a part of the Final EIS. In short, the FRA made no attempt to analyze the Project's impact on waters and wetlands, assuming incorrectly that this is the Corps' job. NEPA does not exempt wetlands from the environmental impacts that must be evaluated in the EIS, including this one.</p>	
<p>Texans Against High-Speed Rail (Comment Report)</p>	<p>3/9/2018</p>	<p>Website</p>	<p>D. The DEIS fails to adequately assess the Project's impact on flood plains and drainage. Under NEPA, the FRA must consider flood hazards and flood plain management. Specifically, if an alternative will affect a base flood plain, the DEIS must discuss: "any risk associated with each such alternative; the impacts on natural and beneficial flood plain values; the degree to which the alternative supports incompatible development in the base flood plain; and the adequacy of the methods proposed to minimize harm." The DEIS fails to adequately address these factors, particularly as they relate to the Houston metropolitan area. According to the DEIS, the proposed rail project will impact 606 acres of the 100-year floodplain and 46 acres of the 500-year flood plain. But the DEIS fails to discuss the nature and effect of these impacts-and what they will mean for local flooding and flood management. Particularly in the Houston area, where catastrophic flooding has occurred several times in recent years, the impairment of flood plains and flood management operations is a critical environmental impact that NEPA does not allow the DEIS to ignore. The DEIS fails to present a clear picture of the changing Houston-area landscape and flood challenges. A National Oceanic and Atmospheric Administration (NOAA) analysis of rainfall trends suggests baseline standards used for flood plain regulations, control projects, and flood zone maps underestimate the amount of rainfall during storms that cause floods. The DEIS does not consider increased rainfall during storms in the Houston area. Moreover, the DEIS does not take into account, or even mention, the frequency or intensity of flooding events in the area, such as those caused by Hurricane Harvey, Tropical Storm Allison, the "Tax Day" Flood, or "Memorial Day" Flood, and whether the railway project is designed to withstand such events. It also fails to discuss whether the railway will, as a result of rainfall increases during storm events, contribute to flooding in Harris County and Houston. The agency's favored route would also include 332 stream crossings via bridge or viaduct, 100 of which are in Federal Emergency Management Agency (FEMA) high risk flood zones. The DEIS fails to analyze how these crossings will impact the ability of these streams to carry floodwaters. The DEIS also fails to analyze the impacts of possible flooding or washout of these crossings. The DEIS states that TCRR will obtain floodplain development permits and use best management practices during construction, such as erosion and sedimentation controls. But the DEIS fails to specify those best management practices by segment, nor does it specify the environmental impacts remaining after implementing those practices and complying with issued permits. Moreover, the DEIS does not explain how the railroad will obtain those permits in the multiple counties that have passed resolutions stating they will not issue building permits for the Project. The DEIS states that the project will abide by the City of Houston Ordinance, "Rules and Regulations for Chapter 19, Guidelines Houston City Code: Floodplain," which requires special flood hazard areas to be elevated by 12 inches above the base flood elevation, but the DEIS does not explain how this will prevent flooding. Although the DEIS says the Project will abide by the city ordinance, that is not sufficient evidence to show that the Project will not cause flooding. To make a fully informed decision, the DEIS should present scientific evidence and studies showing that the Project will not impose a greater risk of flooding in Houston-a city that could not afford such a risk prior to Hurricane Harvey and certainly cannot do so now. Finally, the DEIS fails to identify or discuss the flood impacts of constructing an elevated dirt berm that will block the natural sheet flow across the land and channel large quantities of water along the berm's base. The DEIS must analyze the nature and quantities of channeling these flood waters along the sealed rail corridor if it is to adequately describe the environmental impacts of the Project.</p>	<p>Refer to FP-1 and FP-4.</p>
<p>Texans Against High-Speed Rail (Comment Report)</p>	<p>3/9/2018</p>	<p>Website</p>	<p>E. The DEIS fails to identify and address the Project's impact on public utilities and energy. In California, the high-speed rail authority attempted to use its EIS to suggest that high-speed rail will produce large energy savings. The authority went so far as to claim that energy savings from operating the rail system would repay the energy cost of construction in just five years. However, Projections by the California Air Resources Board bemoaned that the California High-Speed Train would only account for 1.5% of California's goal for reducing emissions, and at a substantial cost. Any assessment of energy usage must also account for improvements to the energy efficiency of cars and planes. If cars and planes become more fuel-efficient, then the energy payback period for high-speed rail rises. The FRA took none of these factors into account. In truth, building a so-called "Green Train" is not really green. The Project will derive significant amounts of power from coal burning plants that rely on strip-mined, lignite coal. The FRA has not even attempted to quantify the natural destruction caused by the additional strip-</p>	<p>Refer to AQ-13 and AQ-14.</p>

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			<p>mining that will be need to meet its electricity demand. While rail can offer lower energy usage than highway or air travel, that is only the case when it runs at or near capacity. In all likelihood TCRR's Project will never run at capacity.</p>	
<p>Texans Against High-Speed Rail (Comment Report)</p>	<p>3/9/2018</p>	<p>Website</p>	<p>1. The FRA overestimates energy savings. The DEIS states that 2014 CAFE standards were used to calculate fuel and energy savings. In addition, the FRA used TCRR's exaggerated ridership projections to calculate the fuel and energy savings resulting from the reduction in vehicle passengers. Based on these calculations, the FRA estimates that "annual" energy savings will be over 9.33 MMBTUS. For a number of reasons, the FRA's estimate is inflated. First, CAFE standards are likely to increase in the future and therefore cars will become more fuel efficient. Second, the FRA offers no explanation regarding its determination that the Project will consume 1.59 MMBTUs annually. No studies are referenced as support for this figure. Third, at page 3.9-14-15, the FRA relies on stale data in setting forth Texas's 2013 energy consumption by use, instead of the following recent data: Residential: 13.15%; Commercial: 12.34%; Industrial: 50.08%; and Transportation: 24.42%. Similarly, the FRA references an outdated ERCOT reports at pages 3.9-19 and 3.9-20, even though updated versions are available. Finally, at page 3.9-21, the FRA relies on outdated Texas Electricity Generation Estimates, instead of available updated estimates. 2. The DEIS fails to adequately assess the energy and utilities impacts for the No-Build Alternative. The FRA concludes that under the No-Build Alternative, "[t]here would be no direct impacts to existing utilities because no construction activities would take place. There would be no additional service demand placed on these utilities." There is no discussion of the costs of moving utilities that interfere with the Project. This is a glaring omission. The FRA must consider the cost of building new utilities and new oil and gas wells. Moreover, the DEIS lacks any in-depth cost-benefit analysis of the No-Build Alternative.</p>	<p>Refer to AQ-13 and AQ-14.</p>
<p>Texans Against High-Speed Rail (Comment Report)</p>	<p>3/9/2018</p>	<p>Website</p>	<p>3. The DEIS contains many unsupported conclusions related to public utilities and energy. The FRA states that "[u]tility realignment and/or protection methods, for construction or post-construction purposes, typically would not negatively impact the effectiveness of the utility infrastructure." No evidence is presented to support this conclusion. Nor is there any discussion of the negative impacts to existing utility infrastructure. For instance, if the construction harms the utility enough to where it does not make economic sense to keep it running, then construction of the Project will negatively impact the utility. Furthermore, the FRA states that TCRR will construct and operate an on-site water treatment system to treat wastewater from the construction of the Project. This is no small task. The FRA does not explain how wastewater will be gathered and transported to the treatment site. Nor does the FRA describe the quality of the water to be treated or specifications including bacteria level as measured by an ATP test, salinity level as measured by the quantity of total dissolved solids, the quantity of total suspended solids, turbidity, the quantity of hydrogen sulfide, the quantity of iron, and the quantity of other constituents required to fully describe the quality of the incoming water. The DEIS does not contain any explanation of the treatment process or equipment required, including type of process, the type and quantity of chemicals required, size and type of water filters to be used, size and type of tanks to be used, and any other equipment and techniques to be used. Moreover, the FRA fails to discuss the costs of any such processes or equipment. The FRA claims that construction power usage will not require significant additional capacity or result in peak demand. However, the FRA does not disclose usage and demand levels employed to make this conclusion.</p>	<p>Refer to EU-2.</p>
<p>Texans Against High-Speed Rail (Comment Report)</p>	<p>3/9/2018</p>	<p>Website</p>	<p>F. The DEIS fails to adequately address all measures needed to mitigate the impact on aesthetic and scenic resources. The DEIS admits that the project will harm residents' views of rivers and open landscapes when driving on IH-45 northbound toward Dallas due to the height of the viaduct. Despite acknowledging the reduction in the view when on IH-45, the DEIS does not consider using buffer zones to minimize the reduction in the view. Overall, the DEIS lacks sufficient analysis of buffer zones required to mitigate impacts of the HSR proposal on aesthetic and scenic resources in pristine areas of the State. While the DEIS identifies locations where natural tree buffer zones already exist, the discussion of adding additional buffer zones in the mitigation section focuses only on the cities of Houston and Dallas. That discussion is limited to: "[i]ntegrate trees and landscaping into the station streetscape where possible to soften and buffer the appearance of guideways, columns and elevated stations." The DEIS includes no discussion of using buffer zones in rural areas despite acknowledging that rural agricultural and pasture land are the primary terrain of the Build Alternatives. Additionally, the DEIS does not state how wide of a buffer zone the Project will create. The final EIS must include information regarding the locations, potential use, and size of buffer zones in rural areas in order to provide the FRA with sufficient information to make an informed decision. The DEIS also does not adequately analyze the impact nighttime lighting will have on rural communities. Section 3.10.6.1 of the DEIS identifies nighttime lighting as a potential issue in rural communities, but the mitigation section simply asserts that "[p]rior to operations, TCRR shall develop an operational lighting plan that shall outline required nighttime lighting limits to safely operate the system." TCRR must establish its lighting plan before the publication of the final EIS. Otherwise, the Final EIS will not adequately analyze the Project's impact on rural communities. Finally, the DEIS says that existing vegetation will be maintained but it does not adequately discuss how TCRR will decide how much vegetation will be maintained. The DEIS claims that "TCRR's LID approach shall minimize impacts by locating the HSR system adjacent to existing utilities and highways in order to limit impacts to undeveloped areas and avoid wildlife habitat fragmentation." The DEIS includes no estimate of how much of the project actually can be built adjacent to existing utilities, so the FRA has no clear estimate of what impacts this project will have on scenic resources. Because</p>	<p>Refer to AS-1.</p>

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			<p>the DEIS does not include buffer zone mitigation analysis for rural terrain or an estimate of the amount of track that can be built adjacent to existing utilities, the DEIS does not adequately analyze ways to mitigate the Project's impacts on scenic lands. Finally, the DEIS fails to consider the impacts the Project will have on properties where visual and noise impacts negatively affect the property's use, value, and appeal, along with the human environment. The Project will traverse otherwise quiet, peaceful, and visually-pleasing tracts where these attributes are integral to the property's land use, value, and overall environment. Failing to survey all properties has resulted in an assessment of low to moderate impacts, rather than severe. In short, the FRA has underestimated the aesthetic and scenic resource impacts, thus rendering its assessment inadequate.</p>	
<p>Texans Against High-Speed Rail (Comment Report)</p>	<p>3/9/2018</p>	<p>Website</p>	<p>G. The DEIS fails to identify and address the Project's impact on transportation networks and roadways. The Project's proposed 240-mile-long right-of-way, a sealed corridor, will bisect the ten Texas counties through which it passes. While the DEIS states that viaducts will be used to accommodate existing roadways, the DEIS utterly ignores the fact that construction of the railroad embankment will freeze in place the existing road network, obstruct future community development of roadways and transportation networks like school bus routes and bike paths. This gross oversight renders the DEIS entirely inadequate under NEPA. The DEIS fails to address the insurmountable physical and jurisdictional issues surrounding roads in the counties through which it is proposed to be constructed. The DEIS describes a number of possible configurations for railway and road intersections, such as road under railway, road over railway, relocation of existing road, rerouting of existing road, and closure of road. Depending on the alternative selected by the FRA, between 231 and 237 roads would be crossed by the high-speed railway and between 147 to 246 roads would be impacted. The DEIS correctly notes that the Texas Department of Transportation and various counties are responsible for roadway crossings, but its discussion is incomplete because it fails to recognize the powers counties and county Commissioners Courts exercise under the Texas Transportation Code-and that many of the counties have adopted resolutions stating they will not permit the road-crossing construction described in the DEIS. In Texas, the Commissioners Court oversees the construction and maintenance of all public roads. It "may make and enforce all necessary rules and orders for the construction and maintenance of public roads." Moreover, the Commissioners Court "may exercise general control over all roads, highways, and bridges in the county." The DEIS is silent as to the effect of these provisions, and how the described project can be built if and when the Commissioners Court exercises this control over county roads. Importantly, several counties have already passed resolutions stating that they will not close, abandon, vacate or alter any county road to accommodate the Project. The counties resolved further that all county roads must be maintained for use by the traveling public at all times during and after construction. Although these resolutions were sent to the FRA, they are not reflected in the DEIS. Along with several other county judges along the affected corridor, Navarro County Judge H.M. Davenport, Jr. has voiced his concerns over jurisdictional issues in the DEIS to the FRA. For example, Navarro County has more than two dozen roadway crossings considered in the DEIS, including fifteen entries for local roads. The DEIS also states that 45 roads, both public and private, would be permanently impacted by the Build Alternatives. On Feb. 26, 2018, the Navarro County Commissioners Court passed a resolution that it intends "to decline to discontinue, abandon, close, vacate or alter a county road in connection with the proposed" project. The DEIS fails to discuss how the Project can be built in the face of this opposition. Nor does it discuss which environmental impacts of the required route changes might be. The passage of these county resolutions constitutes a material change to the design assumptions included in the DEIS, assumptions that are inconsistent with county law. As a result, it is impossible for stakeholders to evaluate the impacts based solely on the data currently in the DEIS. In addition, the DEIS discussion of roadways and transportation fails to comply with NEPA, which requires the FRA to consider whether the Project will be consistent with state and local laws. "Where an inconsistency exists, the statement should describe the extent to which the agency would reconcile its proposed action with the plan or law," according to NEPA regulations. Until the FRA reconciles the conflict between the proposed project and local law, the EIS will not comply with NEPA.</p>	<p>Refer to TR-6, TR-7 and TR-8.</p>
<p>Texans Against High-Speed Rail (Comment Report)</p>	<p>3/9/2018</p>	<p>Website</p>	<p>H. The DEIS fails to identify and address the Project's impact on land use. The Project will adversely impact cattle and other livestock, agricultural operations, and farmers and ranchers. The DEIS fails to adequately address a number of significant issues in this regard. The FRA states that the Project, "would not result in a significant impact or loss to crop yields, livestock numbers or the state agricultural economy." This false statement is the result of the FRA's failure to conduct an adequate assessment of the Project's impact on land use. Agricultural operations, especially cattle-raising and other related operations, will be significantly impacted. The DEIS states the total market value of agriculture is more than \$25 billion. This estimate merely reflects cash receipts for agricultural commodities, such as livestock. When the significant upstream and downstream sectors of the industry are accounted for, the agricultural industry in Texas is valued at over \$100 billion. The FRA must take into account the full economic impact of the Project on the agriculture industry. Otherwise, the loss in value of Texas agriculture is unknown and the DEIS is inadequate. Texas has experienced a decline in agricultural lands as those lands are converted to non-agricultural use. The Project will only accelerate this decline. While the DEIS appears to account for the actual acreage that will be taken for the physical components of the Project, the DEIS fails to account for the loss of agricultural lands due to hardships placed on current and future owners of property that will be indirectly impacted by people traversing their land, excess noise, and the unsightly Project. The FRA</p>	<p>Refer to LU-6, LU-11, NE-7, NR-1 and WW-9.</p>

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			<p>must assess these indirect impacts. The DEIS also ignores the fact that the Project will render adjacent property relatively useless. Many Texans in the agricultural industry will be unable to conduct their operations efficiently due to future uncertainties. The FRA should conduct a study of land loss for specific tracts within the Study Area. The majority of counties that the Project will cross through have significant agricultural operations, including cattle. As the DEIS states, livestock contribute significantly 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. The DEIS attempts to show how the Project would not have a significant impact on agriculture. However, it fails to provide support for this claim. Importantly, the DEIS completely disregards the microeconomic impact on individual producers, animals and communities. Until the FRA conducts an extensive microeconomic analysis on the impact to affected producers and rural communities, the DEIS is grossly inadequate. A memo published by the High-Speed Rail Authority in California shows 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 the DEIS, the FRA's analysis of noise impact often occurred at distances in excess of 200 feet from the nearest rail. The FRA's measurement of noise levels does not provide any information on how animals and their caretakers close to the track will be impacted by Project's noise. 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. Ranchers working near the tracks may regularly be exposed to such noise levels. The DEIS does not provide any information for the impact on ranchers in such proximity to the rail line. Cattle are greatly affected by what they hear. In fact, they are 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 DEIS does not provide adequate analysis of the noise frequency and level to which livestock will be regularly exposed. Table 3.4-4 appears to arbitrarily set a noise exposure limit for livestock and wildlife despite the report's own assertion that "for animals, the effects are not easily determined." For 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, Poppler vs. Wright Hennepin Cooperative Electric Association, such an impact on lost productivity due to nuisance and change of routine in livestock resulted in an award of significant damages. The FRA must adequately assess the impact of noise and vibration to health and productivity specific to livestock operations in the Study Area. There will also be significant issues regarding how landowners access, use, and maintain their land after the Project is built. This is especially important for agricultural uses, as these landowners depend on their land for their livelihoods and that of their families. The DEIS appears to simply accept TCRR's scheme for allowing landowners to access portions of their property separated by the rail line without further analysis. TCRR has no requirement nor oversight to ensure that it will work with impacted landowners to provide whatever access to bifurcated property necessary. TCRR has merely stated that all landowners will have a pass-through, but this promise is nowhere in writing. TCRR has proposed the implementation of "animal crossings" within the raised- berm portion of the Project. Their engineering drawings, presented in Appendix G of the DEIS, 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 TCRR include 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-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, a supplemented instrument that is necessary for bailing hay, poses a significant concern in relation to the proposed crossing dimensions: the cutter far exceeds cab height when folded for transport. This size of culvert could also prevent the landowner or future landowners from repurposing their land from a livestock operation to a row-crop operation, which often requires even larger equipment. Finally, the DEIS does not adequately account for regular flooding and waterlogged soil within the proposed crossings. 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>	

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			Regardless of the type of animal crossing employed, the DEIS 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. The FRA should 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.	
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	I. The DEIS fails to adequately analyze threats to endangered and protected species and migratory birds. NEPA regulations direct agencies to prepare "to the fullest extent possible" a DEIS "concurrently with and integrated with environmental impact analyses and related survey and studies required by the Fish and Wildlife Coordination Act, National Historic Preservation Act, and Endangered Species Act . . ." The DEIS is procedurally flawed. According to the DEIS, the FRA is currently undertaking an informal consultation with the United States Fish and Wildlife Service (FWS) to identify any other federally-listed species through future and presence/absence surveys. If the FRA discovers any other listed species, it will submit a Biological Assessment (BA) for approval. If the FWS approves the BA, it will issue a Biological Opinion and Incidental Take Statement. This procedure falls short of NEPA's requirement to conduct an analysis "concurrently with and integrated with" surveys and studies required by the Endangered Species Act. If the survey is incomplete, the FRA should complete the survey and then include it in the DEIS. The habitat fragmentation analysis is also inadequate. As the DEIS notes, the all- build alternatives "would result in the direct loss of wildlife habitat, increase habitat fragmentation and contribute to impediments of the movement of wildlife across the landscape." The DEIS contains data for habitat fragmentation by segment and alternative and then breaks them down by grassland and shrub/woodland. The DEIS does not, however, specifically address habitat fragmentation for the endangered Houston Toad in Leon County. "Habitat loss and fragmentation continues to occur throughout the species' range," FWS wrote in its November 2011 review of the Houston Toad. The FWS further notes that "[t]his habitat loss has been recorded as preceding population declines in at least two counties." Yet, the DEIS fails to describe what effects this habitat fragmentation will have on this and the many other species in the path of the Project. The Texas Parks and Wildlife Department (TPWD) has also recognized that habitat fragmentation negatively affects the Houston Toad. The TPWD reported that "[o]ther linear features such as pipelines and transmission lines can create barriers between foraging, hibernating, and breeding sites, especially if native vegetation has been removed." The DEIS makes no specific findings as to fragmentation and the Houston Toad. Instead, the DEIS directs the construction contractor to have mowing height restrictions within Houston Toad habitat and remove vegetation from potential toad breeding sites. However, these are measures to be taken during the construction of the railway. There is no discussion as to how the railway, a permanent structure, would impact the endangered Houston Toad and cause habitat fragmentation. The DEIS also notes that the Project could potentially impact migratory birds by disrupting their roosting and nesting habitat, but the DEIS does not adequately discuss this issue. The DEIS identified "one type of animal assemblage, identified as a 'rookery,' that is located within the EIS Study Area," but fails to go on to describe the impact of the railroad project on this rookery. "Rookeries, or breeding grounds of colony-forming species, are important in an ecosystem as they are home to migratory and resident wading birds and shorebirds." The DEIS concluded that "[r]emoval of, or disturbance to the habitat during the bird nesting season (February 1 to September 15) could result in effects on nesting species that are protected by the MBTA." Further, "[s]uch effects would have a noticeable effect on wildlife, including sensitive species, but could be reduced by the use of best management practices." However, the DEIS does not provide any detail as to what those best management practices might be. Nor does the DEIS describe the adverse impacts on the presently quiet and undisturbed countryside home to these migratory birds. In addition, the DEIS fails to identify or discuss the effects of the Project on an important endangered species, the golden-cheeked warbler, whose habitat includes Dallas County. Listed under both the federal and Texas endangered species acts, this bird migrates throughout Central and Southern Texas, to Central America, and back. And the species is particularly jeopardized by fragmentation of its habitat. Additionally, the Texas Park and Wildlife website lists six bird species under the section on Migratory Routes of Selected Species. Those species are: Eastern Kingbird, Scarlet Tanager, Canada Warbler, Ruby-Throated Hummingbird, Bobolink, and Purple Martin. The maps listed on that website show all six species as having a migration pattern that goes through the eastern half of Texas. All six species will therefore likely be impacted by the Project. Yet, the DEIS fails to discuss the impact on these species. Finally, the Ruby Throated Hummingbird can specifically be found in the eastern edge of the Post Oak Savannah and Blackland Prairie and in the fringes of South Texas, including Brazos County. Therefore, the Project will likely interrupt the Ruby Throated Hummingbird's migration pattern from Southern Mexico to Southern Canada. In addition, the Purple Martin's breeding grounds include all of Texas except for the Trans Pecos regions and the western Panhandle. The Project would certainly disrupt some of the Purple Martins' migration route. Without adequately examining the impacts of the Project on these and other migratory birds, the DEIS does not meet the requirements under NEPA.	Refer to NR-2, NR-4 and NR-5.
Texans Against High-Speed Rail	3/9/2018	Website	J. The DEIS fails to identify and address the Project's impact on soils and geology. In the DEIS, the FRA suggests that any impacts of the Project on soil erosion can be mitigated. However, the FRA did not survey a vast amount of affected property. Consequently, the DEIS does not include coal mines in its soils and geology analysis. The delicate nature of coal mines necessitates a more thorough assessment. As previously stated, the FRA has not surveyed over 46% of lineal mileage along the proposed right-of-way in Leon County. A portion of this unsurveyed	Refer to SG-1, SG-2 and SG-3.

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(Comment Report)			property contains an old coal mine, shown at DEIS Appx. D, Project Foot Print Set 4 of 5, Sheets 359-60. Approximately 1.2 lineal miles of the Project's proposed right-of-way passes through this coal mine. The mining company dug at least 300 feet into the ground to mine coal. Around 18 years ago, the property was filled in with dirt in an effort to stabilize the soil. However, the soil remains unstable. As an example, when ranchers attempted to run cattle on the property, the cattle sank into the soil, broke legs, and died. Needless to say, the property cannot support the infrastructure needed for the Project, whether that be a land berm or elevated structure. Despite these facts, the DEIS contains no explanation as to how TCRR expects to build its Project on this unstable soil.	
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	K. The DEIS fails to adequately address the Project's impact on greenhouse gas emissions. In its mere fifteen page discussion of the Project's impact on greenhouse gas (GHG) emissions, the FRA summarily concludes that "the Build Alternatives would have a small, but long-term positive effect on GHG emissions." In reaching this conclusion, the FRA failed to properly assess the Project's impact on GHG emissions. 1. The FRA's estimate of the Project's net impact on GHG emissions is grossly inaccurate. The FRA estimates the maximum total annual construction period GHG emissions for the years 2018-2021 by combining the annual GHG emissions (in million metric tons) for Off-Road Construction Equipment, On-Road Construction Vehicles, and Locomotive Hauling. Yet, TCRR's "Summary Schedule" indicates that civil construction activities are not scheduled to begin until mid-2019. As such, the FRA's calculation of the annual GHG construction period emissions is inaccurate. Rather than attempting to estimate annual construction period GHG emissions (a methodology hindered by obvious pitfalls), the FRA must estimate GHG emissions for the total construction period. With respect to estimating "net GHG operational impacts," the FRA added operation emissions to vehicle emissions reduction. The FRA calculated vehicle emissions reductions using an EPA model and TCRR's ridership estimates and assumptions. In short, the FRA first used TCRR's ridership numbers to estimate how many travelers will switch from car to high-speed train. Next, the FRA plugged those estimates into the EPA model to calculate annual vehicle emissions reduction. As for operation emissions, the FRA relied on power consumption information provided by TCRR. As demonstrated above, the FRA's assessment is flawed on the front and back end. First, its construction period GHG emissions estimate is inaccurate. Second, its "net GHG operational impacts" figure is inaccurate because it is predicated on TCRR's exaggerated ridership projections. Therefore, the FRA's conclusion that the "long-term impact on the Build Alternatives would be beneficial" is the result of two inaccurate data points. In order to properly assess the Project's impact on GHG emissions, the FRA must base its analysis on total construction period GHG emissions and realistic ridership projections. 2. The FRA has drastically underestimated the Project's impact on GHG emissions impacts. Based on information provided by TCRR, the FRA states that of the Project's estimated 5 million passengers, 3.7 million passengers (74%) will be diverted from vehicle travel to high-speed rail. This is pure fantasy. The Reason Foundation concluded that by 2035 TCRR could reasonably expect to divert 536,000 Dallas to Houston vehicle travelers (a mere 5% of the 10.7 million total travelers). In addition, the FRA concluded that the Build Alternatives operation emissions would result in a long-term net reduction of GHG emissions that would offset the construction emissions within less than 2 years at full operation. Here again, this is pure fantasy. Researchers at the University of California at Berkeley concluded that it would take 71 years for high speed rail to save enough greenhouse gas emissions to negate the emissions from construction of the California high-speed rail.	Refer to AQ-6 and AQ-7.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	3. The FRA's VMT calculation is grossly inaccurate. The emissions reduction calculations for CO, NOx, VOC, PM10, PM2.5, SO2 and CO2 are inaccurate, including with respect to the DFW and HGB nonattainment areas. IT appears that the FRA has doubled the Vehicle Miles Traveled (VMT) used in the calculation of removed emissions. DEIS Appx. E, p. 36-37 shows: 7,200,000 passengers/year X 89% car share = 6,408,000 passengers using car 6,408,000 passengers/1.2 passengers/car = 5,340,000 cars/year Since the 7.2 million passengers assumes 7.2 million one-way trips, using roundtrip distance to calculate VMT appears to be incorrect. 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, resulting in a doubling of this figure in the DEIS: 81.5 million gallons instead of 40.8 million gallons.	Refer to AQ-13 and AQ-14.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	L. The DEIS fails to adequately address the Project's impact on public safety and security. 1. The DEIS does not contain any plans for public safety and security. At multiple county meetings, public hearings, and to the press, TCRR has told the public its Project will not have any invasive security procedures like Transportation Safety Administration ("TSA") airport security, which cause long lines for passengers. However, TCRR has not disclosed what level of security, if not TSA-level, it will employ. In the DEIS, the FRA states that "TCRR will prepare a System Security Plan (SSP) that will document processes for mitigating and/or eliminating the security threats, vulnerabilities, and risks identified through TCRR's Preliminary Hazards Analysis and Final Hazards Analysis." In making this statement, the FRA admits that no such plan has been prepared. In addition, the FRA's analysis is restricted to the state and national level. It did not consider any worldwide data. Had it done so, it would have encountered critical information regarding safety and security. From January 2004 through July 2008, there were 530 terrorist attacks worldwide against passenger rail targets, resulting in more than 2,000 deaths and 9,000 injuries. The TSA considers passenger railroads to be high consequence targets in terms of potential loss of life and economic disruption as they carry large numbers of people in a confined environment, offer the opportunity for specific populations to be targeted at particular destinations, and often have iconic structures such as	Refer to PN-3 and SS-9. The EIS assessment of terrorism (see <b>Section 3.16.4, Safety and Security, Affected Environment</b> ) is based on an inventory of terrorism events occurring within the study area as defined in <b>Section 3.16.3, Safety and Security, Methodology</b> . The Final EIS has been updated to incorporate more recent 2017 data from University of Maryland's National Consortium for the Study of Terrorism and Responses to Terrorism (START). Inclusion of global incidents in the analysis would not change the severity rating associated with terrorism, already classified as "High" in the Final EIS. Frequency classifications are dependent on the number of historic incidents in the area for which the frequency is being defined. The Dallas to

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			<p>TCRR's Project. Between 1970 and 2012 there were 33 high-speed rail attacks worldwide, killing 32 people. More recently, in 2015, an Islamic terrorist attacked a high-speed train while in transit between Belgium and France. The terrorist had knives, pistols, high-powered assault rifles, and a bottle of gasoline. The attack was intended to be a mass arson and murder. In response to this attack, Belgium is instituting increased baggage checks, and the European Union is considering introducing metal detectors and body scans at all train stations. Additionally, in July 2015 there was a suicide attack on the high-speed rail in Japan. The terrorist immolated himself, and smoke filled the train coach. The windows on a high-speed train cannot be opened, and the doors can only open once the train fully stops, which takes several minutes. Any fire creates an imminent risk of death by smoke inhalation for the passengers in that coach. Indeed, a female passenger was choked to death by smoke from the fire. TCRR misleadingly claims that there has never been a fatality on Japan's high-speed rail, when in this attack alone, there were two. Experts in train transportation safety in Japan have admitted that there are blind spots in the security system on its high-speed and have proposed changes in risk management and security checks. Given the current state of terrorism, the FRA must require TCRR to present a comprehensive safety and security plan before proceeding further.</p>	<p>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.</p>
<p>Texans Against High-Speed Rail (Comment Report)</p>	<p>3/9/2018</p>	<p>Website</p>	<p>2. The FRA did not consult with local law enforcement regarding impacts on emergency response issues. On March 1, 2018, a coalition of eight Texas sheriffs whose counties are along the affected corridor held a press conference to announce that they were never contacted in regards to any emergency plans involving the Project. The sheriffs are concerned that road detours caused by construction could affect emergency response times. For example, Grimes County Sheriff Don Sowell said, "I take particular exception to the Federal Railroad Administration saying response times increased due to detours during construction to be within acceptable limits. I don't find that acceptable because I haven't had any conversations with anybody."</p>	<p>Refer to SS-18, SS-19, SS-23 and SS-26.</p>
<p>Texans Against High-Speed Rail (Comment Report)</p>	<p>3/9/2018</p>	<p>Website</p>	<p>3. The FRA does not even mention Hurricane Harvey in its safety and security assessment. Hurricane Harvey, a Category 4 hurricane, hit Texas on August 25, 2017. It had a diameter of 280 miles with winds of 130 mph during its first landfall. Harvey dumped a record-breaking 51 inches of rain in parts of Texas. Texas Governor Greg Abbott activated the entire Texas National Guard, bringing the total number of deployed Guardsmen to roughly 12,000. Harvey caused \$125 billion in damage according to the National Hurricane Center, more than any other natural disaster in U.S history except Hurricane Katrina. It affected 13 million people from Texas through Louisiana, Mississippi, Tennessee, and Kentucky. At least 88 people died from the storm. Without justification, the FRA does not even mention it in the DEIS. In Table 3.16- 3, Safety and Security Hazards Inventory, the FRA lists tropical storms and hurricanes for the years 2000-2015. As a result of excluding Harvey from its inventory, the FRA determined the average property damage in Harris County from hurricanes to be \$45 million per event, and \$1.7 billion for tropical storms. These averages are extremely misleading given the monumental damage caused by Harvey.</p>	<p>Refer to SS-17.</p>
<p>Texans Against High-Speed Rail (Comment Report)</p>	<p>3/9/2018</p>	<p>Website</p>	<p>M. The DEIS fails to adequately address the Project's impact on parks and recreation. The DEIS fails to adequately address the impacts to the El Camino Real de Los Tejas National Historic Trail. Although recognizing it as a trail system, the FRA failed to evaluate the temporary and permanent impacts to the trail. Instead, the FRA merely concluded that a lack of integrity to the trail precipitates a finding of "no impact." The DEIS fails to address the permanent impacts to seasonal hunting within the Lake Bardwell property. Section 3.17.5.2.3 of the DEIS discusses the temporary impacts and concludes "construction activities could serve as a deterrent to wildlife." Noticeably absent is any discussion related to the permanent impacts the Project will have on wildlife availability and preservation for hunting. The affected region along the corridor consists of prime hunting land. Deer and other wildlife are not going to come anywhere near the train, assuming hunting is allowed at all. The DEIS does not adequately address this issue.</p>	<p>Refer to RF-2. The El Camino Real de los Tejas Trail was assessed and determined would have no impacts as a result of the Project. A discussion of the resource can be found in <b>Section 3.17.5.2.4, Recreational Facilities, Segments 3A, 3B and 3C.</b></p>
<p>Texans Against High-Speed Rail (Comment Report)</p>	<p>3/9/2018</p>	<p>Website</p>	<p>N. The DEIS fails to adequately address the Project's impact on minority and low-income neighborhoods and populations. NEPA requires that the DEIS describe all significant impacts on the human environment, including the environmental justice impacts affecting minority communities. Executive Order 12898 requires the FRA to identify and address the disproportionate adverse effects that its programs may have on minority and low-income populations. While the FRA identified minority and low-income communities that would likely be adversely affected by the Project and pursued outreach activities to cater to these communities, this was not enough to protect the unique aspects of those communities. The Project will therefore disproportionately impact the well-being of minority and low-income populations by intersecting these communities with the high-speed rail and by failing to adequately reach out to and engage with these communities in advance. The DEIS also fails to adequately assess the impacts on community growth, cohesion, and character. Given that the FRA hosted a listening session in only four communities identified as being adversely affected, it is not surprising that the DEIS fails to adequately discuss impacts on minority communities. These sessions were held in 2016. The FRA failed to acknowledge that community members may not have received notice of these meetings, or that they simply did not attend due to disinterest in the program or community engagement, lack of time due to employment or child care obligations, or other reasons. In low-income populations, there is a higher propensity that individuals must work multiple jobs to make ends meet, and those individuals would not have been able to attend the listening sessions. In addition, one listening session was attended by a majority of people who are not even members of that particular community, and the majority of</p>	<p>Refer to EJ-1.</p>

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			<p>attendees at another session were not familiar with the program. The DEIS simply does not demonstrate adequate concern for the particular attributes of minority and low-income communities. The DEIS correctly states that many of these minority and low-income communities are also linguistically diverse, with more proficiency in Spanish than English. This language barrier presents problems with community outreach, listening sessions, and gathering feedback. Although listening sessions offered translation services, important information is often lost in translation. And, when materials were offered in Spanish only, this required a Spanish-speaking citizen to first be familiar with the issues in English before they could know to request information in Spanish. These citizens, unless they have English-speaking acquaintances who will inform them about the Project's impacts, are completely in the dark about how the Project will impact their lives. Moreover, while listening sessions may be an effective means of engaging with an average community, this may not be the best approach with minority and low-income populations, who may be working multiple jobs and have limited resources. Information was sent to food banks and mailed out, but if an individual is only receiving information from TCRR itself, this individual is only hearing one viewpoint and loses the exposure to multiple viewpoints that may be expressed at a listening session. Mailing information is better than nothing, but it does not allow the community members to engage in a dialogue and have their voices heard. The FRA could air televised debates so that individuals who cannot attend sessions may listen to the countering viewpoints on the Project. The FRA could also host online listening sessions so that community members may participate more conveniently, yet still have their voices heard. Furthermore, the DEIS fails to adequately address the project's impact upon community character and cohesion. In the DEIS, "community character is defined by a community's geographic location, typology, diversity, and spatial location of physical structures (including transportation and/or utility infrastructure and residential structures), general population density, general aesthetic and visual appearance (including green and or open/recreational space), and general assessment of land uses." Cohesion is reflected in the neighborhood's ability to function and be recognized as a singular unit. 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. Although the DEIS mentions impacts to community character and cohesion, the discussion is limited to two pages and does not address many of the adversely impacted neighborhoods and communities as described below. In Dallas County, the neighborhoods are a mix of urban and suburban developments and semirural/farming communities. Urban neighborhoods are primarily located in the City of Dallas along the Build Alternatives from downtown Dallas to approximately Ledbetter Drive. Near downtown, the neighborhood is composed of multi-family apartments, some commercial services, industrial buildings, vacant lots and large parking lots. South of downtown Dallas, the Study Area is characterized by urban single-family residential areas buffered by industrial uses adjacent to the Trinity River. Established urban single-family communities are also located south and east of the Trinity River. Following the IH-45 corridor southeast, industrial uses and floodplains serve as a buffer to many residential neighborhoods. Suburban communities exist from Ledbetter Drive to IH-20 within the City of Dallas. The Study Area within the cities of Hutchins, Lancaster, and Wilmer are primarily comprised of semi-rural, agricultural communities. The DEIS fails to address the environmental impact on lower economic communities, such as southeast Dallas. The FRA admits that minority communities will be affected by the implementation and operation of the Project. However, the DEIS fails to adequately assess the widespread impact on these communities' growth, displacement, and obvious disparate treatment. Apparently, these communities have been left to accept the destruction of their neighborhoods in exchange for a promise of jobs and revenue that the Project will allegedly create. These alleged benefits do not outweigh the negative impacts of the Project on the impacted communities. Building the Project directly through the middle of the community will cut the community in half, resulting in two different communities. A similar situation occurred with the construction of Interstate 345 in Dallas, which ultimately destroyed a south Dallas community and devastated its residences. The highway project destroyed the community's cohesion and erased its common cultural and historical heritage. To this day on either side of the interstate there are two different facial compositions and two different growth rates. The promise of jobs and development did not sustain either of these newly formed communities. Much like the I-345 highway, this Project will destroy community growth and cultural and historical heritage, and require redistricting of local government. The DEIS does not consider these impacts. In order to adequately address the environmental impacts of the Project, the DEIS must assess the impacts on the minority and low-income communities in southeast Dallas. Moreover, the Project will displace thousands of residents who do not have anywhere to migrate. The FRA failed to consider this impact. The DEIS merely states that since public housing will not be impacted, the residents would not need assistance. In fact, the overwhelming majority of affected residents are underrepresented minorities that do not have the funds to relocate or make a living in another part of the city. The vague, unsupported promise of "jobs" is not a solution to this impact. Furthermore, all six Build Alternatives break up communities of underrepresented minorities in Dallas. The FRA has ignored this clearly disparate treatment of low-income and minority communities.</p>	
Texans Against High-Speed Rail	3/9/2018	Website	<p>O. The DEIS fails to adequately address the Project's impact on community growth and employment. The FRA failed to assess the Project's impact on several communities, towns, cities, and neighborhoods along the affected corridor, including the following:</p>	Refer to SC-19 and SC-21.

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(Comment Report)			<ul style="list-style-type: none"> <li>• Dallas: southeast Dallas (previously discussed);</li> <li>• Navarro: Corsicana, Richland, and Barry;</li> <li>• Freestone: Fairfield and Teague;</li> <li>• Limestone: Communities around Lake Limestone;</li> <li>• Leon: Jewett; and</li> <li>• Waller: City of Waller.</li> </ul> <p>If the Project is constructed through these communities, accessibility to these communities will be restricted. Specifically, the placement of the Project will result in irreparable harm to the character and cohesion of these communities. This disruption will directly impact community growth and employment. Moreover, these communities will also incur severe adverse economic impacts. In particular, the Project will result in a decrease of sales tax revenue and forced reallocation of community budgets for relocation and rerouting of county roads. First, nearly all the rural counties rely heavily on sales tax as a main form of revenue. Many stores, businesses, hotels, and motels in these counties generate vast amounts sales tax revenue, which the counties rely on for community growth and development. The Project would result in a decrease of revenue for the community businesses (gas stations, general stores, hotels, motels). Without this revenue, community growth and employment will be decimated. Second, construction of the Project would require relocation of county roads, an expensive task that cannot be funded by the counties. TCRR will not commit to covering the costs required to remedy the disruptions to the county road system caused by the Project. Nor has TCRR committed to fund future expenses in the event a county road needs to cross the Project. Such a crossing could easily exceed \$1 million per crossing, an expense the counties cannot afford. Furthermore, each of the rural counties has passed or intends to pass a resolution prohibiting TCRR from crossing any county road without a permit. TCRR has yet to coordinate with the counties regarding such crossings. TCRR has never applied for a permit in compliance with any such resolution. Unless and until TCRR commits to financially responsible for all negative financial impacts to the counties, no permits will be granted.</p>	
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	<p>P. The DEIS fails to adequately address the Project's impact on children's health and safety. The DEIS fails to adequately describe the impacts the noise and vibration of the proposed high-speed railroad operation will have on the health of children in schools, daycare and homes near the proposed rail corridor—particularly those who have learning disabilities. In addition to NEPA's requirement that the EIS adequately describe these impacts on the human environment, Executive Order 13045 also requires federal agencies to "make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children" and to "ensure that their policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks." The DEIS acknowledges that fumes and hazardous materials may impact children's health and safety because of schools in the area where the rail would be constructed, but the DEIS fails to consider the impact that the noise and vibrations of high-speed rail operations will have on those children. Children are "more susceptible than adults to a range of environmental factors," such as noise. Children are especially impacted by factors like noise because they do not have control over their environments, like where they go to school, or what train may be adjacent to their school. Noise has proven to affect children's cognitive performance, negatively impacting their education. One study showed that children taught in a classroom where railway noise could be heard demonstrated a lower reading level than the control group. Exposure to such noise can also impact speech perception, especially in children. Children in schools near noisy transportation have also shown elevated blood pressure and cortisol levels, indicating environmental-induced stress.</p>	Refer to NV-1 and SC-8.
Texans Against High-Speed Rail (Comment Report)	3/9/2018	Website	<p>Q. The DEIS fails to adequately address the impacts that electromagnetic fields will have on heart patients or facilities sensitive to EMFs. The powerful electric currents used to power the Project can interfere with the operation of sensitive medical equipment, including heart pacemakers. Yet the DEIS gives only passing reference to EMF impacts on those whose lives depend on proper operation of their pacemakers, while providing even less analysis of the medical and other public facilities that lie within impact range of the proposed route. The DEIS identifies five facilities that it calls "EMF sensitive receptors," but it does not describe how those facilities will be impacted by the project. Those facilities include: Fruitdale Park, Trinity River Greenbelt Park, Northern Cypress Medical Center, Panda Path School, and Weiser Airport. The DEIS must include a specific analysis of how those medical and other public facilities-"sensitive receptors"-will be impacted by the Project. In addition, the DEIS does not fully analyze how long a patient with an older model pacemaker can be exposed to electromagnetic fields before the EMFs cause a possibly fatal malfunction of their pacemaker. The DEIS states that the EMFs generated "may be of sufficient magnitude to impact operation of a few older-model pacemakers; in such cases, the older-model pacemakers may revert to an asynchronous pacing while in the presence of the HSR system." But the DEIS does not describe how many pacemaker-carriers will be adversely impacted by this project or how many will die or suffer serious medical consequences. While the DEIS argues that "[c]ardiovascular specialists do not consider prolonged asynchronous pacing to be a problem," it fails to cite any study or source for this assertion. Given the life-or-death consequences of a pacemaker malfunction, the mere say-so of the FRA that such malfunctions are no problem is insufficient to provide the</p>	<p><b>Section 3.15.4.2, Electromagnetic Fields, Literature Review</b> references (Central Japan Railway Company, "Environmental Report. 2010," Global Environmental Committee, <a href="http://jr-central.co.jp">http://jr-central.co.jp</a>.) states, "JRC notes that their N700-Series Tokaido Shinkansen train abides by all environmental laws. Further, the document states that JRC conducted EMF testing of both the interior and exterior of their N700-Series Tokaido Shinkansen train. The EMF inside the train and along the tracks is approximately one-third of the amount permitted by/recognized as safe by the International Commission on Non-Ionizing Radiation Protection guidelines and is safe for persons with medical pacemakers. The JRC has been able to achieve these low values through the implementation of high performance magnetic shields on the trains." Regarding traction power facilities, only workers would be potentially exposed to elevated EMF levels. These</p>

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			<p>decisionmaker a hard look at the health consequences of EMFs generated by this Project. Additionally, the DEIS includes references in multiple sections to traction facilities, but it does not address the potential harm that traction power facilities may pose to heart patients. In contrast, the EIS for the California High-Speed rail project concluded that "EMF levels above the recommended limits for employees with implanted medical devices could exist inside traction power facilities and emergency power generators." The California EIS determined that workers with implanted medical devices would not be allowed near traction power facilities. Given that the suggested remedy in California was to prohibit workers with implanted medical devices from entering those facilities, this DEIS is inadequate because it does not include analysis of how the EMFs generated by traction power facilities will impact people with heart conditions or the environment more generally. The DEIS provides inadequate analysis of how the EMFs generated by the Project will impact heart patients and the public facilities it identifies as "sensitive receptors" of EMFs. As a result, the DEIS does not provide sufficient information for the FRA to make an informed final decision on whether to approve the Project.</p>	<p>workers would be subject to OSHA regulations. <b>Section 3.15.3, Regulatory Context, Electromagnetic Fields</b> summarizes the regulations, "OSHA 29 C.F.R., Sub Part G, §1910.97 contains safety standards for occupational exposure to non-ionizing electromagnetic radiation. As noted in <b>Section 3.15.5.2, Electromagnetic Fields, Build Alternatives</b>, all Build Alternatives would comply with all federal regulations.</p>
<p>Texans Against High-Speed Rail (Comment Report)</p>	<p>3/9/2018</p>	<p>Website</p>	<p>R. The FRA failed to consider mitigation costs in the context of economic viability. In light of the removal of economic viability from the criterion, the FRA should explore all potential environmental mitigation measures, regardless of their cost. Examples include but are not limited to the following: noise and vibration barriers, including insulation to residences; light pollution mitigation such as specialty lighting or shields; tunneling 100% of the Project; elevating 100% of the Project at 15' AFG, 20' AFG, 30' AFG; station locations in each county along the affected corridor; sight impact mitigation such as tree mitigation programs; construction of independent green-energy power source such as solar panels; and structured pass-through tunnels on each property minimum 20' wide and 20' tall, and minimum 80' wide at all public and private roads. Finally, the impacts of a partially constructed Project, or fully constructed but bankrupt Project, must be evaluated at regular intervals during system operation.</p>	<p>Refer to NE-1 and PN-4.</p>
<p>Texans Against High-Speed Rail (Comment Report)</p>	<p>3/9/2018</p>	<p>Website</p>	<p>S. S. The FRA must consider additional public comments.</p> <p>Attached as Exhibit S is a spreadsheet containing hundreds of comments submitted by citizens and landowners impacted by the Project. These comments have been organized according to the following issue codes:</p> <ul style="list-style-type: none"> <li>• Air quality (AQ)</li> <li>• Water quality (WQ)</li> <li>• Noise and Vibrations (NV)</li> <li>• Hazardous materials and solid waste (HZ)</li> <li>• Waters and Wetlands (W)</li> <li>• Flood Plain Hazardous and Flood Plain Management (FP)</li> <li>• Utilities and Energy (EN)</li> <li>• Aesthetics and Scenic Resources (AE)</li> <li>• Transportation and Scenic Resources (TR)</li> <li>• Land Use (LA)</li> <li>• Endangered and protected species (ES)</li> <li>• Soils and geology (SG)</li> <li>• Greenhouse Gas Emissions (GG)</li> <li>• Public safety and security (PS)</li> <li>• Parks and Recreation (PR)</li> <li>• Cultural Resources (CR)</li> <li>• Minority and Low-Income Populations (MP)</li> <li>• Community Growth and Employment (CG)</li> </ul> <p>TAHSR requests that the FRA review and address these additional comments and concerns before proceeding further with its final assessment of the Project.</p>	<p>Refer to PI-1, PI-3 and PI-7.</p>
<p>Texans Against High Speed Rail (Exhibit S)</p>	<p>3/9/2018</p>	<p>Website</p>	<p>KVP#27 is looking to the back of our property. Other segments of the landscape unit have newer suburban developments surrounded by open spaces for agriculture (KVP #27 and Figure 3.10-21). This landscape unit has a moderate visual quality, as shown instable 3.10-19, and a moderate viewer sensitivity. KVP #27 is a typical view of the landscape unit for all Build Alternatives. The view is from Becker Road facing south (Figure 3.10-80). The simulated view is shown in Figure 3.10-81. As shown in the simulation, the HSR system would be compatible with the area, which includes two large communications towers. The HSR system would be in the distance, and views would be partially limited by trees. Viewers in this area would be mostly residents, with some workers in agricultural and other industries. There would be some travelers on US 290 north of the neighborhood; however, this set of travelers would have a low sensitivity to the HSR system. Viewers nearest to the</p>	<p>Refer to AS-1.</p>

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			<p>HSR system would have moderate viewer sensitivity, as shown in Table 3.10-34. Despite a slight reduction in visual quality to the landscape unit, the degree of impact in this landscape unit would be neutral because the HSR system would be compatible with the area and viewer sensitivities are moderate. Mitigation measures for visual impacts are described in Section 3.10.7 They clearly ignored that we have a huge wedding sign right next to where they took the picture, they ignored the historic Victorian mansion, the lake, the pond, the landscaped acreage, the gardens, the fountain, the paved lot and drive, etc. They ignored this was a wedding venue and stated this would be a neutral impact which it would actually shut down the business and have a huge negative impact on this business resulting in loss of jobs and tax dollars. The main people that would see the train would be brides and their guests and not agricultural workers. The 18 acres is an LLC and not agricultural. Pg. 591 In Merged Deis, Pg. 643 And 645 In Merged Deis,</p>	
<p>Texans Against High Speed Rail (Exhibit S)</p>	<p>3/9/2018</p>	<p>Website</p>	<p>Only one being several visual impacts but rural so not that bad. 12 locations only. From SEC. 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 4.1 Es 9.11</p>	<p>Refer to AS-1.</p>
<p>Texans Against High Speed Rail (Exhibit S)</p>	<p>3/9/2018</p>	<p>Website</p>	<p>"The assessment identified potential locations where the HSR system could constitute a significant aesthetic or scenic impact. FRA identified 13 landscape units, a defined boundary within the Project's area of visual effect, along the Study Area, as well as key viewpoints (KVPs), or a location that represents the view of the landscape unit." How the FRA could only identify 13 landscape units with scenic value is an absolute mystery. Every landowner views his land as scenic as do all the people who live or pass through our country paradise. Putting an at grade or elevated track will not enhance beauty anywhere.</p>	<p>Refer to AS-1.</p>
<p>Texans Against High Speed Rail (Exhibit S)</p>	<p>3/9/2018</p>	<p>Website</p>	<p>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. I requested at the open house meeting written notifications be send to each homeowner in the community. This was totally ignored. I continued my requests during the Surface Transportation Board (STB) process and in other forums and YET NOT ONE letter was sent to the homeowners. I would know since I have been activity following this and interviewing my neighbors. I never received any written notification of any type of involvement with Stone Gate and Texas Central Rail. 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 StoneGate 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</p>	<p>Refer to PI-1 and PI-4.</p>
<p>Texans Against High Speed Rail (Exhibit S)</p>	<p>3/9/2018</p>	<p>Website</p>	<p>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 tree Dallas To Houston High-Speed Rail Draft Environmental Impact Statement (DeisAppendix F Tcrr Constructability V4 Report Sect. 4.2, Pg. 23</p>	<p>Refer to LU-10.</p>

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

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Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	3.2 mil cars above they are counting each car saved is removing a round trip. Following this logic, the 3.2 mil cars from the Table E3.2-9 would be removing 6.4 mil cars on ISL which means 17-18k cars a day of AATD along 46. That is from a low point of about 28-30k AADT that includes semi/local and feeder road traffic. Hugely inflated if my logic is correct.29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Table	The comment cites a comparison vehicle per day count (28-30K vpd) that is not a future corridor wide average. The corridor wide average from TxDOT's HSR application cited in the EIS, was 106K vpd.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	"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. Based on this majority share, it was assumed for this EIS analysis that potential HSR passengers would primarily shift from private vehicle to rail. For the air quality emissions estimation at the full-service level (2040) scenario, the annual ridership of 7.2 million passengers, existing 89 percent share of people using passenger cars to travel between Dallas and Houston and average passenger occupancy of 1.2 passengers per car were then used to calculate the number of annual car trips of 5,340,000 cars per year. It should be noted that this number of vehicles that would no longer travel IH-45 between Houston and Dallas would equate to 14,630 vehicles per day, or about 14 percent of the 2035 annual average daily traffic of 106,475 vehicles per day projected in transportation planning documents for this corridor. Therefore, the mode shift would not be assumed to constitute the majority of travel along IH-45. Because station planning focuses on accommodating the long term and peak capacity facility needs, annual passenger ridership was not projected by TCRR for the initial service (2024) level. However, the number of trains was projected, which was used along with the train passenger capacity, and the average occupancy rate derived from the future service level ridership, to estimate an initial service level passenger ridership. With 68 trains per day, at a 62 percent occupancy rate of each 400 passenger-capacity train for 365 days per year, an annual ridership of 6,155,360 passengers was estimated." Assuming that all 89% of the people traveling by auto between Dallas and Houston in 2040 would switch to HSR is ludicrous at best. Assuming that 6,155,360 people would switch from car to HSR in 2024 is even more ludicrous. This is Texas, not Japan or France. Our transportation system is set up for automobiles. In addition, HSR will be too expensive for most people as it will be comparable in cost to air travel. The Amtrak High Speed Acela, which operates in the most densely populated corridor in the US, only carries 3.4 million passengers a year after being in service for 18 years and the cities served by Acela have the job density and transit infrastructure to support HSR. All of the decreases in air emissions based on these numbers are flawed. There may be a slight decrease in auto emissions but the HSR emissions are accurate and will increase overall emissions as the trains will run whether they have passengers or not. In addition, the emissions for ongoing maintenance, switching, and the nightly track sweeping operations were not included. "For the air quality emissions estimation at the full-service level (2040) scenario, the annual ridership of 7.2 million passengers, existing 89 percent share of people using passenger cars to travel between Dallas and Houston and average passenger occupancy of 1.2 passengers per car were then used to calculate the number of annual car trips of 5,340,000 cars per year. It should be noted that this number of vehicles that would no longer travel IH-45 between Houston and Dallas would equate to 14,630 vehicles per day, or about 14 percent of the 2035 annual average daily traffic of 106,475 vehicles per day projected in transportation planning documents for this corridor.19" This data is flawed as it using an average per station for the entire route which factors in traffic in Houston and Dallas who are very unlikely to travel to the other city. In order to achieve a more realistic data point one must use a data point near the center of I45. If you look at a data point just north of Fairfield you come up with these figures based on the AADT Route ID IH0045-KG "For the air quality emissions estimation at the full-service level (2040) scenario, the annual ridership of 7.2 million passengers, existing 89 percent share of people using passenger cars to travel between Dallas and Houston and average passenger occupancy of 1.2 passengers per car were then used to calculate the number of annual car trips of 5,340,000 cars per year. It should be noted that this number of vehicles that would no longer travel IH-45 between Houston and Dallas would equate to 14,630 vehicles per day, or about 14 percent of the 2035 annual average daily traffic of 106,475 vehicles per day projected in transportation planning documents for this corridor.19" This data is flawed as it using an average per station for the entire route which factors in traffic in Houston and Dallas who are very unlikely to travel to the other city. In order to achieve a more realistic data point one must use a data point near the center of I45. If you look at a data point just north of Fairfield you come up with these figures based on the AADT Route ID IH0045-KG "For the air quality emissions estimation at the full-service level (2040) scenario, the annual ridership of 7.2 million passengers, existing 89 percent share of people using passenger cars to travel between Dallas and Houston and average passenger occupancy of 1.2 passengers per	The comment misinterprets the text. The text does not say 89% of all travelers using IH-45 would use the HSR. The 89% car share is the share of passengers that without high speed rail in place, would have used cars to travel between Houston and Dallas as opposed to bus or airplane. It is not the percent of all cars traveling along IH-45 that would instead take the HSR. It was used only to derive out of the projected ridership, how many would have been using cars as opposed to airplane or bus if they didn't take the train. Also, the 106,475 vpd cited is not an average at each station, but is a corridor-long average from TxDOT's 2035 forecast of average AADT along the whole Houston-Dallas corridor in the report cited. Since it is a corridor-long average, it is a useful metric for numbers of travelers originating in Houston and traveling to Dallas (or vice versa). Regarding power for ongoing maintenance, switching, and nightly track sweeping operations, power consumption provided by TCRR included train maintenance facilities (TMF), sectioning post and substations, and traction power at TMFs, which would account for consumption for those items.

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			car were then used to calculate the number of annual car trips of 5,340,000 cars per year. It should be noted that this number of vehicles that would no longer travel IH-45 between Houston and Dallas would equate to 14,630 vehicles per day, or about 14 percent of the 2035 annual average daily traffic of 106,475 vehicles per day projected in transportation planning documents for this corridor.19" This data is flawed as it using an average per station for the entire route which factors in traffic in Houston and Dallas who are very unlikely to travel to the other city. In order to achieve a more realistic data point one must use a data point near the center of I45. If you look at a data point just north of Fairfield you come up with these figures based on the AADT Route ID IH0045-KG Deis P 3.2-13	
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	15 mph speed limit how is that enforced. AQ-MM#3: Construction off-road vehicle speed limitations. During the construction TCRR and its construction contractor shall limit vehicle travel speeds on unpaved roads to 15 mph. 1 Dallas To Houston High Speed Rail Deis_Main Text 1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf 3.2.6.2	Refer to AQ-11.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	2015 AADT 28,380 2035 Estimated AADT 54,490 24 Hour Truck Percentage 32.4 Please see the link <a href="http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html">http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html</a> 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-11.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	how is all this enforced? AQ-MM#4: Road surface maintenance. During construction within urban areas, TCRR and its construction contractor shall promptly remove track out of soil on area roadways when it extends 50 or more feet from the construction site and at the end of each workday. AQ-MM#5: Construction equipment. During construction, TCRR and its construction contractor shall limit idling of construction equipment during periods when the equipment is inactive, and properly maintain construction equipment in accordance with the manufacturer's specifications. AQ-MM#6: Ground disturbing activities. During the construction period, TCRR and its construction contractor shall phase ground disturbing activities to the greatest extent possible to reduce the amount of disturbed surfaces at any one time. Implementation of the above mitigation measures during construction period would reduce localized PM10 and PM2.5 emissions by reducing fugitive dust and exhaust from construction and on-road vehicles. These mitigation measures could also reduce the quantity of other criteria pollutants (NOx, VOC and CO) and GHG emissions by limiting idling or otherwise controlling exhaust emissions from construction and on-road vehicles. No new air quality violations of the NAAQS would occur during operation of the Build Alternatives; therefore, no adverse significant long term operational impacts would occur and thus, no operational mitigation measures would be required. 1 Dallas To Houston High Speed Rail Deis_Main Text.1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf 3.2.6.2	Refer to AQ-11.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Same deal except the double is being doubled again to get emissions to NAA. i.e. E-19e you have Dallas cars at 1.5 mil and trip in Freestone being 31.9 31.9=63.8. So, the return trip is included to get the 97 mil that would be then adds Houston to the mix same way. Take the208,200,709 FRE NAA VMT divide it by 31.9 and you get 17,881 VEH per day on HSL. Which if you take the 1.2 passengers per car get you to 7.8 mil passengers at ISL level. 29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Table E3-19	Refer to AQ-12.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	They are using I assume the N-S distance of Harris County to get the 56.8 miles for Harris County. This inflates the VMT and emissions for car reduction portion of this data. 29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Table E3-19C	A duplicate GIS feature caused a doubling of the calculated HGB miles that has been revised to correctly reflect the approximate 27 miles from the Houston city center to the northern edge of Harris County. VMT and emissions have been recalculated in the Final EIS. The HGB NAA NOx did not show a net increase. Only the DFW NAA in 2040 showed a negligible net gain that was 0.1% of the de minimis threshold for general conformity applicability. The conclusion of no significant impacts to air quality from operational emissions in the Final EIS would not change.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	again the 2040 is about 2.5 bil miles the math does not work at 240 miles but only at 480 miles also the increase from 2024 to 2040 is to even close to each other Dallas or Houston. I think they are doubling the VMT to increase the emissions? 1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf Table 3.2-13	Refer to AQ-3.

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Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	1.2 passengers per car inflates the cars removed number 2043 market share 21% which other charts have it 2040. Why is 2043 still issuing 89% car share? This inflates the cars taken of the road. 29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Pg. 34	The 89% car share cited in the <b>Appendix E, Technical Memoranda</b> is the share of passengers that without high speed rail in place, would have used cars to travel between Houston and Dallas as opposed to bus or airplane. It is not the percent of cars traveling along IH-45 that would instead take the HSR. It was used only to derive out of the projected ridership, how many would have been using cars as opposed to airplane or bus if they didn't take the train.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	assume this is VMT in the metro area and with a 16.8% increase where above it stated 200% (should be 100% double to 106k avg AADT) it does not add up. if cars removed from 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. IE you have 5 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. 1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf Table 3.2-4	Refer to AQ-3. The VMT figure shown was for corridor long travel and was not derived from AADT figures, but from passenger ridership and average vehicle occupancy. A round trip per passenger was assumed in the VMT calculations.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	If total gas is used then why isn't the added cars for the road near Houston station included due to the poor mass transit. Removing GHG in attainment areas and moving some of the gas burned into the non-attainment. I do not see that number but it's stated more cars in the station areas so it's there but not addressed 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf	Comment noted.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Above chart 3.14-22 it states 15-39 bil in state tax and all I can see is the 39Bil on the low-end number on next page. 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.14-22	Refer to SC-3.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	One state 199 and the sales tax at .0625 confirms its 199 for both 5 and 7.2 mil. 21% market share needs to on the 14 mil trips that is 2.8 mil passengers. How can air be impacted by 1.3 mil when only 1.2-1.4 mil fly. Sales tax is over inflated for sure. 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.14-22	Refer to GN-2 and SC-3.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Market and Supply Chain Impact on the local Areas taking into account other Construction Projects. 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 Constructability V4 Report Sect. 2.4, Pg. 4 Of 34	Refer to SC-4.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Why is all the no build have future growth so build does not harm but tax rev and such is based on no grown in a no build scenario?? 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.14.5.2.3	The economic impact calculations in <b>Section 3.14.5.2.3, Socioeconomics and Community Facilities, Economic Impacts</b> , are based on input-output multipliers that reflect macro-level estimates of the ripple effects of a project's capital investment, based on increased demand for labor and materials. This demand represents an incremental growth above any growth that may occur under the No Build Alternative.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Only talks about tax increase for acquired lands from AG exemptions/over 65. Loss of value due to buildings taken but nothing on the lower value next to the tracks. 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.14.5.2.	Refer to VA-1.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	"Properties or portions of properties currently receiving homestead, over-65, or disabled homeowner exemptions would not be exempt once acquired by TCR, leading to an increase in tax revenue." And they act like these homestead, elderly and disabled people will just disappear and not move elsewhere and get their tax breaks. They have overestimated property tax basis here in every county Deis P 3.14-16, Deis P 3.14- 33	It is correct that the people who qualify for these exemptions and move outside the Project's LOD will likely qualify for similar exemptions at their new residence, especially when relocating within the same county. New housing would be built to offset the new demand for residential space, adding to the tax base and any exemptions displaced residents may qualify for would be applied against the larger value associated with new residential capacity. The impacts to property tax calculated in <b>Section 3.14.5.2.3,</b>

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				<b>Socioeconomics and Community Facilities, Economic Impacts</b> is a conservative estimate that only includes the net change in tax revenue from the property acquired by TCRR. It does not account for the additional property tax revenue that could result from displacements that result in new construction elsewhere within the county.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	If property tax rev I assume its not for any TCR built infrastructure just conversion of exempt land (ag exempt, homestead exemptions) to full tax? Also ** has Waller county tax impacts on weighted blend of value for all segments in Ellis county. Can't use Ellis county to value Waller county as the table does. 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.14-25	The property tax impacts presented in <b>Section 3.14.5.2.3, Socioeconomics and Community Facilities, Economic Impacts</b> , include the net effects of converting exempt land uses to TCRR ownership, displacement of existing taxable structures, and TCRR's built infrastructure. As a private company, TCRR would be subject to all applicable property tax levies. The FEIS incorporates newly available Waller County parcel data.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	If no build would not contribute to growth then the build states that it would no impact those areas - Can't have it both ways. 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.17.5.1	<b>Section 3.17.5.1, Recreation, No Build Alternative</b> has been revised for the Final EIS.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Food banks were contacted but none in grimes since they did not know of any. The Grimes county GOP donates to I think 5 of them. My neighbor volunteers at the Bedias Food Bank, so assumption completely false 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.18.3.3	Refer to PI-1. <b>Section 3.18, Environmental Justice</b> has been updated to reflect public outreach undertaken between the publication of the DEIS and FEIS, including additional outreach to Grimes County Social Service Agencies.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Pg. 927 says they will hold more meetings if necessary. 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.18.3.3	Additional outreach was held with EJ neighborhoods where adverse or disproportionate impacts would occur to gain more insight and information from residents of the neighborhoods in order to craft mitigation strategies
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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. Its flawed big time as it does not hold up to back testing 1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf 1.2.2.2	Refer to AQ-3. Additionally, 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.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	2010-2040 is only 20% increase (TCP has stated it would double) 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.14.4	The 2010 to 2040 population growth reported in 3.14.3, Socioeconomics and Community Facilities, Affected Environment, is based on data from the State of Texas, Office of the State Demographer, Texas Population Estimates and Projections Program.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	No Discussion in the DEIS on the Significant Negative Impacts of Tax Revenues due to lower Property Values. 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. Dallas To Houston High- Speed Rail Draft Environmental Impact Statement (Deis)_Main Text Iii Sect. 3.14.3.2.3, Pg. 5 Also Sect. 3.14.3.2.5, Pgs. 6- 7	Refer to VA-1.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Limestone city - Looking at Table 3.14-25: Net Change in Property Tax Revenue for Acquired Property \$2016 (thousands) and Table 3.11-44: Limestone County Roadway Modifications it looks like Limestone County will both lose Property Tax Revenue and gain 2 CR overpasses. So negative impact for them. Table 3.14-25 Chapter 3 Socioeconomic And Community Resources	The property tax impacts reported in the DEIS <b>Table 3.14-25</b> only include one aspect of changes to property taxes: those associated with the conversion of property to TCRR ownership. In locations where a substantial amount of acquired property is currently tax exempt, this can be a positive impact. In locations where the project would displace taxable structures, this can be a negative impact. However, additional positive property tax impacts associated with the Project's built infrastructure and station area development

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				would result in a net positive impact to property taxes within all economic assessment areas evaluated. (See Table "Net Property Tax Impact of Acquisitions, Improvements and Station Area Premiums through 2040" in <b>Section 3.14.5.2.3, Socioeconomics and Community Facilities, Economic Impacts.</b>
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Navarro City - Looking at Table 3.14-25: Net Change in Property Tax Revenue for Acquired Property \$2016 (thousands) and Table 3.11-42: Navarro County Roadway Modifications it looks like Navarro County will gain some tax money but looking at their CAD website, most of it goes to the ISD. I count 3 CR overpasses and using the CAD "Navarro county road and bridge tax rate" I get a total \$2,094 per year and then divide by 3 to get \$698.13 per overpass per year. Question: Is \$698.13 a year enough to maintain an overpass? Table 3.14-25 Chapter 3 Socioeconomic And Community Resources	The property tax impacts reported in the DEIS <b>Table 3.14-25</b> only include one aspect of changes to property taxes: those associated with the conversion of property to TCRR ownership. In locations where a substantial amount of acquired property is currently tax exempt, this can be a positive impact. In locations where the project would displace taxable structures, this can be a negative impact. However, additional positive property tax impacts associated with the Project's built infrastructure and station area development would result in a net positive impact to property taxes within all economic assessment areas evaluated. (See Table "Net Property Tax Impact of Acquisitions, Improvements and Station Area Premiums through 2040" in <b>Section 3.14.5.2.3, Socioeconomics and Community Facilities, Economic Impacts.</b>
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	how in Grimes you take land away from ag and move it to full value with a station and MOW , oh also a 40 miles of tracts and only get avg of \$213,000 I assume a year. So 1 billion investment only gives us 213,000 increase in property tax REVENUE? Look at negative impacts in Harris County Table 3.14-25 Chapter 3 Socioeconomic And Community Resources	The property tax impacts reported in the DEIS <b>Table 3.14-25</b> only include one aspect of changes to property taxes: those associated with the conversion of property to TCRR ownership. In locations where a substantial amount of acquired property is currently tax exempt, this can be a positive impact. In locations where the project would displace taxable structures, this can be a negative impact. However, additional positive property tax impacts associated with the Project's built infrastructure and station area development would result in a net positive impact to property taxes within all economic assessment areas evaluated. (See Table "Net Property Tax Impact of Acquisitions, Improvements and Station Area Premiums through 2040" in <b>Section 3.14.5.2.3, Socioeconomics and Community Facilities, Economic Impacts.</b>
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Numerous tables and estimates of sales tax being paid which will not be paid in the state of Texas per comptroller. Please see email info. 15-39 billion stated in Discussion but tables are about 2 billion. None will materialize but being stated by TCR to every legislator, the public and the media.	Refer to SC-3.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Any accounting for lost jobs due to lower AG income and such? 241K jobs impact for construction and 17 years operation. Any source on this? 10K per year and 1K for the 17 years you are well under 100K jobs from TCR. Need supporting data 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.14-29	As discussed in <b>Section 3.14.3, Socioeconomics and Community Facilities, Methodology</b> , all employment and earnings calculations are based on economic input-output multipliers that estimate the ripple effects of the Project's capital investment on the surrounding economy, including both direct employment and jobs created in supporting industries. The analysis uses RIMS II multipliers obtained from the U.S. Bureau of Economic Analysis (BEA) for each of the five Economic Analysis Study Areas. All employment estimates are reported in job-years, defined as one job for one person for one year. This allows for a more direct comparison of temporary jobs generated during construction and permanent jobs, with impacts assessed over 17 years through 2040. Permanent employment impacts would likely extend beyond 2040, but were not included in this analysis.

Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS				
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Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	There is a 7.5% excise tax to Feds on airline tickets. This is omitted in the DEIS tax table 3.14-22. This is only for airline tickets and is not on rail tickets. This will be a net loss to the federal govt. Did a flight on saw for Monday RT. See below for price breakout. Saw the excise tax and found what that is. Also wonder if any TSA fees will be assessed? Federal Excise Tax: A federal excise tax of 7.5% is charged on airfare. Segment Fee: A segment fee of up to \$4.00 USD does apply per flight segment. A flight segment is defined as one takeoff and one landing. Jan 11, 2018 But anyways the money lost to the state should actually be 7.5% vs the 6.25% and be contributed to a loss for the federal government. None of this is shown in the table Please let me know if you need to see the picture of the airline ticket to see all the different fees (there is no state sales tax) Deis Tax Table 3.14-22	Refer to SC-16.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Cost breakout 29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf	Comment noted.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Texas Central continues to dispute the \$199 average ticket price in the DEIS (Table 3.14-22) that is used for "various economic calculations": However, they continue to tout the results of the "various economic calculations" that use the \$199 average HSR ticket price. Texas Central also disputes the \$199 average airfare the DEIS uses, and says the average airfare is \$147. However, while the DEIS provides a source for the \$199, Texas Central provides no source for their number. At the press conference announcing the preferred Houston Station location, a Texas Central official said that the proposed HRS's ticket price would be sort of an average of 2/3 of airfare. At 2/3 of \$147, the average HSR ticket price would be \$98, or less than half of \$199. Plugging \$98 into Table 3.14-22 will reduce the calculated sales tax revenue by more than half. Texas Central touts the sales tax revenue computed in Table 3.14-22 on their website. Under the heading "The DEIS findings on the North Texas Bullet Train Station's many economic benefits:" they state: "\$10 million - Estimated local sales tax produced from the train's ticket sales in Dallas County." Directly under that they urge people to contact FRA about the DEIS. The \$10 million is calculated using \$199 HSR average ticket price. Patch.com says "[Mayor] Turner said the privately-funded project will nit [sic] cost the taxpayers, but rather the city will benefit from the sales tax - projected at \$12 million a year." Is this number also calculated using an average \$199 HSR ticket price? This is not insignificant. Elected officials and the public both may be influenced by the projected sales tax revenues. It is unethical for Texas Central to simultaneously tout the results of a calculation that uses the \$199 average ticket price and say that the \$199 ticket price is a "rumor". FRA should immediately issue a result of NO BUILD due to Texas Central's lack of ethics. Barring that, FRA should require that Texas Central not only fix the numbers in Table 3.14-22 but all items in the DEIS that they say are incorrect - an errata sheet should be provided - only then should the 60 day period re-start and public meetings should be re-held.	Refer to SC-3.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	"As shown in Table 3.14-22, HSR ticket sales could generate between \$15 billion and \$39 billion in sales tax for the state plus \$5 billion to \$12 billion in local tax revenue." As flawed as Table 3.14-22 is, it does not show that "HSR ticket sales could generate between \$15 billion and \$39 billion in sales tax for the state plus \$5 billion to \$12 billion in local tax revenue". According to Table 3.14-22, it would take 694 years to reach \$39 billion in sales tax for the state. This is absurd. 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 the state of Texas getting \$39 billion in sales tax revenue. The DEIS and the DEIS comment period are fatally flawed. FRA should immediately issue a decision of NO BUILD.	Refer to SC-17.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	"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. 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	Refer to BA-4, BA-6, BA-12, GN-1, GN-2, GN-3 and SC-3

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			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.	
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Texas Central is still spreading the manure from the DEIS that the HSR will generate \$15 - \$39 Billion in sales tax revenue from ticket sales on its website AND telling people to comment on the DEIS: <a href="https://www.texascentral.com/itstime/">https://www.texascentral.com/itstime/</a> Even if every number in the DEIS's Table 3.14-22 were correct (big hint: they are not), it would take over 600 years to reach \$39 billion in sales tax revenue. This process is irretrievably broken. The DEIS must be scrapped and FRA must immediately issue a decision of NO BUILD.	Refer to SC-3.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	110 is on this page before 124 BV station since some of the positions are very thin so reduction of 14 full time folks will be a major impact. 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 28 Of 199	The direct Project employment estimates in <b>Section 3.14.5.2.3, Socioeconomics and Community Facilities, Economic Impacts</b> are based on the latest available operational data from TCRR. Project employment in Grimes County would be equivalent to well over a quarter of existing unemployment.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	A talked to 12 people about the land use near stations. Was any for Grimes and any increase in growth included for Grimes county. Burden on ISD in area with a 12 mil station and track will not pay for the huge increase in student enrollment. Iola ISD has 700-800 students total, Richards ISD has 200 and Anderson Shire has 800 or more. So, if 2000-4000 new students in Midstop area will tax school infrastructure, can we get the list of the 12 people???? 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 4.3	Refer to SC-19. Comment includes insufficient detail to address the source of the 2,000-4,000 estimated new students. Any additional growth around the Brazos Valley Intermediate Station area would generate additional property and sales tax revenue beyond the conservative estimates reflected in this analysis. That additional revenue would offset the need for any additional county services.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	No build has no access to save, reliable and efficient mode. 199 each way not useable for the Environmental justice as one county will have zero facilities - Madison so no jobs and no access 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.18.5.1	Refer to SC-3. Although TCRR does not propose a station or maintenance facility in Madison County, some job growth associated with the Project is expected. During construction of the Project, a significant temporary workforce will be needed to construct the alignment through Madison County, to accommodate the Project's demand for materials, and to meet demand driven by the construction labor force's additional income and spending. During operations, direct Project employment at maintenance facilities or stations could be filled by residents living in the study area. Proposed station and maintenance facility locations in Grimes and Leon Counties would be within a reasonable commuting distance for some residents of Madison County. Additionally, the total permanent employment documented in <b>Section 3.14.5.2.3, Socioeconomics and Community Facilities, Economic Impacts</b> , reflects the Project's ripple effects through the economy, and could include additional jobs for Madison County residents in supporting industries located in or near Madison County. Potential impacts to environmental justice communities within Madison County are documented in <b>Section 3.18.5, Environmental Justice, Environmental Consequences</b> .
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Why not more yellow with black dots? As Megan explained to me was that you have to look at the section that defines partial or full takings. That is not what tcp supplied but an aecom standard practice. So using that same method allows each route to be analyzed the same. No good way to determine impacts on door to door case as no one knows the actual takings that tcp does. Using the rules on takings and if the house is on a tract that would fit a full taking then it's not counted as a noise impact but as a taking. We went through maps and found one on a 45 route that I could tell by tree lines the Tract boundaries. Had one that it clipped the Tract decent amount with a house and no yellow dot. Then next door had a Tract with house that it barley caught the edge and it had a yellow dot. But white oaks yellow dots did not make sense. Only thing she said was maybe due to the closeness of the houses that some yellow dots were left off. If a house that has no yellow dot today due to aecom saying full taking. Then tcp either can buy the Tract or have to install sound barriers. Hence why I think tcp wants to buy out	Refer to NV-1.  The residences shown as moderate impacts are just above the threshold for moderate impact. For residences further from the tracks, there would be no impact, as the noise levels are lower at those locations.

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

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			Dana. But another thing is if tcp must install sound barriers or improve the house to sound is ok. The. What happens with raw land that needs to be built on? Tcp will not pay for barrier wall so builder would have too which decreases the price. 16 Dallas To Houston High Speed Rail Deis Appendix D_Communityandculturalresources_Set_3Of3.Pdf Segment 5 Sheet 246 Of 257	
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	More yellow with black dots Noise- Per DEIS rules of partial takings and full takings that the noise impacts was measured using that rule. So that is why you see some that has the noise impact yellow dot and others don't. If it's a full taking the house is put in the taking list and not the noise list. We went to White oaks falls subdivision and she could not answer why those were different and some had noise impacts where the 3 between them did not but none was in the full taking area. I forgot to ask that if TCR is taking full on the northern row of house why where they included in the sound impact. I think the rules that AECOM used for full taking did not apply there. AECOM rules of takings is not the SAME as TCP. SO if the AECOM full taking house is not where TCP will take full taking then TCP will have to mitigate the sound somehow. I keep bringing up to her that AECOM method may not be the real world so trying to count noise impacts across routes is tough. 16 Dallas To Houston High Speed Rail Deis Appendix D_Communityandculturalresources_Set_3Of3.Pdf Segment 5 Sheet 252 Of 257	Refer to NV-1.  The residences shown as moderate impacts are just above the threshold for moderate impact. For residences further from the tracks, there would be no impact, as the noise levels are lower at those locations.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Disagree with the demand of law enforcement under no build. You can see Grimes is way lower than Harris or Dallas so natural growth will skew that a little while a Midstation would increase that at a faster rate costing more money to the county 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.16.5.1	Refer to SS-1 and SS-6.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	TCR failed to label a cemetery right next to its route which could easily be affected and within permit range which would justify a cultural survey according to section 106 of the USACE. The Whitfield Lake Cemetery Memorial marker is on Strawther Road at coordinates 30.896089,-96.026603. This is only the stone memorial, not the actual burial ground. The graves are so old, most if not all are marked any longer. The marker is 203.67ft to the South West of being directly under the transmission lines. <a href="http://files.usgwararchives.net/TX/Madison/cemeteries/whitfield.txt">http://files.usgwararchives.net/TX/Madison/cemeteries/whitfield.txt</a> Ms. Stephenson comments about Whitfield Lake Cemetery: She said her understanding is that when they ran the transmission lines through, the company working the project removed the tombstones, but did NOT move the bodies. This was before she moved to Madisonville so she does not know exactly how far away from the memorial stone the actual cemetery is. She did state that she had been told that there could be up to 100 people in the cemetery. She also said in her estimation, if they start working in that area they very well could dig up bodies. Please contact Christie for pics <a href="http://www.spk.usace.army.mil/Portals/12/documents/regulatory/Reg_workshop/2016-04-01/RPW_Section106_2016_April-1.pdf">http://www.spk.usace.army.mil/Portals/12/documents/regulatory/Reg_workshop/2016-04-01/RPW_Section106_2016_April-1.pdf</a> This is the Campbell's property and he stated that the cemetery is still here and the parcel has not been surveyed 10 Dallas To Houston High Speed Rail Deis Appendix D_Project_Footprint_Set_40 f5 Page Page 79	Refer to CR-6. The potential for unmarked burials related to the Whitfield Lake Cemetery will be carefully assessed so that impacts can be avoided.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Smith Family Cemetery has the train or temporary construction area right on top of it. The DEIS footprint maps do NOT have this cemetery marked. Details for Smith Family The cultural maps have this cemetery and it will be impacted (Atlas Number 7113024705) 3820 East Illinois Ave Directions: At the intersection of East Illinois Avenue and Mayforge, turn south onto Mayforge which runs parallel to Interstate 45. Then immediately turn right onto private property which is fenced. The cemetery is located between the fence and a brick building which was originally the Linfield Elementary School built before 1954. Three gravestones are clearly visible near the fence not far from the right-of-way of East Illinois Avenue. Historic Texas Cemetery? Yes Designation Date 8/16/2016 Number of graves estimated 16 Burial Dates 1866-? Cemetery ID Number DL-C247 7 Dallas To Houston High Speed Rail Deis Appendix D_Project_Footprint_Set_10 f5 Sheet 7 14 Dallas To Houston High Speed Rail Deis Appendix D_Communityandculturalresources_Set_1Of3 Sheet 4	Refer to CR-6. The Smith/Kinnard Family Cemetery was designated as a Historic Texas Cemetery in 2016 by the Texas Historical Commission. The cemetery is adjacent to the Limits of Disturbance of Segment 1 and is not eligible for listing in the National Register of Historic Places, as determined in consultation between the Federal Railroad Administration and the Texas Historical Commission. Construction and operation of the Project has the potential to have an adverse impact on this cemetery.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Queen's City Cemetery This cemetery is not listed on the DEIS maps and the train goes right over this site and leaves permanent impacts <a href="https://www.google.com/maps/d/u/0/viewer?ll=32.72209480240335,-96.76312372142581&amp;spn=0.071242,0.134239&amp;msa=0&amp;iwloc=lyrfr:msid:204420451378383479834.00048a4d55d4622cf06c0,00048a4d58ad9249e32c0,,,0,-31&amp;mid=1p-QNfT8XqWNpuygShdlZuCluYfi&amp;z=18">https://www.google.com/maps/d/u/0/viewer?ll=32.72209480240335,-96.76312372142581&amp;spn=0.071242,0.134239&amp;msa=0&amp;iwloc=lyrfr:msid:204420451378383479834.00048a4d55d4622cf06c0,00048a4d58ad9249e32c0,,,0,-31&amp;mid=1p-QNfT8XqWNpuygShdlZuCluYfi&amp;z=18</a> Cotton Ln and Bulova St Dallas, TX Notes: The only information regarding this cemetery comes from the 1986 cemetery map by Rita Barnes. Copies can be found in the Dallas Public Library, 7th floor and 8th floor. 7 Dallas To Houston High Speed Rail Deis Appendix D_Project_Footprint_Set_10 f5 Sheet 6	Refer to CR-10.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Homecoming Cemetery Bulova at Cotton Lane <a href="https://www.google.com/maps/d/u/0/viewer?ll=32.72209480240335,-96.76312372142581&amp;spn=0.071242,0.134239&amp;msa=0&amp;iwloc=lyrfr:msid:204420451378383479834.00048a4d55d4622cf06c0,00048a4d58ad9249e32c0,,,0,-31&amp;mid=1p-QNfT8XqWNpuygShdlZuCluYfi&amp;z=18">https://www.google.com/maps/d/u/0/viewer?ll=32.72209480240335,-96.76312372142581&amp;spn=0.071242,0.134239&amp;msa=0&amp;iwloc=lyrfr:msid:204420451378383479834.00048a4d55d4622cf06c0,00048a4d58ad9249e32c0,,,0,-31&amp;mid=1p-QNfT8XqWNpuygShdlZuCluYfi&amp;z=18</a> Dallas, TX This cemetery is not listed on the DEIS maps and the train goes right over this site and leaves permanent impacts 7 Dallas To Houston High Speed Rail Deis Appendix D_Project_Footprint_Set_10 f5 Sheet 6	Refer to CR-10.
Texans Against High	3/9/2018	Website	Honey Springs Cemetery This cemetery is not listed on the DEIS footprint maps and the train goes right over this site and leaves permanent impacts <a href="https://www.google.com/maps/d/u/0/viewer?ll=32.72209480240335,-">https://www.google.com/maps/d/u/0/viewer?ll=32.72209480240335,-</a>	Refer to CR-10.

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Speed Rail (Exhibit S)			96.76312372142581&spn=0.071242,0.134239&msa=0&iwloc=lyrfr:msid:204420451378383479834.00048a4d55d4622cf06c0,00048a4d58ad9249e32c0,,,0,-31&mid=1p-QNfT8XqWNpuygShdlZuCluYfl&z=18 This is shown to be impacted on the cultural and historic maps. Bulova and Cotton Lane Dallas, TX aka Homecoming Cemetery, Queen City Cemetery Notes: It is not fully fenced and does not appear to be regularly maintained. However, a cemetery gate and masonry entrance had been constructed and a black chain link erected along the eastern cemetery boundary near the road. There is no cemetery sign posted, and many of the cemetery features are missing, damaged, or displaced. The majority of the graves are unmarked 7 Dallas To Houston High Speed Rail Deis Appendix D_Project_Footprint_Set_10 f5 Sheet 6 14 Dallas To Houston High Speed Rail Deis Appendix D_Communityandculturalres ources_Set_10f3 Sheet 3	
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	The FRA footprint maps have a permanent system over a portion of this cemetery. This needs to be verified as cultural maps have the cemetery in the woods . Information shows it to be in the pasture and <a href="https://atlas.thc.state.tx.us/Map">https://atlas.thc.state.tx.us/Map</a> Cemetery ID Number NV-C110 Cemetery Name Ward Cemetery Directions SH 31 west from Corsicana to FM 2452. Turn left and go 5.2 miles to FM 709. Turn right and go 2.3 miles. Cemetery is on the left in pasture. City Retreat County Navarro Historic Texas Cemetery? Yes Designation Date 2/1/2005 Number of graves 320 Burial Dates 1852 to present 7 Dallas To Houston High Speed Rail Deis Appendix D_Project_Footprint_Set_10 f5 Sheet 112,190 14 Dallas To Houston High Speed Rail Deis Appendix D_Communityandculturalres	Refer to CR-6. In the Draft EIS, Ward Cemetery was reported as Resource NA.040 and is also designated as a Historic Texas Cemetery. Due to changes in the conceptual design, the Ward Cemetery is located outside the Historic Resources Area of Potential Effects and will not be impacted by the Project.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Some pedigree on how all the TCP entities are related. Who file with NOI? Who filed with FRA? Who filed with the state under SB18? Can a parent company do the work and let TCR do the file for ED. Would TRCI have to buy TCP out to gain the operating portion of the process? This would be like a railroad doing a study. 30 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 2 Of 2.Pdf	As discussed in the <b>Executive Summary</b> of the Final 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 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.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Bottom of page stated TCR formed in 2009 but the top of the page has Texas Central High-Speed Railway as TCR. Above has TCHSR formed in 2010. Time line has issues very minor 30 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 2 Of 2.Pdf Pg. 2	Refer to NE-1. The referenced information was not found in the Draft EIS, therefore no changes have been made in the Final EIS
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Texas Historical Group replied that the FRA on behalf of Grimes County Historical Joe Fultz was part of the CC. Why wasn't he contacted first or Upchurch included this time. This via email vs mail like to Upchurch before. 30 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 2 Of 2.Pdf	Refer to CR-12.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Lots of invites on meeting. Any record of those attended and subjects covered. 06 Dallas To Houston High Speed Rail Deis Appendix C_Agency_Correspondence. Pdf Pg 36/79	Refer to PI-1.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Several county historical leaders not contacted. Grimes is a volunteer group but does meet in public meetings on the county calendar. Denise Upchurch probably has a day job if contact by phone was made. But assume it was mailed and no response by various counties 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.19-1 Where is Navarro county data 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.19-4	Refer to PI-1, CR-3.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Letter sent to Upchurch. Got now reply by another table. Is that a good address for her? (Christie Commentary: This goes toward the 106 process. Upchurch is against the project and they did not receive any reply from them in order to give their input in the project. Did they use a correct address. Did they really try to get their input on the 106 process.) 30 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 2 Of 2.Pd	Refer to CR-4.
Texans Against High	3/9/2018	Website	53% PF route co-located with road RR utility line 2 Dallas To Houston High Speed Rail Deis_Main Text li.Pdf 3.10.6	Comment noted.

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Speed Rail (Exhibit S)				
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	During final design, TCRR shall coordinate with utility providers such as Oncor and CenterPoint to provide connections to the electric grid. The modifications required to make these connections include relocating existing lines, connecting new lines and vertically adjusting existing poles. The location of these modifications would be determined by the utility provider. The utility provider may choose to include these modifications into existing plans to support the operation of their system. As the owner of the utility, the provider would manage and lead the environmental process associated with the modifications to provide the connections to TCRR's infrastructure." The utility providers will have to use Eminent Domain to take more land to run power lines to this train possibly at some distance from the ROW. This is a further burden on adjacent landowners.Eu-Mm#5	Refer to EU-2 and LU-14. As defined in <b>Section 3.9.5.2.1, Utilities and Energy</b> , the Project LOD includes the potential locations of electrical utility modifications, including new connections to HSR facilities, and these areas are included in the assessment of impacts in the Final EIS.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	7.5MWH for a round trip But 68 trains 68 times 7.5=510 close enough to 448 if they remove the power from regen braking But the number of trips per day at 68 and using the RT MWH does not compute. This has to be 34 trains heading one direction per day so 34 and 34 to make the 68. But the power should be 34*7.5 mwh this hurts us So is the 7.5 for RT wrong or is the 68 trips wrong? TCRR engineers provided the data Geez but another example of being 200% or more wrong and how can anyone comment on data so flawed and not have a second chance to comment on updated info.	Refer to AQ-3
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	They will condemn and take over wells to shut them in. What happens to the minerals in place? Almost sounds like the well will be shut in but minerals still available to recover 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 176 Of 199	Refer to ED-4
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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 Dallas To Houston High- Speed Rail Draft Environmental Impact Statement (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	Refer to EU-2, SS-18 and SS-19. 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 (Refer to <b>SS-CM#4</b> ).
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	State solar panels will be used but no amounts listed. 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 60 Of 199	Solar panels are incorporated in the FDCE as an option for sustainable development of the stations in <b>Section 3.14.2.4, Socioeconomics and Community Facilities</b> and will continue to be evaluated during project design.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Grimes has 2 with 2330 and 342090 high with avg of 69054. Math is not correct. I will see if I can get on RRC site and confirm where the two are located and get Grimes CAD to get value. If data is a few years old and wells are recent that value is way wrong. East of me more gas and lower value oil well. North and west of me is the sweet spot for oil and Madison County is huge on nice wells from last boom. Lots and lots of horizontal east west all over that area. Some where else they just plan to buy the wells and close them. So, driller would have to spend 4-7 mil to redrill for a well that is producing 300-700 barrels a month. Mineral owners get screwed and especially if TCP buys the minerals estates. Or will it be buy the well and close it down, therefore minerals get released back to the owners or lease out later. 29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Table	Refer to LU-1.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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.	Refer to BA-5, BA-8 and BA-11.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	5.340 mil cars a year saved but that should be 236 miles vs the charts 478 miles. Increasing the BTU by 2. Cannot make the math work on this one. 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 1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf Table 3.9-19	Refer to AQ-3 and GN-2
Texans Against High	3/9/2018	Website	After reviewing the DEIS, I found it troubling that the FRA would suggest that the Pipelines, utilities and roads be consider as independent projects. The Pipelines, utilities and roads would not require modifications, relocations or removals if the high speed rail wasn't coming through. The CAL HSR FEIS included FERC and public Utilities. Are there different requirements between states and corporations proposing	Refer to EU-2, EU-1 and SS-18.

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Speed Rail (Exhibit S)			high speed rail projects? I contacted FERC about this troubling fact, that they were excluded from the FRA process for the TCR HSR project. FERC stated and I quote "Request the FRA to include FERC and PHMSA in the Texas Central High Speed Rail project." Today I am requesting that FERC and PHMSA be included so they may become contributing agencies in this environmental impact statement since they are the responsible agencies to the management of pipeline safety. All affected pipelines, roads and utilities should be considered as the full impact of the project in one environmental impact statement. Yes this means, a little more time will be required to come to a final determination, but in the long run everything will work seamlessly. Including FERC and PHMSA in the overseeing the 142 affected pipelines is the only responsible action.	
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	TCR's construction and daily operations will have a critical impact to the safety of pipelines that crosses and/or runs parallel to this proposed project. The introduction of a new constant source of electricity and vibrations will cause fatigue upon the existing pipelines. This fatigue will lead to failure. Failure will result in an explosion where loss of life is highly probable, there will definitely be property damage, companies will have to make apologies and lawyers will settle in court. There are impacts from this project that I have very little confidence will make it to the pipeline companies if TCR is left with the responsibility of making that happen. TCR wants us to believe the impacts are less than reality. <a href="http://www.gisp.rrc.texas.gov/GISViewer2/">http://www.gisp.rrc.texas.gov/GISViewer2/</a> The FRA can not afford to have its reputation tarnished, you are here to protect the public and the environment. By allowing pipelines, utilities and roads to be treated as separate projects, the possibility of critical operational data may not make it to the relevant parties so that necessary precautionary steps can be taken.	Refer to EU-2 and SS-18. The zone for potential vibrational damage to structures is not likely to extend beyond the operational corridor, as explained in <b>Section 3.4.5, Noise and Vibration, Environmental Consequences.</b>
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	NLT one year is conducted and two more needed but it has 2017-2019 that FRA will conduct more surveys Navasota Lady Tresses (endangered species) 1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf Nr-Cm#7:	Refer to NR-4. For information regarding the Endangered Species Act and federally listed species with potential to occur within the Project see 3.6.4 Affected Environment". Section "3.6.4.4.2 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 "3.6-8: Protected Wildlife Species with Potential to Occur within the Study Area.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	There are numerous sightings of threatened species such as bald eagles along the entire route. The mortality of such birds and high speed rail has not been addressed in the DEIS. Here is one such study. <a href="https://phys.org/news/2018-01-birds-collide-high-speed-rail.html">https://phys.org/news/2018-01-birds-collide-high-speed-rail.html</a>	Refer to NR-2 and NR-3. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife.</b> Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</b>
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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.	Refer to GN-1, NE-8.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Wolf, panther and cougars or mountain lions not listed. Wolf for sure in area. Some big cat in area also. 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 1 Of 4	Red and Gray wolves are considered extirpated from the state. Mountain lion (Puma concolor), also called cougar and panther, is the only species of large cat that occurs in Texas. Any impacts to mountain lions would be temporary as their ranges can vary from 10 to over 300 square miles (Schmidly and Bradley's "The Mammals of Texas" copyright 2016 by the Texas Parks and Wildlife Department).
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	"There are several pairs of bald eagles that roost at Gibbons creek and have fledglings that could be prepared to make nests outside of Gibbons. The Maxwell property has seen a pair on their family property every weekend since deer season this year." This is a mile from the train route and the FRA maps do not include the bald eagle information or sightings in their documents. This info is noted from an environmental scientist. 21 Dallas To Houston High Speed Rail Deis Appendix D_Naturalresources_Set_4Of 4 Grimes County Section	Refer to NR-3. For information regarding impacts to wildlife and vegetation refer to <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife.</b> Impacts to wildlife and vegetation will be minimized due to

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				compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</b>
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	The FRA maps have failed to acknowledge bald eagles in Harris County. We have seen bald eagles on our property a number of times and we believe there are nests nearby 15419 House Road Hockley TX. 77447 21 Dallas To Houston High Speed Rail Deis Appendix D_Naturalresources_Set_4Of 4 Harris County Section	Refer to NR-3.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	The FRA maps failed to acknowledge bald eagles in Waller county. Bob Humphries has noticed bald eagles a number of time flying on and around his property in Waller county near the train route 21 Dallas To Houston High Speed Rail Deis Appendix D_Naturalresources_Set_4Of 4 Waller County Section	Refer to NR-3.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Pictures and proof in the area along 290 where train will travel. src="https://macaulaylibrary.org/asset/71468031/embed/640" frameborder="0" allowfullscreen style="width:640px;"> Tue Oct 10, 2017 3:00 PM spotted https://ebird.org/ebird/view/checklist/S39812551#_ga=2.148375543.1366908278.1516162931-20385215.1516162931 21 Dallas To Houston High Speed Rail Deis Appendix D_Naturalresources_Set_4Of 4 Harris County Section	Refer to NR-3. For information regarding impacts to wildlife and vegetation refer to <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife.</b> Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</b>
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	multiple pics and proof of bald eagles by numerous people showing that bald eagles should have been documented near the train in harris county frameborder="0" allowfullscreen style="width:640px;"> https://ebird.org/ebird/view/checklist/S26378022#_ga=2.148213751.1366908278.1516162931-20385215.1516162931 21 Dallas To Houston High Speed Rail Deis Appendix D_Naturalresources_Set_4Of 4 Harris County Section	Refer to NR-3.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	more pics from different people further down the train route on 290 src="https://macaulaylibrary.org/asset/44118251/embed/640" frameborder="0" allowfullscreen style="width:640px;"> https://macaulaylibrary.org/asset/44118251?__hstc=60209138.82ee0cdd28cb8448aef4e377a55c1186.1516162596423.1516162596423.1&__hssc=60209138.10.1516162596423&__hsfp=2265876888 21 Dallas To Houston High Speed Rail Deis Appendix D_Naturalresources_Set_4Of 4 Harris County Section	Refer to NR-3. For information regarding impacts to wildlife and vegetation refer to <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife.</b> Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</b>
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	"TCRR designed 52 percent of the Build Alternatives adjacent to existing infrastructure, which typically includes areas that have previously been disturbed by development. This design approach minimized impacts to more environmentally sensitive areas and potentially reduces the fragmentation of existing habitat." Building beside a Power line ROW is not the same as building next to a Rail Road or a Highway. While all are infrastructure, a Power Line ROW does not have nearly the impact or disruption as a highway or railroad Es.7	Refer to BA-5, BA-8, BA-9, BA-10.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	The public roads as evidenced in the drawings fragments almost the entire route even the viaduct sections. This is not what was proposed to the public and in order to mitigate this clear damage, the train should run alongside existing roads. http://www.iene.info/wp-content/uploads/COST341_final_report.pdf Dallas county- about 50% new public roads. Ellis county- about 50% new public roads. Navarro county- about 10-20% new public roads. West of Teague segment (Madison, Limestone, Freestone, Leon) about 90% new public roads. Houston segment (Harris, Waller, grimes)- about 40-50% new public roads or realigned public roads with the majority of Grimes county with new public roads and a significant portion of beginning of Houston section with no designation. These new public roads will not allow free passage of livestock and wildlife and will further fragment our wildlife and go against what they are claiming in their wildlife crossing maps. 53 Dallas To Houston High Speed Rail Deis Appendix G_Tcrr Fdce V7 Dwgs Volume 5 Pg 13-End Plus Review Corresponding Maps 45-52	Refer to BA-5, LU-11, NR-6, TR-8.
Texans Against High	3/9/2018	Website	TCR is proposing to use existing drainage ditches which were not designed for their capacity. One very important concern is TCRs runoff will contribute to flooding since they will not be creating their own adequate drainage. Then to top it off they will add additional trains below their	Refer to FP-1 and WW-1.

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Speed Rail (Exhibit S)			structure which will not have its own drainage. Every project is supposed to supply their own drainage retention and not push it off or use existing. An example is in stone gate they said they would use existing drainage. They also don't have all the detention reservoirs next to train. What will happen to all the runoff drainage?	Near Stone Gate, drainage infrastructure would be incorporated into the project to ensure negative impacts to existing drainage would be minimized and avoided.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	"FRA's updated Procedures for Considering Environmental Impacts states that this EIS shall assess impacts of the Build Alternatives on floodplains. This document requires acknowledgment in NEPA documents that a proposed action would occur within a base floodplain, defined as the limits of a floodplain determined by using the Department of Housing and Urban Development floodplain maps or best available data. An EIS is required to discuss alternatives located in the base floodplain; the risks associated with those Build Alternatives; impacts on natural and beneficial floodplain values; and the adequacy of the proposed methods to minimize harm." Only considering floodplains in the modeling is shortsighted as this 239 mile rail way will actually create floodplains by inhibiting sheet water flow from flood events. A Harvey type rain event for the entire length should be modeled to truly see the impact from flooding and what mitigation measures are necessary 3.8.2	Refer to FP-1, SS-17, WW-1 and WW-2.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	They list Madison as subject but use Navarro county hazard mitigation plan. 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.16.2	Navarro was a typo as the section was discussing the Madison County Hazard Mitigation Plan Update. This text has been updated in the Final EIS in 3.16.2, Safety and Security, Regulatory Context.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Why does the emissions from the activity of getting the resources not included, they include the transport of the goods? So, no build will save more emissions if you don't need the raw materials. 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.21.5.2	Construction emissions estimates did include delivery of the major bulk components such as concrete, aggregate, rail ballast, structural steel, and rail steel, as described in Section 3.2.3, Methodology. Transportation emissions included emissions from light trucks, short-haul trucks, long-haul trucks, concrete trucks, and freight rail locomotives.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	15% of peak of 2280 then if you take 2280 time 6 hours of peak (I think 3 and 3 hours for peak). You are over 13,000 Riders for peak times while 5 mil is just under 14,000 riders. Maybe using 2040 ridership?? If 15% of peak is 342 then you are over 2000 passengers from Midpoint daily which 30/90 has traffic counts around and just under 5K a day. So, adding maybe 50% to traffic counts would those peak travels have more of an adverse effect on Roans Prairie than normal larger highways? 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.11.5.2.8 99.13 out of de minimis of 100 tons per year. Kind of nice for them. 1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf Table 3.2-15	Refer to AQ-3
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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 will be a lot larger which is a larger market share that shows it not feasible. So, if today 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. Are 1.2 riders per car the correct number? 1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf 3.2.3.2.2	Refer to AQ-4
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	No determination was made of applicability under the Toxic Substances Control Act of whether any chemicals imported will be on the TSCA Inventory.	As discussed in Section 3.5.6.2, Hazardous Materials and Solid Waste, Mitigation Measures, and mitigation measure HM-MM#2, Hazardous Materials Management, all hazardous materials/chemicals handling would comply with applicable federal and local regulations, including the requirement that any imported chemicals would be on the TSCA Inventory. ((RESPONSE MAY NOT BE FINALIZED))
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Pencco explosion. <a href="https://www.ennisdailynews.com/news/explosion-rocks-Pencco-plant/">https://www.ennisdailynews.com/news/explosion-rocks-Pencco-plant/</a> HZ - Pencco is listed as a high-risk site. The rail is set to pass within 370 feet of the plant. Is it safe to place a train that runs at 205 mph every 15-30 minutes so close to a high-risk site with recent history of explosions? <a href="https://www.nbcdfw.com/news/local/Explosion-Reported-in-Ellis-County-Town-of-Bardwell-259249651.html">https://www.nbcdfw.com/news/local/Explosion-Reported-in-Ellis-County-Town-of-Bardwell-259249651.html</a> Reference: Page 3.5-51	Refer to SS-19. Mitigation measures for hazardous materials sites are discussed in Section 3.5.6, Hazardous Materials, Avoidance, Minimization, and Mitigation. Pennco is identified as a high-risk site that would require further investigation prior to construction. An assessment of risks at the Pencco site will be included in TCRR's Hazards Analysis (see Section 3.16.6, Safety and Security, SS-CM#4 ) if further site investigation reveals flammable materials or other hazardous conditions.
Texans Against High	3/9/2018	Website	No determination has been made or addressed of the Hazardous waste generated by the operation of the HSR and its associated facilities. Whether it is a Very Small Quantity Generator(SQG), Small Quantity Generator or Conditionally Exempt SQG or even a Large Quantity Generator of Hazardous Waste; each has required regulations and training for personnel. To dismiss a detailed evaluation, saying that Best	Refer to HZ-4.

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Speed Rail (Exhibit S)			Management Practices will eliminate the possibility of generating less than 220 pounds per month of Ignitable, Corrosive, or Toxic waste for a 240 mile Rail Road with 10 eleven acre TPSS transformer substations, 8 twenty acre MOW Maintenance facilities with the attendant Sweeper and Shunting vehicles, 3 terminal facilities, and the 2 one hundred acre TMF stations with the attendant Shunting vehicles, paint shops, repair and assembly shops, and washing facilities is not realistic. There should be adequate data from the Japanese Operations for each of these.	
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	No assessment has been made and therefore no discussion for the required TPDES waste water discharge Permits for the TMF Facilities with the attendant maintenance, assembly, paint and washing facilities. These point source discharges are covered in Effluent Limitations Guidelines and New Source Performance Standards for the Metal Products and Machinery Point Source Category 68 FR 25685. This permit is required before construction can begin. Again data should be available from Japan.	Refer to WW-1.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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 contaminates 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 or detention and the numerous hazmat sites that would be disturbed. The Utility Corridor (route along Highway 290) is not a viable solution as there are too many factors going	Refer to BA-5, HZ-1, HZ-2 and LU-14.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Mr. Kevin Wright, After a review of the information published in the DEIS, information for two properties along the proposed route for the High Speed Rail may have been omitted. A review of the current vesting deeds of properties that Wyman Gordon Forgings sold has brought to light some alarming facts about the condition of the properties along and abutting Highway 290, UPRR's easement off of Telge Road and NW Lake Drive in Harris County. A review of arials from Google Maps (attached Exhibit A) shows these properties never had a structure on them but were used as wastewater lakes for industrial purposes which was used by Cameron Cooper, Cooper Industries, Cameron Forge Company, Cameron Iron Works and Wyman Gordon Forgings starting somewhere around the late 1950's or 1960's. A review of the EPA records shows Wyman has a history of dumping contaminates into water sources and drains which ultimately seep into the ground. This continued negligence has set a precedent which makes these properties high risk. A review of the full title for these properties will reveal more than I am presenting today. The vesting deeds attached to this letter clearly indicate contamination exists and still persist; otherwise Wyman Gordon and NW Lakes would not have put language referring to hazardous contamination and indemnification clause with no liability. Here in Harris County we have experienced recent and past flooding events that have carried contaminates onto adjoining properties. The wastewater pit (as Wyman and NW Lake have acknowledged in the vesting deed) has in the past (prior to it being emptied) overflowed onto the existing pipeline and railroad easements where the high speed rail is proposed to be located. Exhibits B & C - Two Special Warranty Deeds where Wyman sold the 0 Telge Road property to NW Lake in 2012, in that deed it states "present and future use of wastewater and wastewater capacity" along with a restriction of use which prohibits daycares, schools or residential use as well as contamination by hazardous material clause. NW Lake then sells the property off to Angadare Land in 2016 which has additional language to include hazardous material contaminants and a Superfund site. Shortly after the sale the lake was drained and 10 to 15 feet of dirt was put over the lake, the site was not	Refer to HZ-3.

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Submitted By	Date Submitted	Submission Type	Comment	Response
			<p>cleaned just covered up. Now a shell of a building and concrete covers the majority of the property near where the high speed rail is to be located. Since the previous deed stated wastewater and contamination by hazardous materials, a further investigation is warranted to ensure this was not used as a tailings pond or a waste pit. Over the past 16 years living in this area, I have personally witnessed flooding from the lake property overflow and flood the pipeline easement and railroad easement, which has occurred numerous times. This property had a chain link fence with three strand barbwire at the top with no trespassing signs every 50 feet. Exhibit D - There was a wastewater pit similar to the NW Lake property located on Gyrodata Land abutting UPRR easement, a drainage ditch and Highway 290. The google map imagery shows this property never had a structure located on it, only wastewater pit. The Correction Special Warranty Deed acknowledges contaminants may persist including hydrocarbons, asbestos, hazardous materials and toxic contaminations. The language as highlighted in the attachments are indication of knowledge of contamination where a party is seeking indemnification against any and all liabilities and cleanups. The high speed rail project is proposing to locate a drainage retention pond on this property, which would connect into an existing drainage ditch. This action would spread unknown and known contaminants affecting surrounding homes and communities exposing residents to harmful substances which are known to cause cancer</p>	
<p>Texans Against High Speed Rail (Exhibit S)</p>	<p>3/9/2018</p>	<p>Website</p>	<p>[CONTINUES FROM ABOVE] I strongly disagree with the findings in the Draft EIS in regards to these sites and area as being of low concern calling for no further investigations. EPA records indicate that Wyman Gordon Forgings has continued to release in the environment; Chromium, Cobalt, Copper, Hydrochloric Acid, Hydrogen Fluoride, Lead, Manganese, Nickel and Nitric Acid. We are not aware of how Cameron Cooper, Cooper Industries, Cameron Forge and Cameron Iron Works may have contributed to possible contaminants on these properties prior to Wyman's use. What we do know, was these lakes were created for wastewater from industrial uses that would not of stayed stationary and would of seeped into the ground and surrounding land. The vesting deeds clearly indicate contaminants persist thus requiring a full investigation to identify and/or rule out a health and safety issue to the public and school children. These properties have not been properly cleaned. They are being modified to hide the issues being presented. A Comprehensive Phase II Assessment should be conducted on the following properties where the high speed rail is proposing to be located, which are listed below: Current Owner Address 1 - Gyrodata Land LP 0 Northwest Lake Drive ownership removed from tax records 2 - Angadare Lane LP 0 Telge Road ownership removed from tax records 3- Hardy Maley Holdings 22770 Northwest Lake Dr 4 - Wyman-Gordon Forgings 0 Northwest Lake Dr Tax Parcel ID # 272810010001, 1385350010001, 0422320000330, 1272810010010, 1272810010002, 1272810010003. These affected properties by no means can be passed over and not have a Comprehensive Phase II Assessment conducted. Since one deed clearly directs the reader to believe that there is the potential for a Superfund site to be discovered on the property and current pictures of active contamination, these properties should be fully investigated. Were these documents and this information presented to FRA for the environmental process? I did not find these properties mentioned in your findings. If a superfund site or hazardous substance contaminates are identified, then these properties should be avoided at all costs and the route along Hwy 290 should be abandoned. Incidentally this is not the only highly contaminated area or site of known contaminations in Harris County along Highway 290, Hempstead Highway and along Post Oak Blvd. As you review this information please remember there are three residential communities west and south of Wyman and three active schools right across Highway 290 which are Cy-Fair Senior High School, Arnold Junior High School and "between 3,145 and 4,394 acres (Build Alternatives E and D, respectively) of special-status farmland would be permanently converted to transportation use. However, given the quantities of special-status farmland within the 10 counties (2.3 million acres), the Project would require 0.2 percent for the construction of the Build Alternatives, this would not result in a significant impact or loss to crop yields, livestock numbers or the state agricultural economy. Overall, between 7,957 and 8,218 acres (Build Alternatives A and D and Build Alternative F, respectively) of existing land would be converted." While the loss of 0.2% of the agricultural land is not significant statewide, it has a devastating effect on everyone in the local area, not just the land that is taken. People live in the country because they want the peace and quiet of a rural atmosphere. They don't want a High Speed train on their property or anywhere near it. The HSR will be heard for miles, especially if it is elevated. And one train every 30 minutes is almost a constant disturbance.</p>	<p>Refer to HZ-2, HZ-3 and LU-2. Wyman Gordon Forging facility is addressed in standard response HZ-2. Parcel ID# 1385350010001 (22400 NW Lake Rd) and parcel IDs# 1272810010010 (0 NW Lake Dr.) are addressed in standard response HZ-3. Parcel ID 1272810010002 (22770 NW Lake Dr.) is not included in the Final EIS because based on historic aerial maps review, there are no water bodies at this parcel. Parcel ID 0422320000330 (7708 Jensen Dr. Houston, TX) is not located within the study area and is not included in the Final EIS for this reason.</p>
<p>Texans Against High Speed Rail (Exhibit S)</p>	<p>3/9/2018</p>	<p>Website</p>	<p>Skewed data if the 354M in livestock in the middle vs statewide 18bil. Panhandle has huge feedlots that rec cattle from all over the country. We have no feedlots in Grimes to speak of so our \$600 calves get sent north and sold for slaughter and \$2K. so without our feeder cattle the state income would drop due to less calves hitting the market. The sale barns in Grimes alone sells close to 120-150K head a year. Old sale barns sell about 1500 to 1900 a week and new barns sell maybe 1000 to 1200 a week from Grimes county and nearby counties. Plus, all the cattle that gets send elsewhere that are not sold in the barns. 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.13.4.2.2</p>	<p>The 10-county Study Area still accounts for approximately 2% of all livestock sold in Texas, but as noted, the majority of the counties in the Study Area raise significant levels of beef cows.</p>
<p>Texans Against High Speed Rail (Exhibit S)</p>	<p>3/9/2018</p>	<p>Website</p>	<p>Station locations were developed in coordination with cities and local transit agencies. Does this avoid any issues in Midpoint coordination? 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.13.3.3.2</p>	<p>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. The implementation of a shuttle route between the university and the station site is a reasonably</p>

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				foreseeable action given the proximity between the university and station site.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	1607 Permanent Acres in Grimes. If Grimes is 38 miles N-S that is about 350 ft AVG ROW but sure this included the station and all the taking of land near crossings 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.13.5.2.2	Refer to LU-14. Permanent land use conversions include station locations (including the proposed Brazos Valley Station in Grimes County) and acquisition of applicable roadway crossings.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Seeing very few building removals per legend but a lot of tracks over buildings with the slanted black lines indicating removal of structure. 34 Dallas To Houston High Speed Rail Deis Appendix G_Tcrr Fdce V7 Dwgs Volume 2-1.Pdf	The Final Draft Conceptual Engineering Plans and Details (Appendix G) show the proposed alignment for the Project but does not provide an overview of structure removal. For information about structure acquisition, see 3.13.3, Methodology, Land Use. See Appendix D, Land Use Mapbook, for maps of the proposed alignment that includes impacted and adjacent structures.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	This page shows Long Point in Harris County closed by legend but other maps show it being open and should be no reason why this map shows it closed. 34 Dallas To Houston High Speed Rail Deis Appendix G_Tcrr Fdce V7 Dwgs Volume 2-1.Pdf Cvl-Hn- 01108-2	Long Point Road would not be closed. Long Point would connect to Hempstead Road, where the Project would be constructed within the existing right of way and would be viaduct (rail over road).
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Does not show this being demoed but no way it can go over rice silos. 34 Dallas To Houston High Speed Rail Deis Appendix G_Tcrr Fdce V7 Dwgs Volume 2-1.Pdf Cvl-Hn- 01126	Comment noted.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Shows the Grimes County MOW on Upchurch land. Follow the fence line. The animal crossing there has me thinking that it is just beside the MOW. How does an animal go under the HSR and around the fence to get to the other side. Looks like the fence goes all the way to the left and right. Drawing WLC-00-4033 shows the animal crossing with the MOW. There are 2. 43 Dallas To Houston High Speed Rail Deis Appendix G_Tcrr Fdce V7 Dwgs Volume 3-2.Pdf Mnt-Hn- 04014	Refer to NR-6.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Date is 2000-2009 I think our two fires were in the years after. Thousands of acres lost. Rice University place lost almost all timber. 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.21.4.3	TxWRAP fire occurrence data was only available for 2000-2009, and it was not used to assert the only places that wildfires could or have occurred but to assess long term wildfire risk factors by looking at the long term data. Additionally, the Final EIS discusses the 2011 drought and fires in the following paragraph.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Talks about crops but not livestock. Grimes is mostly livestock. 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.14.5.2.3	Refer to LU-2 and LU-11. "According to Table 3.13-6: 2012 Agricultural Statistics, Grimes County's top livestock was chickens. Out of the 254 counties in Texas, Grimes ranks 120th in terms of livestock production. "
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	1.9 acres of forested acres. What is the requirement on this? Upcharuch is nothing but trees but might be under AG exemption so is this a CAD exemption listing? 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.13-4	Table 3.13-4: Existing Land Use within One-Half Mile Study Area in Acres shows that Grimes Segment 5 no longer would be within half a mile of forested acres. Due to updates made between the release of the Draft EIS and the Final EIS, forested acres are no longer reported in the table.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	1/2 mile each side of the 240 miles is 153k acres but chart has about 120k acres. Maybe Road ROW is not included. 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.13-4	This table is now Table 3.13-5. The Table does not list totals for the entire Project, but breaks out acreages by segments. Not all combinations of Segments totaled 240 miles.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	It looks like it goes right over the equestrian/hiking trail section of Bardwell Lake which is a USACE lake. People won't be able to ride their horses there because of the possibility of startling the animals. So, recreational impact will be huge there. I'm a hiker. I wouldn't hike there if I knew a HSR roared thru it on a regular basis. You can also hunt at Bardwell. How will wildlife be impacted with the train so close? Will folks be allowed to hunt in that vicinity? Again, recreational impact as well as wildlife impact. Bardwell Map - Page 1905 In The Combined Pdf, Community And Cultural Resources Map Section Page 39 Of 257	Refer to NR-1.  The preferred Build Alternative A would not intersect Lake Bardwell; therefore no impact to recreational facilities would occur. More information regarding Lake Bardwell recreational trails can be found in Section 3.17.5 with mitigation strategies covered in Section 3.16.6.

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Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Where the train crosses 879 is supposed to be rail over road. This is 1/2 mile from a major cotton gin for our county with a great deal of farm equipment passing through all year. Will all farm equipment including the very tall cotton trucks be able to pass over? Page 1901 Shows Where It Crosses Fm 879, Sheet 35 Just 4 Pages Ahead Of The Bardwell Map	FM 879 is crossed by the Project by both Segments 2A and 2B. Refer to Table 3.11-10 in 3.11, Transportation for more information.  Refer to TR-8.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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 permission of a signed and executed Survey Permission Form by the Landowner Dallas To Houston High- Speed Rail Draft Environmental Impact Statement (Deis)_Main Text Iii Sect. 3.13.3, Pg. 3.13-6	Refer to GN-1 and NE-8.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	The FRA maps have incorrect labeling of our business House Estate. They have labeled this as agriculture use when we clearly have 18 acres listed as an LLC so it should be listed as a commercial establishment. The facility was also built in the 1890's and doesn't show up in their map as even being a building much less a commercial facility. <a href="http://thehouseestate.com/">http://thehouseestate.com/</a> We also have 5 barns/sheds and a residence on our property that they failed to place on this map as well. 24 Dallas To Houston High Speed Rail Deis Appendix D_Landuse_Set_30f3 Sheet 241	Refer to VA-4
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Buildings and apartments not on maps provided to the FRA so full impacts to residences and businesses not realized due to outdated information and Maps provided by TCR. please see email dated Dec. 28th and contact Desi/Christie/Donovan for pics 11 Dallas To Houston High Speed Rail Deis Appendix D_Project_Footprint_Set_50 f5 Sheet 508,511,522	Refer to LU-1 and NE-8.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Looks like using previous survey's and acres in those is 762 less than 10% of the acreage needed. 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.19-7	<b>Table 3.19-7</b> has been updated with new data in <b>Section 3.19, Cultural Resources.</b>
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	The square foot listed for a 12-mil station is not adding up. Way too low price to square foot listed. 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 1 Of 3	Refer to SC-22.  FRA independently evaluated these proposed stations in both the Draft EIS and this Final EIS. An overview of the stations in the Final EIS is located in <b>Section 2.5.2.2, Alternatives Considered, Dallas Terminal Station, 2.5.2.3, Alternatives Considered, Houston Terminal Station Options</b> and <b>2.5.2.4, Alternatives Considered, Brazos Valley Intermediate Station</b> . Additional details are located in <b>Appendix F, TCRR Final Conceptual Engineering Design Report</b> and <b>Appendix G, TCRR Final Conceptual Engineering Plans and Details</b> .
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Harris County only has 2 on the table, North Haven Apartments and 1300 North Post Oak. Both loosing 1 apartment building. Only 95 residences in Harris County to be displaces. Is this just in the LOD and bought out? 29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Table 1	These apartment buildings are part of larger apartment complexes (garden-style with multiple buildings). The LOD and the 50' buffer (described in 3.13.5.2.5 Land Use) interacted with these buildings and were thus counted as displacements in in the FEIS.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Above it was 1.9 acres and now it is not listed 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.13-10	Data in the referenced table has been updated to reflect changes to alignment between release of Draft EIS and the Final EIS.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	62.8 Acres vacant. What is the definitions? 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.13-10	Refer to LU-1. Vacant lands, specifically, are lands that were found to be non-developed open-space. Vacant lands were not lands designated as parks/recreation.
Texans Against High	3/9/2018	Website	"For the Final Operating Scenario (FOS) in the analysis year (2040), it is assumed that trains will run every 10 to 15 minutes in each direction between 05:30 and 23:30, with the last trains departing from Dallas and Houston at 22:00." Seeing that the goal is for trains to pass approximately every 5 mins from one of the directions this will forever cause a divide between Texas. You will see startle scenarios in the	Refer to NR-6

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Speed Rail (Exhibit S)			tables and if you have a train coming by as frequently as every 5 mins you will never be able to move cattle even if you have a fence over a public road to move them to the other side. This will make the entire route impassable to wildlife and livestock. 29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2 Pg 102- 106	
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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 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? Dallas To Houston High- Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Constructability V4 Report Sect. 7.1, Pgs. 32-33 of 34	Refer to LU-10 and LU-14.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Comparing a small section vs all of Texas is wrong. So, following that logic if this was in Alabama then it would impact more since smaller state with same footprint. 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.13.4.2	While ten counties in Alabama may constitute a higher percentage of land area than ten counties in Texas due to Texas' size, Texas was used as a benchmark for a wide variety of metrics and comparison. Land area aside, Texas statistics represented a benchmark for comparative purposes.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Where is the local concern about income?	Impacts to employment and earnings are documented in <b>Section 3.14.5.2.3, Socioeconomics and Community Facilities, Economic Impacts.</b>
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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. Construction will be a huge Environmental challenge to say the least.	Refer to NE-1, TC-6.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	The FRA has a responsibility to ensure the economic parameters can be proven to be sound due to all of those sacrifices by Taxpayers.	Refer to NE-1.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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 and NE-1.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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.	Refer to GN-4, NE-1, NE-10.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Has BV station in Navasota ISD but it's in Anderson Shiro ISD. 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.14.3.2.5	The methodology to determine property tax impacts associated with station infrastructure improvements (see <b>Section 3.14.3.2.5, Socioeconomics and Community Facilities, Economic Impacts</b> ) reflects the taxing jurisdictions specified in 2017 county parcel data sets for the parcels where station infrastructure is planned.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	I counted 60 lots and houses along the HRS route. DEIS only has it as 40. Page 831 has 45 ft. high HSR and will plant vegetation. Fill impact is not accounted for and not all houses have same footprint	Refer to LU-1.
Texans Against High	3/9/2018	Website	Richards ISD not listed, plus now Plantersville is incorporated!!!!!!! 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.14-2	The Final EIS updates <b>Table 3.14-2</b> to include Richards ISD and Plantersville city limits.

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Speed Rail (Exhibit S)				
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	The pond in this picture is actually now a building (check out google earth maps 9/2017) that pumps out many hazardous materials. This is not labeled as a hazardous site and still shows that it is a pond on both the referenced map, hazardous map, and footprint map. See data sheet regarding this site. <a href="https://iaspub.epa.gov/triexplorer/tri_factsheet.factsheet?pzip=77095&amp;pyear=2016&amp;pParent=TRI&amp;pDataSet=TRIQ1">https://iaspub.epa.gov/triexplorer/tri_factsheet.factsheet?pzip=77095&amp;pyear=2016&amp;pParent=TRI&amp;pDataSet=TRIQ1</a> Also on the hazardous sheets in the FRA file this "pond" is not labeled as a hazardous site as the maps and data are outdated. It is written in the deed and recorded that this is a hazardous site. 24 Dallas To Houston High Speed Rail Deis Appendix D_Landuse_Set_3Of3 Sheet 246	Refer to HZ-3.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	There are potential Impacts on Hunting Rights of every Texan all across the HSR route. The DEIS does not seem to assess the negative impact on the hunting industry and economy nor the potential restrictions that might be placed on hunters using high powered rifles all over whether on low or high fenced ranches except for possibly a couple of large ranches. Only a ballistic study on a .22 caliber has been used to assess the safety of the HSR cars due to bullet impact. It will be too late for all hunters if restrictions are placed on them after the FRA gives the HSR a Record of Decision	Refer to RF-2.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Says nothing about Grimes county permit requirements for any crossing of county ROW 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.20.2	Refer to NE-6 and TR-6.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Interesting reply from Madison Historical Group. Is ok with as long as it "Prevents Madison County residents from accessing their ranch properties as they currently have as of the writing of this letter". The public roads screw that up. Have not looked to see how much of the road along HSR will be MOW yellow or Public blue. 30 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 2 Of 2.Pdf	Refer to ED-2, LU-11, TR-7 and TR-8.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	No build has no access to save, reliable and efficient mode. 199 each way not useable for the Environmental Justice one county will have zero facilities - Madison so no jobs 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.18.5.1	Refer to BA-6, EJ-1, SC-3, SC-4.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Breakouts of displacements Harris County before had 95 and this has 86. Grimes has 38 and Waller has 35. Table 22 parcel takes Grimes 428, Waller 124 and Harris 468. Grimes has 63 under EJ, Waller has 2 under EJ but pretty sure Waller had now EJ blocks. Grimes, I think has some EJ but don't know where. 29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Tables 18-22	Inadequate information to determine the comment's reference to "before" displacement numbers. Build Alternative refinements made after the public input period would change displacement numbers for each segment in each county as shown in Tables 21 and 22 of the Environmental Justice Technical Memorandum. Displacement numbers are available in the Final EIS in <b>Section 3.13.5.2, Land Use and the Environmental Justice Technical Memorandum, Tables 21 and 22.</b>
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	No Environmental Justice neighborhood found in Waller county. 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.18.4.9	A discussion of potential impacts to Environmental Justice communities in Waller County has been added to <b>Section 3.18, Environmental Justice.</b>
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	impact to animals at 45 ft. so how do you move brahman cattle and a train comes? they list crossings underground will insulate the noise but that's once inside the culvert 15' 100dba so what is the sound near the lower end of viaducts closer to the ground. 1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf 3.4.5.2	Refer to NR-1.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	screening impact range of 1000 ft. from the middle of the property. Bias on what is the outer most 1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf 3.4.5.2	Comment noted.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Screening distance of 1000' from center of yard. Well that could not get you outside of the yard for some parcels!!! 29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Pg 52	Comment noted.

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Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	FRA Omission of Important Noise Scenarios as well as the Scientifically proven additional "Slapping Noise" affect. 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. That is giving way too much discretion to TCRR 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 Dallas To Houston High- Speed Rail Draft Environmental Impact Statement (Deis) Appendix E Combined Tech Memos Set 1 Of 2 Pgs. 4-8	Refer to NV-1 and NV-10.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	the LOD should be specified for each criteria discussed such as noise, vibration. Etc.	Refer to LU-14, NE-9.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	"Between the county's northern boundaries where the proposed route crosses SH 99, the land use is mostly rural with scattered single family residences." They failed to address noise levels where the train will be right next to a wedding venue which will greatly impacted this business and will result in shutting it down. Again they have this site mislabeled as agricultural when it is a business and sound levels were not accounted for in this area at all. Any increase of noise would be detrimental to this business and was not addressed at all. They were not consistent with their noise measurements for any of the counties and used various time intervals for certain locations. They did not state exact measurements as well from structures to train. Highly subjective results and too many variables and data points not addressed to be accurate. 29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2 Pg 91	Refer to NV-1 and VA-4.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	"Calculation of noise impacts began with capturing baseline ambient noise measurements at key locations near sensitive receptors along the Build Alternatives. FRA compared these baseline noise measurements against modeled noise levels for both construction and operation of the HSR system." Unfortunately, FRA used Ldn(Day-Night Sound Level) as a baseline to compare to modeled rail noise. While this is a useful comparison for total average noise, Lmax (Maximum Sound Level) at a location should be used to add to Lmax from the train to get a true picture of the maximum noise at a location. Decibel levels are not numerically additive but they are additive and peak noises can be dangerous. Es 9.5	Refer to NV-1.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	<a href="https://physics.stackexchange.com/questions/259639/slapping-sound-when-trains-pass-each-other">https://physics.stackexchange.com/questions/259639/slapping-sound-when-trains-pass-each-other</a> <a href="https://www.researchgate.net/publication/222156045_Aerodynamics_of_high_speed_trains_passing_by_each_other">https://www.researchgate.net/publication/222156045_Aerodynamics_of_high_speed_trains_passing_by_each_other</a> The fact remains they Only Assumed One Train Passing and Nothing about the Slapping Sound was used in the Noise Study which makes it ALL Incorrect or Inaccurate The Design Sound Level Criteria must be Accurate to validate ALL other analysis work. This is not to mention they used the WRONG TRAIN Speed which I bet does have an important affect on the Slapping Sound impact since Speed does play a roll per what I had read on the Slapping Sound. I don't know the accurate number, but my	Refer to NV-10.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	"There is only one single-residence on NB and SB sides projected to have moderate noise impact." My question is: Did they measure every residence in order to give a definite number of only one residence? Nv - Pages 3124-3125 (Comb. Pdf), Deis Page Numbers 64-65	Projections of HSR noise and vibration were made for all residences within the screening distances for all alternatives.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Roy and I tried our best to find someone with AECOM or TCR to get to the bottom of the true Noise Methodology used by them in the DEIS as an entire basis for all of the Noise Analysis. Other than a bit of information about likely a small increase in DBA for the Second Train, we could only get them to say for sure they have the sound for one train in the numbers, not for two trains. they did acknowledged there will have two trains passing (wow) but the DBA increase would be small because of the logarithmic noise curve, AND regarding the "Slapping Sound", they must have done some recent checking as they knew someone out there was asking the question about it. all they could say was the slapping sound was while a hsr is traveling through a tunnel which is only part of the story. that is actually how the slapping sound was discovered. but obviously they did not have time to read up any further on the slapping sound analysis work that was done with two HSR trains passing each other in opposite directions that had nothing to do with a tunnel. I had to ask some very specific questions so they could not do the "side step" just to get that much out of them. they claimed the people who did the detailed noise work were not available at the meeting. I told them I thought since august 8, 2016 when I advised Michael Johnsen with the fRA about the Slapping Sound, they should have had enough time to look into the matter if they really wanted an Accurate Noise Criteria Number on which to base their Entire Noise Analysis- When you double the sound source you increase it by 3 dba is the rule of thumb used. He could not answer the passing comment but just if you had 100 trucks on freeway makes x sound level and you double that source to 200 trucks the rule of thumb is X 3 for total Think of it this way on jet	Refer to NV-1, NV-6 and NV-10.

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			engine if you hear one plane at full throttle and another one right beside it fires it engines up its not double the sound pressure and its an additive effect in a logarithmic way. So a 3 dba is a decent amount of increase although 85-88 dba may not look like it but it is. The below explains it a little better. DO NOT forget the sound demo per Greer is 125-175 mph and that alone should be an huge issue <a href="http://www.noisehelp.com/decibel-scale.html">http://www.noisehelp.com/decibel-scale.html</a> See link below Got to 3:40ish and you will see the 125-175 (all noise impacts measured on falsely lower speeds) <a href="https://www.youtube.com/watch?v=JxJAEDgNxrw">https://www.youtube.com/watch?v=JxJAEDgNxrw</a> Greer told me that the speed of the trains during the test went from 125mph to 175 mph!!!!!! Now we have to find out how that ties into everything else in the DEIS and see what data or impacts were using this 175 mph top end speeds. The Aero noise as yall know takes over about 150ish so they are not including the 205 actual levels? I think the sound demo was based on this research so that train in the film was only going 175 mph? it was 85-86 dba at 50 yards. SO 205 mph is how loud??	
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	No speed indicated. Most Japan trains run at 186 mph 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 193 Of 199	Refer to TC-3.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Rice Field - If ready to harvest it would be dry, thick and absorbing sound. If it was under water it would reflect more sound. Rice harvest in Japan is August to September. So, dried out rice field would skew the noise to the downside. What was the speed of the train? 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 194 Of 199	Refer to NV-1 and TC-3.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	All the sound measurements do not list how many trains per day, if any repairs every night, or speed of train is being measured. 29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf	Refer to NV-1.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Since all this measurement on sounds makes sure there are no issues, doesn't this admit that nearby open property is going to be lower in demand for building therefore reducing value. 29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf	Refer to NV-1 and VA-1.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Gathering of sound - was the train going 205 MPH? They assume the 87 DBA for all speeds regimes. Any measurements of nightly maintenance crews? That should skew the LDN up as due to the different rate this applied to night rural sound sources. 29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Pg.	The noise assessment assumed an operating speed of 205 mph for the entire corridor. 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 cumulative effects are for a typical 24 hour period of operations. Because activities such as maintenance only occur occasionally, they are not included in the noise assessment.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Goes to Glenn statement that rules on a particular applicability rules to a specific railroad operation. Does the RPA have to be in place before they can operate a RR? Since the rules are not even in place how could they have been operating a railroad they claimed that they were?! 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Pg.7.1	Refer to NE-1 and NE-2.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	If DOT money used the state rules of condemnation gets put aside (uniform act and many more rules apply) 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.13.2	Refer to GN-4 and <b>LU-CM#6: Uniform Relocation Assistance and Real Property Acquisition Policies Act.</b>
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	they are counting ALL the airline passengers switching to HSR (and maybe a few more). This doesn't match other data tables regarding market share. Looking at table 3.14-22 it has at the \$7.2 million dollar level subtracting out 1.9 million air travelers, and at the 5 million dollar level subtracting out 1.3 million air travelers. Table 3.14-22 Socioeconomic And Community Facilities	<b>Table 3.14-22</b> in the Draft EIS reported the expected mode shift for TCRR passengers. By definition, the mode shift represents 100% of the passengers that would be diverted from air travel or personal vehicle to the Project, and does not include estimates of total airline or vehicle travel between Dallas and Houston. This table has been updated in the FEIS to reflect the latest available ridership estimates

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				and methodology assumptions outlined in <b>Section 3.14.3, Methodology, Socioeconomics and Community Facilities.</b>
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	The DEIS does not mention whether or not guns will be allowed on the HSR. Texas is an open-carry state. Will sidearms be allowed? What about transporting hunting rifles or other long guns? Will that be allowed on the train? Passengers will always have access to their luggage, will people be able to pack guns in their luggage? If guns will not be allowed, how will that be prevented?	Refer to SS-9.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	May have to slow trains during high temps, earlier it stated no worse cold weather but heat increases the need to be addressed - tracks only. 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.21.5.2.7	Refer to SS-19 and SS-13.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Plantersville does not have PD. It should be Todd Mission. Does Richards have PD????? 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.16-11:	<b>Figures 3.16-2 and 3.16-3 and Table 3.16-11 in Section 3.16.4, Safety and Security, Affected Environment</b> have been corrected in the Final EIS to reflect the following law enforcement agencies: Texas Department of Safety, Region 2D; Grimes County Sheriff's Office; Grimes County Constables in Iola, Anderson, and Navasota; and police departments in Navasota and Todd Mission.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	3.16-2 and 3.16-1 the robbery on DART system is almost 40 times that of all of Grimes. Assume 27K population for Grimes, don't know ridership of DART. Grimes county doesn't want the safety and security issues of Dallas and Houston 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.16	Refer to SS-6 and SS-7.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	How can crime be high for Grimes and Harris county when chart above had it at .7 and 40 something per 100 on certain crimes. Incorrect classification 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.16-3	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 <b>Section 3.16.3, Safety and Security, Methodology.</b> 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.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	No fire reported and we had 2 major fires in Grimes south part along route. 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.16-3	Refer to SS-27.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Had bad tornado in 2016 or 2017 on Hwy 6. Waller and Grimes both got several huge rain events that cost way more than what is listed. Just Grimes county road and bridge was huge amount. 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.16-3	Refer to SS-15.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Only 6 full time security staff for 7x24 services. So how does the CCTV room and such work. Will there be only one guard walking the grounds then. During breaks and lunch, then who? 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 71 Of 199	Refer to SS-6 and SS-7. Page 71 of <b>TCRR Final Conceptual Engineering Design and Constructability Reports, Appendix F</b> addressed square footage requirements for various station amenities, including security monitoring and CCTV equipment, but did not specify staff levels. The specific number of employees, shifts, and patrols for TCRR security staff would be developed through TCRR's System Security Plan, as described in <b>SS-CM#7.</b>

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Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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 top 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 the 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? Dallas To Houston High- Speed Rail Draft Environmental Impact Statement (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	Refer to SS-2
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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. 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 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 RESPONDERS 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 closures, modifications, and lane closures that would be underway at that time or is it based on current undisturbed roads? Dallas To Houston High- Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Constructability V4 Report Sect. 2.5, Pgs. 5-6 Of 34 Also Sect. 4.22, Pg. 24 Of 34 Also Sect. 5.1.1, Pg. 27 Of	Refer to TR-6 and SS-23. TCRR does not plan to supply separate emergency response vehicles or services beyond the private security force described in <b>Section 3.16.6, Safety and Security, Avoidance, Minimization and Mitigation.</b>
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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. 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 while using a Comprehensive Personal and Operational Safety System should be provided by the FRA 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? Dallas To Houston High- Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Constructability V4 Report Nothing In The Deis On Construction Safety	Refer to SS-19, SS-21, SS-23 and TR-6.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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, but Harris and Dallas have lots of interstates so hard to compare. Have not looked at accident rates by road type 1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf 1.2.2.4	Comment noted.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Viaducts no need for herbicide and fertilizer. But nothing is being said about the use of herbicide and fertilizer along other parts. 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 59 Of 199	As stated in the Executive Summary (ES.7) approximately 55 percent of the Alternative A would be constructed on viaduct (bridge type structure). On viaduct sections, the need for herbicide and fertilizer would be reduced because there is no ground cover to maintain. Per the Final Conceptual Engineering Report Section 3.14, Low Impact Development (LID), native species ground cover, where appropriate,

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				would be used along other sections to reduce the need for herbicide and fertilizer. Mitigation measures applicable to the use of herbicides and pesticides have been added to <b>Section 3.3.6.2, Water Quality</b> of Final EIS.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	There is a soil conservation reservoir site adjacent to the train and permanent construction site which appears will be negatively impacted. This is not depicted on the FRA maps. <a href="https://mapcarta.com/21805530">https://mapcarta.com/21805530</a> 7 Dallas To Houston High Speed Rail Deis Appendix D_Project_Footprint_Set_10 f5 Sheet 52,53,84	Refer to NE-8.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	21 being the 1-14 corridor even makes this 30/90 plan more ridiculous. Pg 3.18-5 says they will hold more meetings if needed TCRR shall provide a construction notice to residents and businesses in the vicinity of the alignment at least 2 weeks prior to construction. • TCRRs shall contact local emergency services (hospital, fire, police) at least 14 calendar days in advance of ramp, lane or road closures so that they can arrange for alternate travel routes. TCRR shall notify the public a minimum of 48 hours in advance of any road closures. • TCRR shall notify the public and business owners of temporary access changes during construction at least 7 calendar days in advance of the change. • At least 14 calendar days prior to construction, TCRR shall place advance warning signs at locations designated by the TxDOT to notify motorists, pedestrians and bicyclists of construction-related delays.	Refer to SS-23 and TR-6.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Gulf Coast Strategic Highway- U.S. Congress designated part of US 190 as IH-14, a new interstate highway intended for both military and civilian use. The plan is a "Ports to Forts" interstate highway connecting the Port of Beaumont and Port of Corpus Christi to Fort Polk, Louisiana, Fort Hood, Texas and Fort Bliss, Texas. Existing highways would be widened and designated as IH-14. Several options for the main route of the potential future IH-14 and extensions are under consideration, as well as designations of several highways as feeders/connectors / SH 21/US 190 - Addition of 2 lanes to 9 miles of an existing divided highway from the Navasota River to Madisonville	The US 190/I-10 Feasibility Study has been added in <b>Table 3.11-24: Planned Transportation Projects in Madison County</b> . This Study was conducted in 2011 and is part of the overall IH-14 Gulf- Gulf Coast Strategic Highway", a highway proposed as an interstate between west Texas and Mississippi. A note has also been added to the table.  No active plans for IH-14 were found in Madison County, however, nearby Bell County has seen recent activity. It would be expected that US 190 which is crossed by the Project could one-day become IH-14. A note has been added to the description of US 190 in <b>Table 3.11-23: Affected Roadways in Madison County</b> to signify that the roadway could potentially become IH-14 in the future.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Dallas county to Harris county commuters- 65 <a href="http://bigbytes.mobyus.com/commute.aspx">http://bigbytes.mobyus.com/commute.aspx</a> Harris county to Dallas county commuters- 179 <a href="http://bigbytes.mobyus.com/commute.aspx">http://bigbytes.mobyus.com/commute.aspx</a> Data for this visualization is from US Census American Community Survey (ACS) data combined with Google MAPS API (Data was compiled using 150-290 mile journey between Houston to Dallas and only 179 trips from Harris to Dallas County and only 65 trips from Dallas County to Harris county in work flow commutes including buses. The ridership data is not justified or substantiated in the DEIS	Refer to GN-2, GN-3 and PN-3
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	16.5 ft. for state highways and local and 22 for interstates for HRS over road 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 33 Of 199	Refer to TR-8.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	High Oaks Drive is closed and the later maps showing the blue, orange and yellow roads. It's not listed as being closed by orange. 34 Dallas To Houston High Speed Rail Deis Appendix G_Tcrr Fdce V7 Dwgs Volume 2-1.Pdf Cvl-Hn- 01177	High Oaks Drive is not a road closure. For the release of the DEIS, High Oaks Drive was a reroute but the Project is now viaduct at this crossing. High Oaks Drive crosses the Project as road under rail in the FEIS.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Drawing road closed. 46 Dallas To Houston High Speed Rail Deis Appendix G_Tcrr Fdce V7 Dwgs Volume 4-2.Pdf Rdy-Wt- 04010	Refer to TR-6. The road in question is Dawkins Road. The Project would be built on viaduct and would go over Dawkins Road.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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 this damage repairs? Will the Public have to wait 5 years to see the damage repaired? Who will pay for damages to the public	Refer to TR-6 and TR-7.

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			vehicles as a result of having to use unsatisfactory roads for 5 years? Dallas To Houston High- Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Constructability V4 Report Sect. 2.13, Pgs. 20- 21 Of 34 Also Sect. 2.3, Pgs.3-4 Of 34	
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Also Sect. 6.2, Pg. 29 Of 34 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 its Discussion. The Public deserves this level of detail. Dallas To Houston High- Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Constructability V4 Report Sect. 6.5, Pgs. 29-30 Of 34	Refer to ED-2, TR-6, TR-7 and TR-8. All new roads or road modifications are part of the scope of this project and are accounted for in the LOD discussed in the FEIS. And would therefore be subject to acquisition (if necessary) either by one on one negotiations or eminent domain.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Quantification of increase of Permit Loads on local and community roads as well as the resulting changes in Traffic Flow and Congestion. The 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 Dallas To Houston High- Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Constructability V4 Report Sect. 3, Pg. 22 Of 34 Also Sect. 4, Pg. 23 Of 34	Refer to TR-6.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Does not match up with some rerouting of roads. High Oaks Drive- closed per side view. The blue/orange/yellow and pink maps does not show it closed 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.16-16	High Oaks Drive is not a road closure. For the release of the DEIS, High Oaks Drive was a reroute but the Project is now viaduct at this crossing. High Oaks Drive crosses the Project as road under rail in the FEIS.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Runway protection zone RPZ = HRS will be 235 ft. within the runway 10,000 ft. with 200 structure height 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.11.5.2.10	Refer to TR-11.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Date of collection was during Ren 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 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.11.4.8	The Texas Renaissance Fair is located approximately 25 miles south of this location.  As reported in <b>Table 3.11-27</b> , 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 and the existing LOS is shown in <b>Table 3.11-27</b> . The intersection is in a rural location and does not experience substantial congestion.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Just more info on road modifications and includes the ones that were deleted from above. Bad Chart 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.11-47	<b>Table 3.11-48: Grimes County Roadway Modifications</b> only shows the roads (public and private) in Grimes County. The private roads listed in <b>Table 3.11-47</b> are in Madison County. Private roads represent roads such as driveways, private access roads, private driveways, etc.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	TCR used bus in door to door travel times but here we have Vonlane at 3.5 hours is the gray hound 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. 1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf 1.2.2.5	Refer to GN-1. 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 <a href="https://www.greyhound.com/en/ecommerce/schedule">https://www.greyhound.com/en/ecommerce/schedule</a> and <a href="https://www.vonlane.com/user/booking/index/">https://www.vonlane.com/user/booking/index/</a>
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Just buy the airport if needed to avoid any conflicts - 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. 3 Dallas To Houston High Speed Rail Deis_Main Text	Refer to TR-11.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Footnote has TCRR supplying the 89% by car travel (see line 41) 1 Dallas To Houston High Speed Rail Deis_Main Tex	Refer to GN-1.

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

Submitted By	Date Submitted	Submission Type	Comment	Response
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	750 for general parking and if 70% stated elsewhere to BV would be by car then is 750 spots enough. How many passengers a day at BV and is BV being overlooked for capacity. 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 79 Of 199	Refer to TR-2.  As noted in <b>TCRR Final Conceptual Engineering Design and Constructability Reports, Appendix F</b> , the parking demand study did not include an analysis for the Brazos Valley Intermediate Station. An estimation for parking was drawn between the estimates at the terminal stations.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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 Dallas To Houston High- Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Fdce V7 Report Appendix C, Pg. 1 Of 14	Refer to ED-1, ED-3, SC-19, TR-1, TR-6, TR-7, TR-8, TR-8 and TR-11.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	"As part of the Coarse Screening Analysis, FRA determined that higher-speed and conventional speed passenger rail service, direct bus service and expansion of travel lanes on IH-45 would not meet the Project purpose to provide the public with reliable and safe high-speed passenger rail transportation between Dallas and Houston. Although higher-speed and conventional rail service may be able to use existing railroad ROW on either the BNSF or UPRR corridors, these potential corridor alternatives would not be able to employ the N700 Tokaido Shinkansen HSR system as proposed in TCRR's petition for a Rule of Particular Applicability or reach travel speeds of 200 mph, one of TCRR's identified objectives for the Project. Direct bus service or expanding IH-45 may temporarily relieve congestion on IH-45, meeting the transportation need of the Project. However, these alternatives rely on vehicular travel as the primary means of transportation between the Dallas and Houston metropolitan regions and would not offer a long-term alternative to travel on IH-45 and they would not offer a one-way trip in 90 minutes or less. Additionally, these other potential transportation alternatives would not provide passenger rail service, as per TCRR's objectives for the Project. Therefore, FRA eliminated these alternatives from further consideration based on failure under the Purpose and Need criterion." FRA admits that TxDOT's expansion of I45, that will occur, or expansion of bus lines will meet the Transportation needs of the project; it was rejected because it was not HSR and would not be a one way trip of 90 minutes or less. If the HSR runs at 240 mph from station to station, the trip will take 70 minutes and that is with instant acceleration and deceleration. Obviously, that will not happen. It will take time to accelerate, slow down for curves such as that in Hockley, and to decelerate. In addition, there will be ticket purchase, passenger screening through TSA, passenger and baggage loading, passenger and baggage unloading, and departure to some other mode of transportation. The actual transit time will be the same as airline or more as HSR is slower than a jet. So nothing will meet the needs of FRA but HSR because the criteria only support HSR. If your only tool is a hammer..... It also states "FRA eliminated the BNSF and UPRR corridors predominantly because BNSF and UPRR declined consent to share ROW for the majority of distance between Dallas and Houston, which made them operationally infeasible, and the immediate adjacency to the corridors would require a cost-prohibitive barrier wall along the 240-mile length of the corridor." If BNSF and UPRR can decline to share the ROW, why can't actual land owners exercise the same right. 2.4	Refer to BA-4, BA-10, ED-1, NE-1 and PN-3 ((COMMENT MAY NOT BE COMPLETE))
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	No public roads closed - chart elsewhere list a public road in Madison County closed. I see Long Point in Houston being closed by civil drawings side but not listed nowhere. 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 57 Of 199	Long Point Road would not be closed. Long Point would connect to Hempstead Road. The Project would be on viaduct over the road.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	If TCP claims that FRA would not work with a non RR then when does FRA working with TCP make the RR claim true? What is that date? Plus since they cannot operate the train at today's speed and rules, does the RPA make the tick to make them a RR which is way past the SB18 deal?	Refer to ED-1 and NE-1.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	112 and 131 is listed but the 131 we know is after the 2012 SB 18 law 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 3.13.2	Comment noted.

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Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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. 1 Dallas To Houston High Speed Rail Deis_Main Text I.Pdf 1.2.2.3	Refer to NE-1
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	AAF another "private" railroad company has given their ridership and cost data in their DEIS. Why was this omitted in this project? <a href="https://www.fra.dot.gov/eLib/Details/L15932">https://www.fra.dot.gov/eLib/Details/L15932</a> Market share for this private train is estimated to be 7-8% while TCR is stating their market share is 21% which puts ridership at 2.9 million and not the 5 million. The actual ridership suggested of 5 million makes the market share at 36%. This is ridiculous as compared to this other private company. AAF has price per mile costing .35-.61 while TCR has costs averaging .83 TCR numbers not making sense and this private company just like AAF did needs to have their ridership and costs in the DEIS. This is especially warranted as this company is seeking eminent domain and federal tax dollars.	Refer to ED-1, GN-2, GN-4 and NE-1.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Chart shows Madison County with a public road closed on route 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 1 Of 14 Appendix C	The table has been updated for the Final EIS. No public roads would be closed as a result of the Project. For a complete list of the roadway modifications in Madison County, refer to <b>Section 3.11.5, Environmental Consequences, Transportation.</b>
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	186 and max speed not till way later 2040 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 18 Of 199	Comment noted.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	2 TPH but assume that is one direction so the 1 TPH in BV is each way. Parking spots are total for retail and passengers. I think it's only 600 for passengers. 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 21 Of 199	Comment noted.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	From chart zero to 205 is about 17 miles and stopping is about 6 miles. 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 25 Of 199	Comment noted.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	30/90 is 10/11 LOS AM/PM existing where before the no build had it future of 40/50 but did that include any planned improvement already on board for 30 29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Table 2	This information outlined existing level of service and would not include planned improvements to IH-30.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Assume this is 2040 LOS data 52/33 for no build and 63/50 for build. Does this include 90? 29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Table 5	2040 data was used as the horizon year. Synchro software was used to analyze the intersections to provide the LOS. This intersection included both SH 30 and SH 90. For more information, see 3.11.3 Methodology, Transportation.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	With a turn lane on 30 E/W the mitigated is 45/27. how does this work with the 63/50 build above? This includes no added traffic for workers, vendors or TOD type traffic. If no station then does the now build 2040 the natural growth and with the station does that include the normal growth and the increased growth due to the development from TOD. 29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech Memos_Set 1 Of 2.Pdf Table 10	Table 10 illustrates that the AM/PM Build Options would impact the level of service. No improvements would be recommended at that intersection. The turn lane in question is farther west of SH 30 and would be into the station area.  Prior to construction and operation, TCRR will perform a full traffic impact analysis (TIA) that complies with TxDOT TIA guidelines. A list of intersections that may need to be improved based on preliminary traffic analysis and design is included in this section; however, the actual location and extent of intersection improvements will be subject to the TxDOT TIA process.
Texans Against High	3/9/2018	Website	Teleworking/Telecommuting (this has not been considered in the future projections of congestion yet has the fastest growth rate of all travel patterns and has already superseded public transportation) (telecommuting has doubled in the past 10 years growing at a much more faster rate than the driving patterns of I-45N which has only grown 10% during this time frame) 3.9 million U.S. employees, or 2.9 percent of the	Refer to GN-2 and GN-3.

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Speed Rail (Exhibit S)			total U.S. workforce, work from home at least half of the time, up from 1.8 million in 2005 (a 115 percent increase since 2005). In more than half of the top U.S. metro areas telecommuting exceeds public transportation as the commute option of choice. It has grown far faster than any other commute mode. <a href="https://www.flexjobs.com/2017-State-of-Telecommuting-US/">https://www.flexjobs.com/2017-State-of-Telecommuting-US/</a> <a href="http://www.federaletc.org/pdf/NIH.pdf">http://www.federaletc.org/pdf/NIH.pdf</a> <a href="https://www.mysolutionis.com/hr-management/_images/CS-Telework_CaseStudies-102808.pdf">https://www.mysolutionis.com/hr-management/_images/CS-Telework_CaseStudies-102808.pdf</a> <a href="http://globalworkplaceanalytics.com/telecommuting-statistics">http://globalworkplaceanalytics.com/telecommuting-statistics</a> <a href="https://www.citylab.com/transportation/2014/02/why-telecommuting-really-matters-6-charts/8227/">https://www.citylab.com/transportation/2014/02/why-telecommuting-really-matters-6-charts/8227/</a> <a href="http://www.latimes.com/opinion/op-ed/la-oe-kotkin-telecommute-20170623-story.html">http://www.latimes.com/opinion/op-ed/la-oe-kotkin-telecommute-20170623-story.html</a> <a href="https://www.spartnerships.com/telecommuting-will-state-of-texas-employees-be-next/">https://www.spartnerships.com/telecommuting-will-state-of-texas-employees-be-next/</a> <a href="https://www.tribtalk.org/2017/09/21/is-the-uberization-of-public-transportation-the-future-for-texas-cities/">https://www.tribtalk.org/2017/09/21/is-the-uberization-of-public-transportation-the-future-for-texas-cities/</a>	
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	ath not adding up on the % by type of mode to station. Looks like they only count one-way traffic at the station. 2.4 passengers per shuttle should be a joke. They do count drop-off, pick-up, taxi and shuttle as double traffic counts. But they are using about 1300 passengers at station but the above is just for those using to leave. Not for the 1200 or so leaving the station. Does this transfer to the LOS data? 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Pages 71-73 Of 199	Shuttle buses (from nearby hotels) were considered to be twice the average passenger occupancy as the cars. Drop-off, pick-up, taxi and shuttle services are not counted as double. It would be expected that driving alone (and parking), pick up/drop off, and taxi would be the highest vehicle generators. LOS data is used to analyze intersections and roads by assigning quality levels to the traffic (A-F). Traffic to the stations (including, for example, the 1,415 vehicle trips generated per hour to and from the Dallas Terminal station), would be affected by LOS analysis results. LOS analyzed how traffic will flow through intersections and does not distinguish the mode of travel (i.e., shuttle vs private car vs. taxi).
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	They are claiming that there will be a >200% increase in traffic but midpoints both north of Fairfield and Streetman data points only show an 83% increase from 2016 dates until 2035 Per the DEIS: "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." This is a simple math issue. Again looking at the TxDot Statewide Planning map various data points only show an 83% increase from 2016 to 2035 <a href="http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html">http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html</a> Station Flag 82H75 Site ID H75 AADT 2016 29,802 Route ID IH0045-KG 2015 AADT 28,446 2035 Estimated AADT 54,620 24 Hour Truck Percentage 32.4 Deis, Page 1-10	Refer to GN-1 and NE-1
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	"Therefore, while transit has the lowest average fatality rate among transportation modes, when rail data is adjusted to remove trespassers and highway-rail crossing fatalities (as depicted in Adjusted Railroad values, Table 1-2), rail has the lowest fatality rate with a 10-year annual average of 41." I'm not sure what an annual average comparison means in comparing fatality rates for transportation modes does except to disguise trends. Comparing fatalities per vehicle mile traveled would make more sense. In looking at Table 1.1, highway, rail and air travel fatalities have all decreased by at least 25% from 2004- 2013, while transit fatalities have increased by 50% in that same time period. 1.2.2.4	Refer to SS-14.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	If 99 from College Station on 30 then how many car trips will be added on 30 for the day? 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 78 Of 199	99 represented the trip distribution for inbound trips to the Brazos Valley Intermediate Station. Outbound trips would generate the same amount of traffic in the opposing direction. The daily was expected to be 198. Between the release of the Draft EIS and the Final EIS, the trip distribution data was updated. Refer to <b>TCRR Final Conceptual Engineering Design and Constructability Reports, Appendix F.</b>
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	With the date of the CE stuff being 11/17/2017 did TXDOT have 30 days to review. They said they would have 30 days to poke holes in it since its released on 12/18/17. IS	Refer to PI-1.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	"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, <a href="https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5930-2.pdf">https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5930-2.pdf</a> 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%).	Refer to NE-1

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Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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. The DEIS and the DEIS comment period are fatally flawed.	Refer to GN-1, NE-1.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	FRA should immediately issue a decision of NO BUILD	Comment noted.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	The FRA Dismissed the Route along 1-45 due to the need for a barrier for auto/train separation. 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.	Refer to BA-8, BA-9, NE-1.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	In fact property values all across the region will be sacrificed.	Refer to VA-1.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Because Cost should not be the controlling parameter to eliminate a Route Alternative, the dismissal of the I45 route that would likely be less harmful to the Environment, should be Reconsidered.	Refer to BA-9.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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,	Refer to NE-1, NE-2, PN-3, SS-5.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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	Refer to ED-1, ED-3, NE-1 and NE-8.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Dallas county- about 50% new public roads. Ellis county- about 50% new public roads. Navarro county- about 10-20% new public roads. West of Teague segment (Madison, Limestone, Freestone, Leon) about 90% new public roads. Houston segment (Harris, Waller, grimes)- about 40-50% new public roads or realigned public roads with the majority of Grimes county with new public roads and a significant portion of beginning of Houston section with no designation. We passed a law to prevent taxpayer funding for this project and now each county is responsible for maintaining a number of new public roads solely because of this project. If we don't have the train, the taxpayers will not have to use tax dollars for these new roads. 126 miles of new public roads Maps Section 45-52	Refer to TR-7 and TR-8. <b>Table 3.11-62: Summary of Transportation Impacts by Build Alternative</b> provides a summary of new public road mileage by Build Alternative.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Texas Central is quoting the DEIS in stating that 14,630 vehicles per day will be taken off the road. This not only unbelievable, it is calculated using Texas Central's proprietary (secret) data of 7.2 million passengers per year. Texas Central is promoting this incredible number while asking people to comment on the DEIS. Based on TxDOT's projected traffic on I45 in 2035, 14,630 vehicles per day would mean a 61% diversion rate from cars to HSR. This is simply absurd. The diversion rate predicted for the HSR is 5%, not 61%. This is not open government. The DEIS must be based on publicly available data, not secret and false Texas Central ridership reports. This process is irretrievably broken. The DEIS must be scrapped and FRA must immediately issue a decision of NO BUILD.	Refer to GN-2, GN-4 and PN-3
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	From the DEIS: "For the air quality emissions estimation at the full-service level (2040) scenario, the annual ridership of 7.2 million passengers, existing 89 percent share of people using passenger cars to travel between Dallas and Houston and average passenger occupancy of 1.2 passengers per car were then used to calculate the number of annual car trips of 5,340,000 cars per year. It should be noted that this number of vehicles that would no longer travel IH-45 between Houston and Dallas would equate to 14,630 vehicles per day, or about 14 percent of the 2035 annual average daily traffic of 106,475 vehicles per day projected in transportation planning documents for this corridor." The DEIS reverse engineers the number of cars taken off the road due to car drivers and passengers taking the train using a 1.2 passenger per car average occupancy. Where does this number come from? It seems the DEIS pulled this number out of the air. While Appendix F does use a 1.2	The comment misinterprets the text. The text does not say 89% of all travelers using IH-45 would use the HSR. The 89% car share is the share of passengers that without high speed rail in place, would have used cars to travel between Houston and Dallas as opposed to bus or airplane. It is not the percent of all cars traveling along IH-45 that would instead take the HSR. It was used only to derive out of the projected ridership, how many would have been using cars as

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			passenger per car average occupancy, that is for traffic going to train stations, not traffic between Houston and Dallas. Using a 1.8 average occupancy (as the Reason Foundation report "Texas High Speed Rail: Caution Ahead" from February, 2017 does), and keeping all the other numbers the same, the number of cars taken off the road would be 9,753 a year, or 33% fewer cars taken off the road. This it itself would cause all of the emissions calculations to be flawed. None of the calculations based on the 7.2 million riders can be verified, as the 7.2 million ridership number itself can't be verified. There is no way to know what average passenger occupancy went into the 7.2 million ridership number, as the FRA is using a proprietary, secret document to get the ridership number. Was it 1.2? Was it 1.8? Is the 7.2 million riders even based on cars on the road? This is not open government. The DEIS and the public comment process is fatally flawed and the DEIS should be scrapped and a decision of NO BUILD should be issued immediately.	opposed to airplane or bus if they didn't take the train. Also, the 106,475 vpd cited is not an average at each station, but is a corridor-long average from TxDOT's 2035 forecast of average AADT along the whole Houston-Dallas corridor in the report cited. Since it is a corridor-long average, it is a useful metric for numbers of travelers originating in Houston and traveling to Dallas (or vice versa).
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	The formula used was "Round trip distance X cars/year = VMT" when it should have been "One way distance X cars/year = VMT". According to the other data in the chart, using the VMT (Million) (based on other data in the DEIS) of 1,276 VMT (Millions) would result in 40,775 (000s) [gallons], or 40.8 million gallons, which is half of 81.5 million gallons. This is so important that Texas Central used the doubled figure in the video that they have shown at all 10 public meetings, that has been viewed at least 29K times on their Facebook page and that they have on their website on the same page where they urge people to contact the FRA about this project: The public process for the DEIS has been fatally compromised. The DEIS itself is worthless, as none of the numbers have any integrity or value. The DEIS should be scrapped. The FRA should immediately issue a decision of NO BUILD. Barring that, AECOM should be fired and competent professionals hired to create a new DEIS.	TCRR was consulted to verify if passenger ridership numbers were associated with one-way or round trip. They indicated the numbers mean the number of trips in one direction. Therefore, the vehicle miles traveled (VMT) avoided for the Final EIS were revised with this assumption to recalculate the resultant fuel and energy use reductions. The assumption of one-way trips was 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. This revised assumption was included in the Final EIS.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Did AECOM even have access to Texas Central's secret ridership report? The hoops they jump through to come up with their incorrect calculations make me think that AECOM didn't review the secret report at all, and were only told there would be 7.2 million riders per year. This is awful. What a waste of everyone's time and resources to produce the horrible DEIS. What a shame that so many Texans have had this awful project hanging over their heads for years and years. How much development has been suppressed in path of this monstrosity? How much stress has been forced on families? The FRA needs to immediately issue a decision of NO BUILD and tell AECOM and Texas Central to go away and never bother Texans	Refer to GN-2 and PN-4
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Total is 166 and this must be hour type deal. What is the peak travel? And small issue on parking due to Midpoint have 600 public spots. So, if this chart is for start or end is big issue. Has TRCC a source we can get at? 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf Table 3.11-48	Refer to TC-5.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Development beyond station is not reasonably foreseeable. Dallas has development potential included in various ways but Brazos Valley does not have it included. Direct shuttle will be from BV Transit, which will not pay for itself so added cost to taxpayer and Houston the site not selected could be used for development/contradicts. Regardless of which station site FRA selects, it is reasonably foreseeable that development around the improvements to the nearby roadway network station area similar to an airport terminal could occur to accommodate travelers. 3 Dallas To Houston High Speed Rail Deis_Main Text Iii.Pdf 4.3.1.2	Comment noted.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Proprietary info due to private and not seeking public funds. Is the cost of upkeep on public roads a form of public funding of the project? 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 34 Of 34	Refer to GN-4, GN-5 and TR-7. Public funds are already used to maintain the public roads impacted by this project. Disputes over maintenance costs for modified roads would be discussed between TCRR and affected municipalities and counties.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	February 20, 2018 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" (diagram A) 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" (diagram B) 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	Refer to AQ-7, BA-2, GN-2, GN-3, NE-1 and PN-3

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			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 volume from 2006 to 2016 from 85,000 to 110,703 with only one year reporting decreased volume. (diagram C) 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. (diagram D) 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. (diagram E). 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.	
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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. TR/CG Right Of Way (Row) 3.3 Inconsistency Turn over all public roads to taxpayer for upkeep. Only MOW yellow will be maintained by TCP- This goes against new laws just passed 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 36 Of 199	Refer to PN-3.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Again, the public roads and overpasses to be turned over to local taxpayers or state taxpayers. 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 107 Of 199	Refer to TR-7 and TR-8.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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 storm water runoff to existing storm water drainage systems. Increasing storm water 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.	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.

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Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	No assessment has been and therefore no discussion made for the required TCEQ Storm water Permit for the operation of the 240 mile Rail Road, 10 TPSS substations, 8 MOW facilities, 3 terminal facilities, and the 2 TMF facilities as required by 40 CFR 122.26(b)(14)(I)-(xi). This permit is required before construction starts. Again data should be available from Japan.	Refer to WW-1 All required permits would be obtained prior to construction of the project.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	"These results resulted in the use of viaduct on approximately 60 percent of the Build Alternatives, which allows for greater movement around and under the HSR system." Does this mean that 60% of the rail line will be raised on viaducts with free access underneath without fencing? Es.7	Refer to TC-7, SS-2.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Overpasses over HSR will create new structure that a local entity must maintain, inspect and repair. This I feel will be used to twist the arms of small counties to close down a road vs. the liability to upkeep. So technically TCP won't close the road, the county will. 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 110 Of 199	Refer to TR-7.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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. Dallas To Houston High- Speed Rail Draft Environmental Impact Statement (Deis) Main Text I Deis Abstract	Refer to NE-1, NE-2, SS-5.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	There is no map showing the "new road" that will be built parallel to the rail in the section of land crossing the floodplain. There is a map of the rail and new road immediately before and after that section of land. Reference: Maps RDY-EW-04007 and RDY-EW-04008. There should be a map showing the land between these two maps which is the floodplain. Footprint map in the Natural Resources maps, Sheet 20 shows the "missing" section of floodplain land I am referencing. Was this studied and what is the plan for putting the "new road" beside the rail in that section of land without obstructing Mustang Creek? Reference: Maps Rdy-Ew- 04007 And Rdy-Ew-04008. Footprint Map In The Natural Resources Maps, Sheet 20	Preliminary determinations for this area were made using publicly available FEMA Floodplain Insurance Rate Maps. Prior to construction, the entire preferred route will be surveyed to determine base flood elevations and conduct a hydrologic model analysis.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Don't see one for cattle picture below under viaduct. Is not correct as most of the route will have a public fenced off road running along side of the HSR. Picture is deceptive and inconsistent with how a viaduct will actually be on this project. 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 183 Of 199	Comment noted.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	No mention of impacts to schools and no mention of BV TOD issues. County will have to take care more of the roads, law enforcement, EMS and such with no money from TCP. Bottom of page will work with local stakeholders for infrastructure types. 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 56 Of 199	Refer to SC-6, SC-7, SC-8, SS-26 and TR-7.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	hOw much water for concrete and where is it being accounted for? 32-34 gal per yard is a lot of water for construction. 29 Dallas To Houston High Speed Rail Deis Appendix E_Combined Tech	Refer to SG-4 and WW-1.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	"HSR track and supporting facilities (e.g., permanent roads, parking areas, access/maintenance areas, terminals and non- vegetated embankments) would result in permanent impacts to floodplains." This impact should be modeled for the entire project for a Hurricane Harvey type rain event. Just looking at 100 year and 500 year floodplains is not adequate. Sheet drainage is a major problem. Currently, we have road closures for several days due to existing flooding problems. Adding another major impediment will make matters worse. If mitigation is possible, it should be identified now so that cost can be included. Es 9.9.9	Refer to FP-1 and SS-17. FEMA only maps 100 and 500 year floodplains. Prior to construction, the entire Preferred Alternative will be surveyed to determine base flood elevations and conduct a hydrologic model analysis which will be used to closely analyze floodplains. This project will avoid/minimize impacts to existing floodplains to avoid contributing to existing flood risk by fully spanning all identified FEMA floodplains with viaduct (bridge type structure) and including a minimum of three feet of freeboard above the base flood elevation (determined based on available FEMA floodplain data or through surveys) as stated in <b>Section 3.8.5.2.1, Floodplains, Floodplains.</b>

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Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	300 rentals for parking of I think 250 and 100 washed per day by how many car people. 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 1 Of 2	Refer to TC-5.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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, but also for watering erosional control plantings along newly constructed embankments and road shoulders Dallas To Houston High- Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Constructability V4 Report Sect. 7.1, Pgs. 32-33 Of 34	Refer to HZ-5, WW-1 and WW-6
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	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. Dallas To Houston High- Speed Rail Draft Environmental Impact Statement (Deis) Appendix F Tcrr Fdce V7 Report Sect. 13.5, Pg. 148 Of 199	Refer to WW-2.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	Shows embankment at 100 yr. flood plain. Shows some culverts but question is will the road be above grade in order to have the culverts pass water? If road at grade it will be even with the 100 yr. flood plain and culverts are useless? 34 Dallas To Houston High Speed Rail Deis Appendix G_Tcrr Fdce V7 Dwgs Volume 2-1.Pdf Cvl-Hn- 01145	Refer to FP-1.  Additional information regarding stream crossings including viaduct and culverts is outlined in <b>TCRR Final Conceptual Engineering Design Reports, Appendix F</b> , specifically Section 13.5. The access roads would be constructed to allow for movement of water through culverts.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	This EIS does not address any of the required permits except for a general floodplain development permit and a Class V UIC permit to inject the 29,654 gallons of sewage contaminated water at the Roans Prairie Substation. Milican was to have a reservoir that would almost reach of lola to College Station. Don't know if it has been defeated or not and don't know the ground water district. That was working on it. Probably 7-8 years ago it was hot in the news 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 164 Of 199	Based on the 2017 Texas Water Development Board State Water Plan, the Millican Reservoir is no longer included on the list of planned reservoirs.
Texans Against High Speed Rail (Exhibit S)	3/9/2018	Website	How is this addressed as NW Houston has some 1.5' numbers. 31 Dallas To Houston High Speed Rail Deis Appendix F_Tcrr Fdce V7 Report Page 159 Of 199	Refer to 13.9.2 Subsidence in Project Alignment Vicinity in <b>TCRR Final Conceptual Engineering Design Report, Appendix F</b> .
Texans Uniting for Reform and Freedom	3/9/2018	Website	Texans Uniting for Reform and Freedom is a non-partisan grassroots group that networks with over 300 grassroots groups to defend property rights and watchdog transportation issues. It's hard not to draw comparisons to the Trans Texas Corridor when scrutinizing the push for high speed rail in Texas by Texas Central Railway (TCR). Indeed, we shudder to think what this state would look like today if Cintra had had the power of eminent domain to build its Trans Texas Corridor, which also included high speed rail, against the will of Texans and involved the confiscation of 580,000 acres of private property for private gain. Before the most recent round of hearings in late 2014, TxDOT also held public meetings through its Texas-Oklahoma Passenger Rail Study in early 2014 to explore the impact of potential rail service projects between Oklahoma City and the Texas-Mexico border. In January of 2014, TxDOT officials announced plans to "expand the scope of the study" south, to Monterrey, Mexico, to account for interest in building a high-speed rail line between Monterrey and San Antonio. At a rail conference in Dallas in January 2014, TxDOT Rail Director Erik Steavens predicted the study would guide future efforts to develop various passenger rail services with the potential to serve millions of passengers along a route that stretches more than 800 miles. TxDOT also created a high-speed rail commission of its own. Yet there is still the claim that HSR does not involve public money. Twelve public meetings were held in select communities in 2014, but several cities in the path of the proposed routes were left out. Many affected property owners were never formally notified of the project or the public hearings before the comment period was closed. Those who did attend found out largely through word of mouth from their neighbors, not through any official TCR or government notices. Virtually 100% of attendees opposed high speed rail	Refer to BA-12, ED-1, GN-2, GN-3, GN-4, GN-5, GN-7, LU-2, LU-11, NE-1, NR-1, NR-2, NR-6, PI-1, PN-3, SC-3, SC-6, SC-19, SS-9, SS-12, SS-23, TR-6, TR-8, VA-1 and VA-3.  For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .

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			<p>in Texas. As an example: Navasota (December 2014) - 350 people, all opposed Whitehall (January 20, 2015) - 180, all opposed Montgomery County (February 2015) - 800 people, all opposed.</p> <p><b>FOREIGN OWNERSHIP</b> In several recent and current European high-speed rail public-private partnerships the public sector has been responsible for more than half the capital cost of the high-speed rail line. TCR would not disclose the nature or specifics of its business arrangement with its partner in the DFW to Houston HSR project. Whether the foreign company, US-Japan High Speed Rail, LLC, which has 80% ownership, led by the Central Japan Railway Co. has a minority or majority ownership interest in the project has become a significant 'transparency' issue with the project. Because TCR has eminent domain rights (while only operating about 30 miles of Texas railroads), the public is entitled to understand who the owners of TCR are, their respective ownership benefits and the full nature of the business arrangement, including capital disclosure statements. The TCR does not have the financial strength to fund the eminent domain activities, construction or on-going operations. This means that Central Japan Railway Co. would own a majority of the project. Consequently, this means the foreign corporation is technically buying the eminent domain rights of an otherwise insignificant Texas railroad company. Profits from the private project will not be staying in Texas, let alone the United States.</p> <p><b>ECONOMICS</b> Substations are the only possible economic generator of HSR. But the more substations (stops) the longer the travel times between Dallas and Houston which will negatively affect the economic feasibility of the project. Low population density renders HSR unfeasible One key ingredient, population density, does not meet that of successful HSR projects. a. Distance from Dallas Union Station to Downtown Houston is 240 miles. b. Vehicle driving time is 3 hours &amp; 30 minutes @ 65 mph and at a fuel cost of \$21 per vehicle. c. HSR rider time is 90 minutes @ 187 average MPH and per advertised ticket prices of \$100 to \$350 per passenger. d. The addition of substations will add additional travel time between the HSR end points, thus reducing the project feasibility. e. Flying from Dallas Love Field which is about 7 miles from downtown Dallas to Houston Intl Airport (IAH), distance is 230 miles, flying time is 45 minutes. Note that IAH is about 23 miles from downtown Houston. f. Population density per square mile of Japan (873) and China (368) are significantly higher than that of the United States (83). Differences of specific city pairs with HSR are even more revealing. Tokyo (11,400), Osaka (13,900), Beijing (13,300), Tianjin (13,000) and Shanghai (16,200). Compared to DFW (3,000), Houston (3,000), Austin (2,900) and San Antonio (3,200). Both HSR and airlines require parking and security check prior to loading. Airlines require passengers to check-in an hour early. After reviewing all data the HSR will save little time compared to flying when you consider driving time from congested traffic and parking in order to reach the HSR station in downtown Houston and Dallas. The price of \$100 to \$350 a ticket does not benefit the average citizen as does a freeway.</p> <p><b>IMPACTS TO FARMERS/RANCHERS/COMMUNITIES</b> The representatives of TCR explained that they could not guarantee that all roads would have an over or underpass because only so many miles are allocated in their budget to be elevated between Dallas and Houston. Understand there are no standard railroad crossings only overpasses or underpasses. The amount of right of way needed for the rail lines, substations, and security fencing will bisect farms and ranches. The limited ability to cross over or under the rail lines will render wide swaths of farmland useless/inaccessible to existing farmers and ranchers, not unlike the Trans Texas Corridor. Will partial acquisition of agricultural property render the existing farming enterprise inoperable and remove them from agricultural production (and hence imperil the local economy and future land productivity as well as imperil local governments by reducing the property values? a. Emergency Services driving time especially to medical facilities, fire and police departments would be impacted greatly. b. School districts may be divided affecting student allocation boundaries to certain schools and economic hardship for some school districts due to student population changes and loss of property taxes. (see Eminent Domain) c. Families and communities would be forced to drive long distance to the next over or underpass to see family or friends or neighbors that were once accessible in minutes. d. Roads that receive an over/underpass will be built to TXDOT standard of 18 Feet in height. Farmers have expensive farm equipment that is higher than 18ft. They may not have access to maintain their farms on the other side of this HSR. Overpasses and underpasses are expensive to construct considering the many state and county roads therefore there may well be only a few built.</p> <p><b>WILDLIFE</b> The county dissection by the HSRs would impact numerous migratory routes of Texas wildlife. a. Water fowl b. Deer c. Wild Hogs d. Other unknown species b. Ellis County has recently announced a finding of ancient dinosaur remains along the Dallas to Houston HSR route. c. Sound from HSR would impact wild life and citizens expectations of tranquility. d. An assessment by TCEQ of environmental and EPA concerns has not been performed.</p> <p><b>EMINENT DOMAIN</b> The proposal will force farmers, ranchers, and homesteaders to be required to obligate 80ft to 300ft wide surface access rights through their properties or sell their property. The 'surface access rights' would give Texas landowners the right to retain complete ownership of the land's oil, mineral and gas rights. However, the federal constitution states that 'due process' must be ensured and 'just compensation' must be paid to the owner for only the condemned property. The Texas Constitution provides that only 'adequate compensation' must be rendered. However, the impact to the remaining property of the original owner is not considered in determining the condemned property value. TxDOT testified in the Texas Senate Finance Committee that this private company does indeed have the power of</p>	

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			<p>eminent domain in Texas. Public information about HSR indicates that eminent domain would also be required for limited substations. The DFW to Houston HSR will not have any substations between the two points. Only one potential substation is under consideration in the Bryan-College Station region. The Dallas to San Antonio HSR indicates possible stations in nearly every county seat except Waxahachie. The use of eminent domain will create multiple security corridors that will split counties like Ellis County into multiple, mutually exclusive, sections. No economic gain is identified for counties that will not have substations.</p> <p>SAFETY a. China 2011: The high speed rail accident in China on the Yongtaiwen rail line where two HSR collided then derailed in 2011 killing 40 people and injuring 192. b. Germany 1998: HSR derailed and crashed into a road bridge killing 101 and injuring around 100 people. The cause was one single fatigue crack in one wheel. c. Spain 2013: The HSR derailed at high speed on a bend, killing 79 and injuring around 140 people. d. France 2014: HSR collision with a regional express train in southern France, injuring 25 people.</p> <p>OTHER PERTINENT CONCERNS WITH HIGH SPEED RAIL 1. Texas Central Railway is a new company and has never owned, operated or built a rail line. 2. Most of TCR's senior staff is comprised of former politicians and former bureaucrats. Among the top four officials on their web site are a former Harris County (Houston) judge, a former mayor of Dallas and a former ambassador to Japan. 3. On the TCR web site this is stated at the bottom of their home page;( TCR will not be the owner, developer, implementer nor operator of the railroad. (If TCR is not going to build or operate the train, who is? Why isn't the builder/operator applying for the approval directly? What and why, is information about the true builder being kept hidden from the public? 4. TCR projects the one time construction cost to be \$10 billion. Based on the projected costs per mile of the new California HSR, the cost of the rail line in Texas would be closer to \$30 billion. TCR claims they won't need or use public funds. There is no scenario under which TCR can be profitable with costs of construction between \$10 billion - \$30 billion. 5. The federal and state government should not be spending billions of dollars of taxpayer money for a private entity's benefit, that is planning to take thousands of Texas landowners' properties and that will destroy the value of thousands of acres of adjacent property, for a HSR that is not needed nor wanted. 6. The TCR route being proposed goes through 200 miles of rural countryside about 30 miles west of Interstate 45 and does not go through any major population areas. TCR's current preferred route only provides one stop between downtown Houston and downtown Dallas and that one stop would be many miles from any major population area. ( 7. HSR requires its own unique track and due to its high speed, no animal, vehicle or person can be allowed access to that track. Therefore, it must be entirely enclosed. Imagine an 80' diameter pipe being laid on the ground from downtown Dallas to downtown Houston. That is what HSR is. To cross an HSR you must either go over it with a bridge or under it with an underpass. 8. If allowed, the Japanese HSR would be another abuse of eminent domain for private gain, as TCR is a private company. Taking a portion of landowners' properties for HSR would be disastrous to the landowners' remaining property value. One private company (landowner) should not have to give up their property for another private entity's gain (TCR). 9. What is extremely hard to understand is why the Federal Railroad Administration is considering granting a new company, with no funds, no revenue, no assets and no HSR experience, the approval to build a HSR. Is this another case of big government, looking for a mission to justify its existence? "The biggest issue that will have to be confronted is that no high-speed rail system in the Western world has been built without significant government subsidies," said Yonah Freemark, creator of the Transport Politic website, which examines transport infrastructure projects.</p> <p>CATO INSTITUTE ON HSR Here are a few comments on high speed rail, by Randal O'Toole of the CATO Institute that are relevant and pertinent points to consider in this HSR plan in Texas; "The reality is that high-speed rail systems are extraordinarily expensive and serve only a small and elite group of people even in those nations that have the longest experience with them. "While high-speed trains in Europe and Japan are technologically impressive, nearly all the routes in those jurisdictions lose money and need large subsidies to stay afloat. America's geography is even less suited for a successful high-speed rail system than Europe or Japan because our cities are less dense and spaced farther apart. "The federal government should withdraw its support for high-speed rail, and instead focus on major aviation and highway reforms to improve the nation's mobility. America faces major transportation challenges, but throwing taxpayer funds down a high-speed rail money pit will not solve them." Texas Central Railway - Foreign, not Texas-based Texas Central Railway put out a press release Friday, February 6, 2015, that revealed TCR's two preferred sites for the Dallas HSR station. The release also names the "independent development company" Texas Central Partners (TCP), that will "be responsible for the high-speed rail system's design, finance, construction, operation and maintenance." At the end of the press release the description of TCP states: "Texas Central Partners (TCP) is a private, Texas-based company that will develop the high-speed passenger railway and associated facilities. TCP and its affiliated entities will be responsible for the system's design, finance, construction, operation and maintenance.&amp;#65533; The proposed project will not request or require grants or operational subsidies backed by taxpayers for its eventual construction and operation." Who is Texas Central Partners? Part of the answer can be found in the Secretary of State's records for these two entities: Texas Central Partners, LLC - SOS Filing (020615) Texas Central Holdings, LLC, is designated as the "Manager" of TCP in the filing. Texas Central Holdings, LLC - SOS Filing (020615) Unfortunately, the filing(s) as the Secretary of State indicate that neither TCP, nor TCH, are "Texas-based", rather foreign limited liability companies managed from Washington, DC. Perhaps, TCP, and/or TCH, has a Texas office, but they appear to be managed elsewhere. Complicating matters, TCR, who is clearly identified in the press release as</p>	

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			<p>Texas Central High-Speed Railway, is also registered as a foreign limited liability company, based in Washington DC. Here is the filing: Texas Central High-Speed Railway, LLC. - SOS Filing (020615) 1. Texas Central Railway is a new company and has never owned, operated or built a rail line. 2. Most of TCR's senior staff is comprised of former politicians and former bureaucrats. Among the top four officials on their web site are a former Harris County (Houston) judge, a former mayor of Dallas and a former ambassador to Japan. 3. On the TCR web site this is stated at the bottom of their home page;( TCR will not be the owner, developer, implementer nor operator of the railroad. (If TCR is not going to build or operate the train, who is? Why isn't the builder/operator applying for the approval directly? What and why, is information about the true builder being kept hidden from the public? 4. TCR projects the one time construction cost to be \$10 billion. Based on the projected costs per mile of the new California HSR, the cost of the rail line in Texas would be closer to \$30 billion. TCR claims they won't need or use public funds. There is no scenario under which TCR can be profitable with costs of construction between \$10 billion - \$30 billion. 5. The federal and state government should not be spending billions of dollars of taxpayer money for a private entity's benefit, that is planning to take thousands of Texas landowners' properties and that will destroy the value of thousands of acres of adjacent property, for a HSR that is not needed nor wanted. 6. The TCR route being proposed goes through 200 miles of rural countryside about 30 miles west of Interstate 45 and does not go through any major population areas. TCR's current preferred route only provides one stop between downtown Houston and downtown Dallas and that one stop would be many miles from any major population area. ( 7. HSR requires its own unique track and due to its high speed, no animal, vehicle or person can be allowed access to that track. Therefore, it must be entirely enclosed. Imagine an 80' diameter pipe being laid on the ground from downtown Dallas to downtown Houston. That is what HSR is. To cross an HSR you must either go over it with a bridge or under it with an underpass. 8. If allowed, the Japanese HSR would be another abuse of eminent domain for private gain, as TCR is a private company. Taking a portion of landowners' properties for HSR would be disastrous to the landowners' remaining property value. One private company (landowner) should not have to give up their property for another private entity's gain (TCR). 9. What is extremely hard to understand is why the Federal Railroad Administration is considering granting a new company, with no funds, no revenue, no assets and no HSR experience, the approval to build a HSR. Is this another case of big government, looking for a mission to justify its existence? "The biggest issue that will have to be confronted is that no high-speed rail system in the Western world has been built without significant government subsidies," said Yonah Freemark, creator of the Transport Politic website, which examines transport infrastructure projects. High Speed Rail Here are a few comments on high speed rail, by Randal O'Toole of the CATO Institute; The reality is that high-speed rail systems are extraordinarily expensive and serve only a small and elite group of people even in those nations that have the longest experience with them. While high-speed trains in Europe and Japan are technologically impressive, nearly all the routes in those jurisdictions lose money and need large subsidies to stay afloat. America's geography is even less suited for a successful high-speed rail system than Europe or Japan because our cities are less dense and spaced farther apart. The federal government should withdraw its support for high-speed rail, and instead focus on major aviation and highway reforms to improve the nation's mobility. America faces major transportation challenges, but throwing taxpayer funds down a high-speed rail money pit will not solve them. One cautionary note on high-speed rail costs comes from California. In November 2008, California voters agreed that the state should sell nearly \$10 billion worth of bonds to start constructing a 220-mile-per-hour high-speed rail line from San Francisco to Los Angeles. The state's estimated cost for the entire system jumped from \$25 billion in 2000 to \$45 billion by 2008. However, one independent analysis concluded that the rail line would cost up to \$81 billion. In sum, a cost-effective high-speed rail system is a fantasy. Modern airliners go much faster than the fastest trains and they do not require expensive infrastructure along their entire routes. Even with a massive government investment, high-speed rail would not likely capture more than about 1 percent of the nation's market for passenger travel. High-speed rail should be killed before it diverts tens of billions of transportation dollars into a black hole, producing negligible benefits. We demand the no build option.</p>	
Texas Association for Public Transportation	3/9/2018	Website	Connectivity is crucial to all effective transportation projects, particularly for proposed passenger rail projects linking large urban conurbations like Houston and Dallas. In this case the Dallas to Houston HSR proposal needs to connect to Dallas Union station, the epicenter of DFW DART/TRE system to be successful. Having the Dallas TX HSR terminus more than a mile away from Union station is a fatal flaw that needs to be corrected before the EIS is approved. Thank you for your attention to this matter.	Refer to GN-6.
Terry Tallian	2/7/2018	Website	This is a no-brainer. Rail is the most environment friendly transportation mode. This project should be approved and be an example for others to follow.	Comment noted.
Diana Tamayo	3/9/2018	Website	People are already stupid enough without trains. And add a high speed train like Amtrak to the list will be a disaster	Comment noted.
Elmer Tanner	1/29/2018	Oral	Good evening. My name is Elmer Tanner. I'm the third generation of my family to live here in Navarro County, and I'm also proud to serve as the sheriff of this fine county. I was employed by the Navarro County Sheriff's Office 29 years ago this March, with the last five being the sheriff, and I believe one this -- of the big things was to protect and serve, and I believe exactly that's what I'm doing tonight is continuing to	Refer to PI-1 and SS-23.

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			protect and serve our citizens and our community by being here at this meeting. My concern with this project is why wouldn't anyone associated with such an important project not contact the chief law enforcement official or officer of the county to discuss any potential emergency response concerns or any other issues that may be associated with this project? I also have personal knowledge that no one with the project has communicated anything with our emergency management coordinator of this county as well. So I have questions there. Simply put, this project should be of great concern to our citizens if, for no other reason, its potential impact on emergency response. Police, fire, and EMS response times will be affected. I do not and will not support this project which can have nothing but a negative impact on the citizens of Navarro County.	
Elmer Tanner	1/29/2018	Oral	Also I ask the citizens, what happens to this privately-funded project if it were to go defunct? Will we the tax payers then be asked to pick up the bill for this project and try to subsidize it and bring it back to life again?	Refer to NE-1 and SS-5.
Elmer Tanner	1/29/2018	Oral	Good evening. My name is Elmer Tanner. I'm the third generation of my family to live here in Navarro County, and I'm also proud to serve as the sheriff of this fine county. I was employed by the Navarro County Sheriff's Office 29 years ago this March, with the last five being the sheriff, and I believe one this of the big things was to protect and serve, and I believe exactly that's what I'm doing tonight is continuing to protect and serve our citizens and our community by being here at this meeting. My concern with this project is why wouldn't anyone associated with such an important project not contact the chief law enforcement official or officer of the county to discuss any potential emergency response concerns or any other issues that may be associated with this project? I also have personal knowledge that no one with the project has communicated anything with our emergency management coordinator of this county as well. So I have questions there. Simply put, this project should be of great concern to our citizens if, for no other reason, its potential impact on emergency response. Police, fire, and EMS response times will be affected. I do not and will not support this project which can have nothing but a negative impact on the citizens of Navarro County. Also I ask the citizens, what happens to this privately-funded project if it were to go defunct? Will we the tax payers then be asked to pick up the bill for this project and try to subsidize it and bring it back to life again? To this day I have not spoken to one citizen in Navarro County, Freestone County, or Lyon County that support this project. We simply ask tonight that you listen to the citizens and hear what we're saying. We do not want this project. Thank you.	Refer to GN-4, PI-1 and SS-23.
Sheriff Elmer Tanner	3/9/2018	Email	<p>I am the current elected sheriff of Navarro County, Texas. I have served in Law Enforcement for 29 years in Navarro County with the last six as Sheriff. I am the third generation of my family to live in Navarro County.</p> <p>I have had no contact with any representative of the HSR project until Feb 13, 2018 when an email was sent. I have only spoken with surveyors and their supervisor while they were working for HSR in Navarro County. Our Texas Sheriffs Coalition has agreed to have one message from one voice that represents all our sheriffs concerns. We will speak in unison concerning this unnecessary project.</p> <p>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, it's my understanding that Texas Central nor the Federal Railroad Administration ever found time to coordinate with any Of our County Officials, commissioners' courts or especially sheriffs, to properly coordinate the public safety aspects of the Draft EIS, or the project as a whole.</p> <p>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 Sheriffs Offices as early as May 201 6, but we do not have any record Of this. 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.</p>	Refer to ED-1, ED-2, NE-8, PI-1, SS-7, SS-18, SS-23 and SS-26.

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			<p>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 Sheriffs 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 DEES 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.</p> <p>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 an authority under state law and/or state constitution. My Office is not a department within our County government. Any and all references to Sheriffs Department should be updated to Sheriffs 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.</p> <p>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 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.</p> <p>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.</p> <p>Thank you,</p>	
Sheriff Elmer Tanner	3/9/2018	Letter	<p>March 28, 2018 Dear Mr. Kevin Wright, Upon conferring with Sheriff Glenn Smith of Waller County, Sheriff Elmer Tanner of Navarro County, Sheriff Travis Neeley of Madison County, Sheriff Dennis Wilson of Limestone County, Sheriff Kevin Ellis of Leon County, Sheriff Jeremy Shipley of Freestone County, and Sheriff Charles Edge of Ellis County of our Sheriffs Coalition, we are unable to meet with Texas Central until a time when the company can provide updated information that is consistent with our County policies. As you are aware, resolutions have been passed by each of our County Commissioners Courts confirming that no rerouting or realignment of public roads within our jurisdictions is allowable. Clearly, this presents a conflict between your project and our County; thus, we have two requests at this time from Texas Central:</p> <p>1) Texas Central needs to provide each County and our Offices with the updated plan(s) for the proposed Dallas Houston HSR that clearly</p>	Refer to ED-3, PI-1, PI-1, PI-4, SS-9, SS-18, SS-19, SS-23 and TR-8.

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			<p>memorializes that no rerouting or realignment of public roads within our jurisdictions is proposed. Then, we can, both individually and collectively, review your proposals for consistency with our policies to ensure no disruption to public safety and security within our jurisdictions and verify your plans are compliant with County policy.</p> <p>2) Texas Central needs to undertake a detailed and thorough evaluation of current response times to ensure the project has a net zero or positive impact on response times for first responders in each area. As we have stated before, any increase in response times due to this proposed HSR project is unacceptable.</p> <p>Once we have this information and have had ample time to review, we would be obliged to meet with Texas Central's head of safety and security, as well as the most appropriate and knowledgeable representative from the Federal Railroad Administration, Texas Department of Transportation and Texas Department of Public Safety. As we have stated publicly, this meeting shall be conducted with a court reporter present and must include substantive coordination, along with concrete proposals, not just promises of additional equipment and training. Additionally, I was made aware of comments you provided to members of the media following our March 1 news conference. Please provide the requested supporting data: From Texas Central's "statement" to the media: "There are very specific state and federal statutes that describe Texas Central's requirements for safety and security and we are working to ensure we meet or exceed those requirements." Please provide those state and federal statutes to our Offices so we can have shared understanding about the requirements. "49 CFR 239.191(a)(5)" does not produce any statutes related to public safety or security. "POTENTIAL RESPONSE TIME IMPROVEMENTS: In the DEIS, the FRA said many of the modifications the project will make along the 240-mile route "represent a potential improvement for emergency response." Please provide the assumptions and data used to support this statement.</p>	
Rick Tantlinger	2/1/2018	Email	<p>(13) Have you taken into account the impact this will incur for Police, Fire and Ambulance service to these rural areas, considering you will be bisecting counties with limited cross overs?</p> <p>(14) But most of all - I want to know WHO IS GOING TO BENEFIT from this venture? Certainly not the residents of Texas! Oh, it was said that, there will be shops and restaurants to eat at in the stations, again, only Dallas and Harris counties will benefit from that. A foreign entity will get the revenue and with outdated 53 year old technology! Whatever happened to America First? I am 100% Opposed to this High Speed Train.</p> <p>We were told we would receive a detailed response addressing our concerns. I hope so!</p>	Refer to GN-7, PI-1, PI-7, SC-19, SS-23 and TC-2.
Rick Tantlinger	2/1/2018	Email	<p>At the meeting it was said that the ridership of this train would be 36%. How was that determined? How can that be when Amtrac Could not make it and they already had existing tracks? You say the cost of the one way ticket was reasonable - \$200.00 each way is not reasonable. Who is going to Pay for the maintenance and upkeep of the tracks, and the adjoining "secure" property? I am 100% Opposed to this High Speed Train. We were told we would receive a detailed response addressing our concerns. I hope so!</p>	Refer to GN-2, GN-5 and SC-3.
Rick Tantlinger	2/1/2018	Email	<p>(O)My Email address is [...] I had to establish the [...] so could voice my questions and thoughts.</p> <p>(1) I would like to know why the 1-45 corridor cannot be used, instead of trying to take peoples land. The center median would provide an excellent elevated area for the train, providing much better security than going through corn fields.</p> <p>(2) What are the effects and side effects of the Electro-Magnetic Field that will be generated around the tracks, and how far will it reach from the tracks. What will it do to the environment, wildlife, and the residents?</p> <p>(3) Who is going to pay for the Electric that will be needed to operate this train.</p> <p>I am 100% Opposed to this High Speed Train.</p> <p>We were told we would receive a detailed response addressing our concerns. I hope so!</p> <p>Will the train have "qualified cabin crew members trained in AED and CPR" to take care of the passenger who has a heart attack, or seizure? I am 100% Opposed to this High Speed Train. We were told we would receive a detailed response addressing our concerns. I hope so!</p>	<p>Refer to BA-9 and GN-5.</p> <p>You have raised 4 questions, which are individually discussed below:</p> <p>1. Effects and side effects of EMF: The Draft Environmental Impact Statement (Draft EIS) discussed the health effects of EMF. Please see <b>Section 3.15.2, Heath Effects of EMF, Electromagnetic Fields:</b> "Reputable authorities on the subject of EMFs include the World Health Organization 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 "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</p>

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				<p>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. Distance from the tracks: As stated in the Draft EIS, <b>Section 3.15.4, Methodology, Electromagnetic Fields</b>, 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 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. Environment, wildlife, and residents: Potential effects to human beings were 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.</p> <p>4. Who is going to pay for the Electric: Electricity is a utility. Just as you pay for your own electric consumption, so, too, will the Project. As described in <b>Section 3.13, Safety and Security, SS-CM#1, Emergency Preparedness Plan</b>, TCRR's Emergency Preparedness Plan shall include details regarding employee emergency preparedness training, an inventory of emergency equipment, procedures regarding passengers with disabilities, and a program for passenger awareness of emergency procedures. The specific first aid equipment to be available on board as well as targets for employee certifications in CPR and AED will be documented in the emergency preparedness plan and will reflect identified needs and capabilities.</p>
Kristine Tanzillo	1/31/2018	Email	Has the draft EIS deadline for Texas been extended?	Refer to PI-3.
Evelina Tapia	3/9/2018	Website	I'm very excited about this proposal and really hope it moves forward to completion! Public transit is critical for our ever-growing communities and will have a more positive environmental effect than private transportation options.	Comment noted.
Jamie Tatum	1/25/2018	Website	Please build the bullet train! For the past 12 years I have been making round trips to Dallas to pick up my daughter and my ex makes a round trip to Houston to pick her up from me at least 3 times a year. Its expensive, hard on our vehicles, and if this train were to happen, I could see her much more often than just a couple of times a year. Please consider it.	Comment noted.
Valanta Taveirne	2/20/2018	Website	We have been waiting for this project to take place for SO many years. As I sit in Houston traffic EVERY day going my 20 miles to work, I long to live in a city/state that offers a more viable form of transportation besides building ten lane highways that are STILL full of traffic. Thank you very much for hearing our statements.	Comment noted.
Dave Taverner	2/21/2018	Website	This will be a real asset for the state of Texas and from what I have read the impact will be minimal. I support the train and feel it should be approved.	Comment noted.

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Carolyn Taylor	1/25/2018	Email	What type of security will be provided on the train during commute?	Refer to SS-6 and SS-9.
Christopher Taylor	3/9/2018	Website	As a resident of Dallas County, I fully support the Texas High Speed Rail project. I have spent my career planning and studying transportation improvement projects. The Texas terrain is ideally suited to the development of high speed rail. Additionally, the population density of Dallas and Houston are more than sufficient to support ridership demand for the proposed service. I travel frequently between the two cities and find the choices of driving between the two cities entirely inadequate. The drive time between the two cities is too long to make the trip safely without rest, and is too long to make a round trip in a single day safe. Moreover, highway congestion on IH-45 continues to worsen and drivers on the highway drive too fast. Air travel between the two cities is subject to frequent delay. Texas Central has done an excellent job at studying alternatives between the two cities and the identified impacts along the corridor, while not insignificant, are incredibly low relative to typical impacts associated with a project of this magnitude. The Texas Central High Speed Rail project would provide a new travel alternative that would be reliable, fast, and safe. It would provide an excellent travel choice that would be especially good to the young, the disabled, and the elderly. It would also offer an excellent travel choice for business travelers who want to make day trips, which would be helpful to the economy of each city and the state as a whole. Construction jobs during development, long term high skilled jobs during operation, and jobs associated with induced development near the three stations would be great for the people of Texas as a whole.	Comment noted.
Cozy Taylor	1/30/2018	Oral	Okay. I really don't need this. I can talk without it. You can hear me just as well without it. I have been blessed with one of those nice outside voices that carry. I am one of the people that moved in late. We lived here in -- well we bought property here in 1964. Just under 100 acres off 1512. Now if the line isn't supposed to come straight through our property but we will be definitely affected. Now I realize this is the environmental impact town but that covers a lot of things. I am like the others and don't want to give up the idea of looking out the window watching the black panther going across the field pasture behind me. But another thing that really bothers me is that we all know all of us who came from Houston we are quite sure that this train will never make any money. It will not have the ridership they are saying it will and it will fail. Now they say they're getting the money from the banks in Japan that they're going to finance it. Well, when all this happens and they foreclose on the land who is going to own that strip of land all the way from Houston to Dallas? That's quite a corridor through there. Do we want Japan to own that corridor? We've been through problems with Japan before. We solved it thought. And I realize that this is an environmental impact study. The other things that really bothers me is that the kids in school, you know, if you been to any of the meetings where they had the trains simulated and going through or what it was like and the amount of noise there was. With the train going through every 15 to 30 minutes, what is that going to do to the kids that are trying to study in school? What's going to happen to you if you are at home and you are trying to do something? Anything you're in the pasture or in the house and the train goes through every 30 minutes. Are we suppose you get on your horse and do something. Well, don't tell me that that horse isn't going to notice the train is going through making that noise. Those I don't get to ride anymore. I am only 87 years young. I just don't get to do that. But one of my main worries is this Japan is to going end up owning a swap of land in Texas.	Refer to GN-2, GN-4, NE-1, NR-1, NV-1, SC-6, SC-7 and SC-8. Black panthers in America are Black Jaguars (Panthera onca) which have been extirpated from the state. There are only a couple of Jaguars known to exist north of the Mexican border in Arizona. None are known to occur in Texas.
Jennifer Taylor	1/27/2018	Website	I want the rail!	Comment noted.
Laura Taylor	1/30/2018	Email	I know I am a small fish in a big pond but I also have a story. In 1995 we found a piece of property for sale and we bought it, we worked hard on it clearing and putting roads in, camping out on it all weekend long to work in 100 degree weather, because we lived in Arlington Tx and we both had full time jobs to work. (We were young back then) Finally we got to the point to build our dream home. This is the home we would live out the rest of our lives in the quiet Texas country side. So now you want to build a HSR right through my front porch!! When we don't even have a congestion problem out here!! Even if you bought us, frankly we don't have the youthful energy that we had 23 yrs ago to put into another place! So all we are left with is a place that is worthless with a big ugly screaming piece of concrete on it. My childrens inheritance gone!! NO HSR!	Refer to VA-1.
Wenona Taylor	1/30/2018	Website	My ancestors came to Leon County nearly 200 years ago. My mother likes to say that our blood and sweat is in this land. Generations of us have lived and died here. My grandmother's generation had to leave after WW2 to find good jobs, but most of them came back when they retired. I spent my childhood summers visiting my grandparents in Leon County, and I have now made my home here. I have built a home where I plan to raise my children and have my grandchildren visit me someday. Our land looks much the same as it did when my great grandfather bought it over 100 years ago. And we would like to keep it that way. My family understands that change is inevitable, but if change must come to our land, let it come in the form of a project that will benefit society. This project will NOT. You will destroy both the natural and economic value of our property and what will you do then? Do you love this place the way we do? Are you connected to this place the way I am??? You will not build this railroad on our land without a fight.	Refer to VA-1.
Donella Teague	2/22/2018	Website	This is a failed project from the beginning and will leave taxpayers holding the bill as the private company dances into the sunset. Very few would pay \$200. one way to Dallas when you can fly Southwest every 30 minutes to Dallas daily. What we need is rail systems from	Refer to GN-4, PN-3 and SC-3.

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			Katy,Pearland,Sugarland,Conroe,Woodlands,Tomball,Clearlake to downtown Houston. Not from Houston to Dallas. I cannot believe that this is being considered as the majority are against it. Do something right and squash this before it costs the state (taxpayers) billions. Put the money where it belongs,,,,rebuilding after Harvey people are still suffering.	
Jeff Teasley	1/29/2018	Email	I have property at Corinth and Riverfront and would like to receive updates.	Refer to PI-1.
Macie Tenne	NA	Website	I am of the opinion that the high speed rail will ruin our environment and I resent eminent domain taking our land.	Refer to ED-1.
Pavel Terechine	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 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% o 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.
Ashley Ternan	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. 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 Ternan	2/23/2018	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. 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 Ternan	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, such as first responders. 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 Ternan	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 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 Ternan	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 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 Ternan	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 economy. 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 economy, in the long term.	Refer to LU-5.
Ashley Ternan	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 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 Ternan	2/23/2018	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 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.

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Submitted By	Date Submitted	Submission Type	Comment	Response
Ashley Ternan	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, , 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 Ternan	2/24/2018	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 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 Ternan	2/24/2018	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. 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 Ternan	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 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 Ternan	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 historical 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 history.	Refer to LU-5.
Ashley Ternan	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. Moving the route north of the existing will prove less damaging to the county and Morgan Legacy Farm.	Refer to LU-5.
Ashley Ternan	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 wildlife on Morgan Legacy Farm and surrounding areas. Moving the route north of the existing will prove less damaging to the Morgan Legacy Farm and county.	Refer to LU-5.
Ashley Ternan	2/25/2018	Website	I absolutely 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 wildlife, including the Bald Eagle Habitat. Moving the route north of the existing power lines will prove less damaging to the environment.	Refer to LU-5.
Ashley Ternan	2/26/2018	Website	The proposed route of the High Speed Train that cuts through Morgan Legacy Farm is an abomination. Not only has this property provided sanctuary to wildlife, but to hundreds of individuals as well. Physicians, First Responders, and Nurses retreat to this beautiful ranch to spend time with their families and loved ones. Please let the individuals that serve our community and wildlife continue to use this beautiful land and move the HST route north of the already existing power lines.	Refer to LU-5.
Ashley Ternan	2/26/2018	Website	I oppose the proposed route of the High Speed Train that cuts through Morgan Legacy Farm. It is a disgrace 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 migration due to the watershed that would change with a large fluctuation from below level elevation to an extremely sudden high 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 Ternan	2/26/2018	Website	I am opposed to the proposed route of the High Speed Train that cuts through Morgan Legacy Farm. It is deplorable 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, including the Bald Eagle Habitat, due to the watershed changes that would be caused by extreme changes in elevation. Moving the route north of the already existing power lines, will allow this farm to continue to act as a place of refuge for individuals like First Responders and wildlife, such as the Bald Eagle.	Refer to LU-5 and NR-3. For information regarding impacts to wildlife and vegetation refer to <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance</b>

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				<b>Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</b>
Ashley Ternan	2/26/2018	Website	I oppose 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 teaching environment about farming and ranching, but that a piece of history will also be destroyed. By moving the route north of the already existing power lines, Morgan Legacy Farm will be able to preserve history and continue to make history.	Refer to LU-5.
Ashley Ternan	2/26/2018	Website	I 100% oppose the proposed route of the High Speed Train. It is my opinion that Morgan Legacy Farm will no longer be able to function as a working ranch due to changes in watershed because of the extreme changes in elevation of the proposed HST route. Local companies will no longer be able to thrive without the business provided by Morgan Legacy Farm. By moving the route north of the already existing power lines, Morgan Legacy Farm will be able to function and continue to support the local businesses.	Refer to LU-5.
Ashley Ternan	2/28/2018	Website	I am 100% opposed 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 Ternan	2/28/2018	Website	I am 100% opposed 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 Ternan	2/28/2018	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 Ternan	2/28/2018	Website	I am opposed to the high speed train route. 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 United States. Furthermore, I am concerned about the historical impact 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.	Refer to LU-5.
Ashley Ternan	2/28/2018	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 power lines will prove less damaging to the county and Morgan Legacy Farm.	Refer to LU-5, WW-1 and WW-2.
Ashley Ternan	2/28/2018	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 power lines will prove less damaging to the environment.	Refer to LU-5, WW-1 and WW-2.
Ashley Ternan	2/28/2018	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. 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 Ternan	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 Ternan	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	Refer to LU-5.

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			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.	
Ashley Ternan	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 Ternan	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 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.
Ashley Ternan	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 Ternan	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.
Ashley Ternan	2/28/2018	Email	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 Ternan	2/28/2018	Email	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 Ternan	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 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	Refer to LU-5.

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Submitted By	Date Submitted	Submission Type	Comment	Response
			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.	
Ashley Ternan	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 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 Ternan	3/1/2018	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 Ternan	3/1/2018	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.
Ashley Ternan	3/1/2018	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 Ternan	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 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.
Daniel Ternan	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 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 economical impact of destroying a ranch that is used for charitable and personal events almost every week. There is a ton of individual traffic that comes through the area to visit the ranch and the resources purchased to provide for them.	Refer to LU-5.

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Daniel Ternan	2/22/2018	Website	I am concerned the train will irreparably remove the charitable ability of the ranch referred to as the Morgan Legacy Farm located near FM 709 and 3194. One of the primary purposes of the ranch is to provide emotional respite for hospital employees, nurses, fire and police personnel along with a multitude of charitable events. Furthermore, I am opposed to the train destroying a cultural, economical, and historical ranch. 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.	Refer to LU-5, WW-1 and WW-2.
Daniel Ternan	2/25/2018	Website	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.
Daniel Ternan	2/27/2018	Website	I am deeply troubled and completely opposed to the proposed routed through the ranch referred to as the Morgan Legacy Farm located near FM 709 and 3194. The route will bisect all the vital structures to run the ranch. At that point the ranch will no longer be a economical advantage to the surrounding area. Countless numbers will no longer travel through the area. All the local business used to support and run the ranch will feel a significant loss. Moving the route north of the power lines and paralleling the existing lines in an established easement would be less detrimental to the economy.	Refer to LU-5.
Daniel Ternan	3/1/2018	Website	I am 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. Furthermore, I am concerned about the impact of obliterating a huge part of a family's legacy by completely removing the ability to use this property for its intended multi-generational purpose. This ranch has been used for a multitude of charitable functions at no cost, a place of relaxation for all types of people and organizations, a center of education, and a place of work. By dividing this property and destroying buildings and infrastructure the ranch will no longer be able to do serve its purpose.	Refer to LU-5.
Daniel Ternan	3/3/2018	Website	I am opposed to the proposed route of the train through the ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I am concerned about the loss of habitats for the animals (deer, horses, cows) who live on the ranch and the wildlife (bald eagles and other birds) that use the ranch. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the existing structures.	Refer to LU-5 and NR-3. For information regarding impacts to wildlife and vegetation refer to <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Daniel Ternan	3/4/2018	Website	I am strongly opposed to the proposed route of the train through the ranch referred to as the Morgan Legacy Farm located near FM 709 and 3194. I am troubled that the route will destroy all the vital structures of the ranch that provide a place of relaxation, enjoyment, and an emotional release for health care providers, first responders and military (never at a cost). All the local business used to support and run the ranch will feel a significant loss. Moving the route north of the power lines and paralleling the existing lines in an established easement would be less detrimental to the economy.	Refer to LU-5.
Daniel Ternan	3/5/2018	Website	I am opposed to the proposed route through the ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I am deeply concerned about the loss of a great place that has always been offered at free of cost to any individual. This ranch is an amazing place that is used to immerse one-self in a wide variety of animals (bald eagles, horses, deer, fish, birds), wildlife conversation, agricultural life and processes, farming, rodeos, fishing, and business (running a ranch). 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.	Refer to LU-5 and NR-3.
Daniel Ternan	3/7/2018	Website	I am extremely 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 concerned about the economical impact of destroying	Refer to LU-5.

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			a ranch that is used for charitable and personal events almost every week. There is a ton of individual traffic that comes through the area to visit the ranch and the resources purchased to provide for them.	
Daniel W Ternan	3/3/2018	Website	I am very opposed to the proposed route of the train through the ranch referred to as the Morgan Legacy Farm located near FM 709 and 3194. I am concerned about the economical impacts of bisecting and destroying the vital structures of the ranch. The ranch is constantly being visited by organizations and individuals from all over North Texas and this brings a ton of economical traffic through the area. Also, the revenue generated by maintaining the ranch will also be negatively affected. A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the existing structures.	Refer to LU-5.
David Ternan	2/27/2018	Website	I oppose the train which currently plans to split and ruin the Morgan Legacy Farm located near FM 709 and 3194. 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 resourceful property. The current route impacts the environment and property in turn impacting the city, citizens, charitable organizations that use the ranch, and wildlife living in the area. The current route blocks watershed needed to fill several bodies of water needed on the lake used for cattle raising and hay bailing. I and several high school/college students used to or still work on the ranch paying for college tuition. I oppose this current route as it would destroy the opportunity of employment for future workers as it provided me. Furthermore, the ranch provides resources to the community and beyond. The ranch provides not only agricultural resources, but charitable as well. The Boy Scouts have used the ranch. As an Eagle Scout and a benefit of the program, I find it hard for the organization to find educational places such as the Morgan Legacy Farm for no cost. The current route would destroy the current bald eagle habitat I hope to show future boy/girl scouts. From my understanding, the ranch also provides a getaway from the various cabins, which would be split by the current route, for several other noteworthy citizens such as doctors, nurses, and other students. I even had friends, co-workers, and foreign acquaintances from various states and countries visit the property, tour the facilities, and in turn spending money at various stores and restaurants in the community. The ranch provides this tourism revenue to the community due to various hospitable cabins, historical rodeo arena, rare wildlife at a little to no cost. The current route splits and destroys the property in an unusable way causing all these benefits to be no longer be accessible. David Ternan	Refer to LU-5 and NR-3.
Jack Ternan	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 charitable benefits.	Refer to LU-5.
Joan Ternan	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, economy and save a unique irreplaceable property. The destruction of the Morgan Legacy Farm would not only destroy the ranch but would also have drastic economic consequences to local suppliers. Morgan Legacy Farm would no longer need to purchase from these local suppliers because the ranch would no longer be able to serve as a working ranch.	Refer to LU-5.
Joan Ternan	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, economy and would save a unique irreplaceable property. The destruction of the Morgan Legacy Farm would not only destroy the ranch but its property value would be greatly reduced. City, County and School tax jurisdictions would be adversely affected.	Refer to LU-5.
Logan Ternan	2/27/2018	Website	As an individual of the generation that will truly be affected, I am concerned by the proposed route through the ranch referred to as the Morgan Legacy Farm located near FM 709 and 3194. This ranch is always open freely to individuals and groups to be used as a place to learn and interact with wildlife. It provides a safe and loving home to a large collection of animals. I am strongly opposed that the route will eliminate the ability to provide a home for these animals. I recommend the route be moved north of the power lines paralleling the existing lines.	Refer to LU-5.
Logan Ternan	3/3/2018	Website	I am completely opposed to the proposed route through the ranch referred to as the Morgan Legacy Farm located near FM 709 and 3194. As an individual of the generation that will truly be affected, I am deeply concerned by losing the ability to use this ranch (free of cost) as a place to learn about wildlife, agriculture, and outdoor living/activities. I recommend the route be moved north of the power lines paralleling the existing lines.	Refer to LU-5.

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Nicholas Ternan	2/23/2018	Website	I am very saddened by the proposed route that will destroy the ranch referred to as the Morgan Legacy Farm located near FM 709 and 3194 and remove its very valuable educational component. It is a great place that has always been offered at free of cost where I have the ability to learn about a wide variety of animals (bald eagles, horses, deer, fish, birds), wildlife conversation, agricultural life and processes, farming, rodeos, fishing, and business (running a ranch). 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.	Refer to LU-5 and NR-3.
Nicholas Ternan	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. This is a wonderful property that allows people to go back to nature and restore the spirit. It has been generously donated to those in need particularly to those that serve others like doctors, nurses, first responders, military, students and residents. Please reconsider the current route to preserve this treasure.	Refer to LU-5.
Nicholas Ternan	2/28/2018	Website	I am opposed to the Dallas to Houston High-Speed Rail going through the current proposed path in particular regards to the Morgan Legacy Farm located near FM709 and 3194. The current pathway would lead to the train destroying this charitable ranch. I believe moving the pathway north along existing power lines would be less likely to ruin this ranch. Furthermore, I am concerned about the impact this would have on the unique and endangered animals that live on and pass through the property. Bald eagles have been spotted on the property. A multitude of birds migrate through and it is home to many different species of Texas wildlife. Please reconsider the current path that will destroy this irreplaceable property that serves so many and consider moving it somewhere less detrimental to the Morgan Legacy Farm. Thank you	Refer to LU-5, NR-1, NR-2, NR-3 and NR-6. For information regarding impacts to wildlife and vegetation refer to <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Nicholas Ternan	3/3/2018	Website	I am opposed to the Dallas to Houston High-Speed Rail going through the current proposed path in particular regards to the Morgan Legacy Farm located near FM709 and 3194. The current pathway would lead to the train destroying this culturally, economically, historically valuable and charitable ranch. I believe moving the pathway north along existing power lines would be less devastating to the ranch and the environment, improving watershed runoff impacts and limiting the impact of the railway on the property. Moving the proposed pathway to the north to the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save a unique irreplaceable property. 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 nurses, physicians, police officers, EMTs, and many other individuals. Furthermore, I am concerned about the impact this would have on the charitable benefits of the property. Limiting access to the parts of the ranch that currently are available would make it less valuable as a resource for the folks it has been used by for emotional support and that would be a terrible loss to the first responders, nurses, physician and students would have used it in the past and those that will need it in the future. Please reconsider the current path that will destroy this irreplaceable property that serves so many.	Refer to LU-5.
Nico Ternan	3/3/2018	Website	I am strongly opposed to the proposed route through the ranch referred to as the Morgan Legacy Farm located near FM 709 and 3194. As an individual of the generation that will truly be affected, I am concerned by losing the ability to use this ranch (free of cost) as a place to learn about wildlife, agriculture, and outdoor living/activities. I recommend the route be moved north of the power lines paralleling the existing lines.	Refer to LU-5.
Rachel Ternan	2/27/2018	Website	I am opposed to the train destroying a 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, whose owners frequently and generously host many groups including military, first responders, and health care workers. 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. I would like to recommend that the alternative route north of the power lines be considered so as to spare this unique and irreplaceable property.	Refer to LU-5, WW-1 and WW-2.
Rachel Ternan	2/27/2018	Website	I am opposed to the proposed train route destroying a 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. Hundreds of	Refer to LU-5, WW-1 and WW-2.

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			<p>people have benefitted from the use of this wonderful property, where the Morgan family frequently hosts groups that include first responders, military, Boy and Girl Scouts, and healthcare workers. The charitable mission of this ranch allows these groups to enjoy it free of charge.</p> <p>This ranch is highly developed with multiple amenities including multiple guest houses, a lodge, a fully operational rodeo arena, horse barn, and colt barn, all within walking distance of the others. 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 am also concerned about the environmental impact as the proposed route would significantly impact the local watershed and drainage. I would like to recommend that the alternative route north of the power lines be considered so as to spare this unique and irreplaceable property.</p>	
Shannon Ternan	2/23/2018	Website	<p>I am opposed to the Dallas to Houston High-Speed Rail going through the current proposed path in particular regards to the Morgan Legacy Farm located near FM709 and 3194. The current pathway would lead to the train destroying this culturally, economically, historically valuable and charitable ranch. I believe moving the pathway north along existing power lines would be less devastating to the ranch and the environment, improving watershed runoff impacts and limiting the impact of the railway on the property. Moving the proposed pathway to the north to 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. 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 nurses, physicians, police officers, EMTs, and many other individuals. 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 this would have on the charitable benefits of the property. Limiting access to the parts of the ranch that currently are available would make it less valuable as a resource for the folks it has been used by for emotional support and that would be a terrible loss to the first responders, nurses, physician and students would have used it in the past and those that will need it in the future. Please reconsider the current path that will destroy this irreplaceable property that serves so many. Thank you.</p>	Refer to LU-5.
Shannon Ternan	2/27/2018	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 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. Building the train route right in the middle of this great property would impact the many who have benefitted from their time at this property and ruin it's purpose. Please consider a move to the north where less of an impact would be seen preserving this wonderful retreat. Thank you.</p>	Refer to LU-5, WW-1 and WW-2.
Shannon Ternan	3/4/2018	Website	<p>I am opposed to the Dallas to Houston High-Speed Rail going through the current proposed path in particular regards to the Morgan Legacy Farm located near FM709 and 3194. The current pathway would lead to the train destroying this culturally, economically, historically valuable and charitable ranch. I believe moving the pathway north along existing power lines would be less devastating to the ranch and the environment, improving watershed runoff impacts and limiting the impact of the railway on the property. Moving the proposed pathway to the north to 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. 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 nurses, physicians, police officers, EMTs, and many other individuals. 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 this would have on the charitable benefits of the property. Limiting access to the parts of the ranch that currently are available would make it less valuable as a resource for the folks it has been used by for emotional support and that would be a terrible loss to the first responders, nurses, physician and students would have used it in the past and those that will need it in the future. Please reconsider the current path that will destroy this irreplaceable property that serves so many. Thank you.</p>	Refer to LU-5.

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Shannon Ternan	3/5/2018	Website	I am opposed to the Dallas to Houston High-Speed Rail going through the current proposed path in particular regards to the Morgan Legacy Farm located near FM709 and 3194. The current pathway would lead to the train destroying this culturally, economically, historically valuable and charitable ranch. I believe moving the pathway north along existing power lines would be less devastating to the ranch and the environment, improving watershed runoff impacts and limiting the impact of the railway on the property. Moving the proposed pathway to the north to 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. 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 nurses, physicians, police officers, EMTs, and many other individuals. 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 this would have on the charitable benefits of the property. Limiting access to the parts of the ranch that currently are available would make it less valuable as a resource for the folks it has been used by for emotional support and that would be a terrible loss to the first responders, nurses, physician and students would have used it in the past and those that will need it in the future. Please reconsider the current path that will destroy this irreplaceable property that serves so many. Thank you	Refer to LU-5.
Shannon Ternan	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. Building the train route right in the middle of this great property would impact the many who have benefited from their time at this property and ruin it's purpose. Please consider a move to the north where less of an impact would be seen preserving this wonderful retreat. Thank you.	Refer to LU-5 and NR-2.
Thomas Ternan	2/23/2018	Website	The owners of Morgan Legacy Farm near FM 709 and 3194 are very generous people. I know this because they constantly offer the ranch as a vacation package in various charitable auctions. People love to visit the charming lands, home, and history on the ranch. I remember fondly one time when the owners offered the ranch to my family when a relative came here from Great Britain to visit Texas for the first time. It was a special visit, and my relative departed with a love of Texas he did not previously have. The Morgan Legacy Farm is a special place, and it is disheartening to hear that its charm and beauty might be destroyed by the high speed rail. Especially because I hear that there is an alternative route just north of some nearby power lines where there is already an easement and route alternative that would serve the purpose of the high speed rail without driving a line through the core of this historical and charitable farm. Please save this farm by going with the alternative power line route!	Refer to LU-5.
Thomas Ternan	2/27/2018	Website	Please move the train line out of the Morgan Legacy Farm near FM 709 and FM 3194. This property is used for charitable purposes and will be ruined if the train line goes down the center of the property. There is an alternative route following existing power line easements that would serve the rail line purposes while saving this farm.	Refer to LU-5.
Shannon Ternan MD	2/22/2018	Website	I am opposed to the Dallas to Houston train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. I believe that a move of the route to the north of the power lines paralleling the existing lines in an established easement would be less detrimental to the environment and save this unique irreplaceable property. The current preferred route travels in one of the highest elevations which will create significant watershed issues causing a loss of migratory waters of the US. Furthermore, 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. I am also concerned about the environmental impact this will have on migratory waters and animal habitat. The Morgan Legacy Farm provides a safe clean place for animals to migrate through and others live. To interrupt and destroy this lovely ranch's environment, the proposed route would be cutting off access to the rodeo, stables, and amenities needed to maintain this property. A move to the north would hopefully prevent this.	Refer to LU-5.
Shannon Ternan MD	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	Refer to LU-5.

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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. Building the train route right in the middle of this great property would impact the many who have benefitted from their time at this property and ruin its purpose. Please consider a move to the north where less of an impact would be seen preserving this wonderful retreat. Thank you.	
Daniel Ternan RN	2/23/2018	Website	I strongly do not approve of the train obliterating the ranch referred to as the Morgan Legacy Farm located near FM 709 and 3194 because of the effects it will have on the local suppliers. Morgan Legacy Farm will no longer need to purchase from these local suppliers because it will no longer be able to serve as a working ranch. The route proposed bisects all the large and vital structures of the ranch and honestly will cause the removal of most of them. 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.	Refer to LU-5.
Daniel Ternan RN	3/3/2018	Website	I am strongly opposed to the proposed route of the train through the ranch referred to as the Morgan Legacy Farm located near FM 709 and 3194. I am troubled that the route will destroy all the vital structures of the ranch that provide a place of relaxation, enjoyment, and an emotional release for health care providers, first responders and military (never at a cost). A move to north of the already existing high power lines would have less impact on the environment and prove less damaging to the existing structures.	Refer to LU-5.
Jack Ternan Sr.	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. This property belonged once to the Campbell's Soap company and was developed as the company retreat, and should be considered "AS IS" as a Texas historical site. The running of a train through this property will destroy a great deal of past history which can never be recovered.	Refer to LU-5.
Jack Ternan Sr.	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 current owner allows numerous organizations such as schools and scouts to use the property for their functions without charge. The train will destroy the property in such a way as to prevent charitable functions to take place. The train running through the property will result many of the structures being used for these functions being lost.	Refer to LU-5.
Jack Ternan Sr.	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 BA-5, BA-7, BA-8, LU-5 and TR-8.
Jack Ternan Sr.	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.
Jack Ternan Sr.	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	Refer to LU-5.

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			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.	
Jack Ternan Sr.	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 the bald eagle habitat.	Refer to LU-5.
Jack Ternan Sr.	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.
Jack Ternan Sr.	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.
Shannon Ternan, MD	2/24/2018	Website	I am opposed to the Dallas to Houston High-Speed Rail going through the current proposed path in particular regards to the Morgan Legacy Farm located near FM709 and 3194. The current pathway would lead to the train destroying this charitable ranch. I believe moving the pathway north along existing power lines would be less likely to ruin this ranch and the surrounding environment, improving watershed runoff impacts and limiting the impact of the railway on the 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. 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 this would have on the unique and endangered animals that live on and pass through the property. Bald eagles have been spotted on the property. A multitude of birds migrate through and it is home to many different species of Texas wildlife. Please reconsider the current path that will destroy this irreplaceable property that serves so many.	Refer to LU-5 and NR-3.
Shannon Ternan, MD	2/25/2018	Website	I am opposed to the Dallas to Houston High-Speed Rail going through the current proposed path in particular regards to the Morgan Legacy Farm located near FM709 and 3194. The current pathway would destroy this wonderful charitable ranch. I believe moving the pathway north along existing power lines would be less likely to do so. 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 waters 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. Furthermore, I am concerned about the impact this would have on the ability to use this property for charitable purposes. It has been used by many nurses, physicians, first responders, and students for no cost. Childrens Medical Center has used it for retreats. Interrupting the property by bisecting it with a high speed train would greatly detract from one of the most important aspects of this property that makes it unique and special. It is a place of peace with nature, relaxation to restore the soul, and it is generously given to those who have a need for these aspects. Please reconsider the current pathway being proposed and consider a move to the north with the existing power lines where the impact on the environment, animals, watershed, and functions of this property will be less adversely affected. Thank you.	Refer to LU-5.

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Shannon Ternan, MD	2/28/2018	Website	I am opposed to the Dallas to Houston High-Speed Rail going through the current proposed path in particular regarding the Morgan Legacy Farm located near FM709 and 3194. The current proposed pathway will destroy this wonderful charitable ranch. I believe moving the pathway north along existing power lines would be less detrimental. The current preferred route travels in one of the highest elevations which will create in my opinion significant watershed issues. 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 this would have on the ability to use this property for charitable purposes. It has been used by many nurses, physicians, first responders, and students for no cost. Boy scouts have utilized this. Charitable hospital groups have benefited as well. Interrupting the property by bisecting it with a high speed train would greatly detract from one of the most important aspects of this property that makes it unique and special. It is a place of peace with nature which will undoubtedly be ruined by a loud high speed train bisecting the property. Please reconsider the current pathway being proposed and consider a move to the north with the existing power lines where the impact on the environment, animals, watershed, and functions of this property will be less adversely affected. Thank you.	Refer to LU-5.
Shannon Ternan, MD	3/1/2018	Website	I am opposed to the Dallas to Houston high speed train destroying the 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 this 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 (one of the first in the county historically) and by cleaving the property, block access to the colt and horse barns and lodge rendering this property useless for fulfilling its primary purpose. Furthermore, there are environmental concerns; 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 has been used multiple times charitably to provide respite to first responders, police, nurses, physicians, tired residents, etc as a retreat from a emotionally charged service to others. Taking all these things into account, there can be no other conclusion that the current path will have devastating consequences not just for the Morgan family but the very many lives it has already impacted and will in the future. Please consider a move from the proposed path to the north where less impact to the functions of the ranch will be seen. Thanks you.	Refer to LU-5, NR-2 and WW-1.
Shannon Ternan, MD	3/3/2018	Website	I oppose the current proposed path of the Dallas to Houston high speed railway that will destroy the Morgan Legacy Farm. The property is very important to very many people, is used frequently in a charitable way, and is home to animals, migratory wildlife, and provides employment for those that work the ranch. Building the current proposed pathway will require the destruction of two guest houses and literally cleave the property in half, cutting off access to the stables and rodeo arena. Moving to a more northern route along the existing easement where the power lines run will be much less destructive to this very special unique property. Please reconsider the current pathway and preserve this families farm. Thank you.	Refer to LU-5.
Shannon Ternan, MD	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 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. 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 economical impact of destroying a ranch that is used for charitable and personal events almost every week. There is a ton of individual traffic that comes through the area to visit the ranch and the resources purchased to provide for them. This will have a long term effect on the area that can't be fixed. Please consider a pathway move to the north where less long term destruction will be seen. Thank you.	Refer to LU-5.
Daniel Ternan, RN	2/22/2018	Website	I am 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. Furthermore, I am concerned about the impact of obliterating a huge part of a family's legacy by completely removing the ability to use this property for its intended multi-generational purpose. It will teach over 50 children, grandchildren, nieces, nephews, grand-nieces, grand-nephews, and respective in-law relationships that the government doesn't care and will take what you have worked your whole life to build, provide, maintain, and established as a representation of how to live life. This ranch has been used for a multitude of charitable functions at no cost, a place of relaxation for all types of people and organizations, a center of education, and a place of work. By dividing this property and destroying buildings and infrastructure the ranch will no longer be able to do serve its purpose.	Refer to LU-5.
Daniel Ternan, RN	2/24/2018	Website	I am opposed to the Dallas to Houston train proposed route through the ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. The current preferred route travels in one of the highest elevations which will create significant watershed issues. Furthermore, by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the primary	Refer to LU-5, NR-2, NR-3, WW-1 and WW-2. For information regarding impacts to wildlife and vegetation refer to <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and

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			charitable, historical and emotional support provided to literally thousands of individuals including first responders, nurses, physicians, students and others. Bald eagles have been spotted on the property. A multitude of birds migrate through and it is home to many different species of Texas wildlife. Please reconsider the current path that will destroy this irreplaceable property that serves so many. I believe that a move of the route to the north of the power lines paralleling the existing lines in an established easement is the best option.	<b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife.</b> Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</b>
Daniel Ternan, RN	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.
Daniel Ternan, RN	3/1/2018	Website	I am deeply 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. It is important to recognize that this facility has served as an emotional release for health care providers, first responders and military. Please consider moving the proposed route to a readily available area that won't effect these individuals and the ranch that provides so much to so many people.	Refer to LU-5.
Texas Academy of Physician Assistants	2/24/2018	Website	TAPA has several members stay at the ranch, at no cost, the charitable contributions of Morgan Creek Ranch would be lost if it is destroyed by the high speed rail.	Refer to LU-5.
Texas and Southwestern Cattle ...	3/9/2018	Website	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. 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. TSCRA 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.	Refer to LU-11, NR-6 and TR-8.
Texas-Kickball	2/22/2018	Website	Current trajectory for the high-speed rail bisects Morgan Creek Ranch. That ranch has hosted our team, at no cost, and has provided relief and offered an escape to hundreds of others, especially healthcare workers and first responders. There is nothing else like this ranch and the high-speed rail should be moved north to preserve the ranch.	Refer to LU-5.
Aija Thacher	2/7/2018	Website	All developed countries have high quality train systems (even third world countries have lower grade systems) that are funded by the government, as are highways, airports and seaports. Private cars are wasteful of time and fuel, as well as create more pollution than mass transportation. We need real rapid train systems, with the passive protection systems that are required by law but not enforced (to protect profits for individual rail companies). The Northeast area is making progress but the rest of the country, especially the long distance areas, like Texas, are left without adequate rapid passenger rail lines.	Comment noted.
Kristen Tharp	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. Furthermore, I am concerned about migratory waters.	Refer to LU-5, NR-2 and WW-2.
Kristen Tharp	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	Refer to LU-5 and NR-3.

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			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 habitat, one of the most recognizable symbols of our great country, the United States of America.	
Kristen Tharp	2/27/2018	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 powerlines would be less detrimental to the environment and save a unique irreplaceable property. Thank you, Kristen Tharp	Refer to LU-5.
Kristen Tharp	3/5/2018	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 on the land from construction and separation of the land by industry. Thanks, Kristen Tharp	Refer to LU-5, NR-2, WW-1 and WW-2.
Kristen Tharp	3/5/2018	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 destruction migratory waters that provide nourishment and shelter for many species of birds in this area. Thank you for your time, Kristen Tharp	Refer to LU-5.
Kristen Tharp	3/6/2018	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 depletion of benefits to first responders not available at any other venue. Thank you, Kristen Tharp	Refer to LU-5.
Kristen Tharp	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. 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. Thanks, Phil	Refer to LU-5.
Kristen Tharp	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. 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. Thank you, Kristen	Refer to LU-5 and NR-2.
Kristen Tharp	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 land. 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. Thank you, Kristen Tharp	Refer to LU-5 and NR-2.

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Kristen Tharp	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. 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. Thanks, Kristen	Refer to LU-5 and NR-2.
Kristen Tharp	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 the depletion of charitable benefits that take place on the property. Thank you, Kristen	Refer to LU-5.
Kristen Tharp	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 the depletion of benefits to first responders not available at any other venue. Thank you, Kristen	Refer to LU-5.
Phil Tharp	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 powerlines would be less detrimental to the environment and save a unique irreplaceable property. Thank you, Philip	Refer to LU-5.
Phil Tharp	3/5/2018	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 depletion of bald eagle habitat in this area. Thanks, Phil Tharp	Refer to LU-5 and NR-3.
Philip Tharp	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 powerlines 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 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. Thank you, Philip Tharp	Refer to LU-5.
Philip Tharp	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. 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. Thanks, Phil	Refer to LU-5.
Therapy Dallas	3/9/2018	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	Refer to LU-5.

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			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.	
Therapy Dallas	3/9/2018	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.
Therapy Dallas	3/9/2018	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.
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Therapy Dallas	3/9/2018	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.
Therapy Dallas	3/9/2018	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.
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Therapy Dallas	3/9/2018	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.

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Jonathan Thiele	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.
Alexander Thomas	2/5/2018	Oral	Good evening. Howdy. My name is Alexander Thomas, and I'm a resident -- a new resident of Harris County. I just heard this morning about this whole thing, thanks to mayor -- the Houston mayor's Facebook live broadcast, and I literally within the few hours got in touch with various entities. And just as part of full disclosure, the gentleman, he's still back there, Mr. Curtis, who got up and spoke in favor of this, although I don't necessarily agree with him per se, what I will say is I did join up on multiple Facebook groups. And I say all that just to say that I'm just now getting started in this conversation. The last I heard about something along these lines was a few years ago. My background's in engineering, oil and gas. I resigned a couple of years ago. Took last year to travel basically, especially in Israel and Europe, and other parts of the world. I've got family around the world. I was born in India, grew up in Kuwait, and I proudly hang my hat in Texas. I love this state, I love this country, and I love the city. And what I have to say is, is that -- and I wish I could look at each of you in your eyes, in your face, and I'm going to try to do that right now. I can't do it for every single one of you, but I want to hear you. Like I wish I could somehow get with some of you personally and find out, you know, more than just what I've heard here. There's some of you who probably didn't get up and speak, and I wanted to find out what really works for you guys; like what makes sense. I heard a lot about what didn't make sense tonight; a few things about what might make sense and could make sense and what the FRA could do in an effort to bridge that gap of how do we as Texans, as Houstonians, as Harris County folks and Waller, whatever, that entire corridor and more, because the goal is for Texas, how do we move forward, how do we make an impact for not just us. Excuse me. I had the flu and a couple of infections and lost my voice completely a couple of days ago. Excuse me.	Comment noted.
Alexander Thomas	3/5/2018	Oral	All right. So good evening. My name is Alexander Thomas, and my comments are obviously for the record but really to everyone here. Thank you that the FRA is doing this and everyone else is a part of this conversation and like I mentioned the last time that I was brought to comment on this in the Cypress meeting, I used to live in Cypress and I moved into Houston proper just, you know, a couple weeks ago kind of thing and we're still moving. So my big concern was that people's concerns weren't being heard and now that I've been to the second meeting, I feel like people's concerns are being heard and then today there are some people who engaged me from Cypress -- from the Cypress meeting, who recognized me, and they brought up some things with me as well and it was great to see more people coming up and speaking against and for and others saying, hey, don't be for or against, just ask more questions. I have one scenario I want to present and since I already mentioned about my background in emergency management, community emergency response and Harris County Citizen's Corps and a former firefighter and EMT and all this kind of stuff, 20-plus years of doing engineering work, been doing IT since I was little, on and on it goes. Major projects that I'm working on that I'm doing infrastructure and building cities and all that. My question is this: How many of you here just by quick show of hands would give just about anything to protect their family, especially their kids or their parents or something like that? Everyone would. We're Texans. We're Houston strong. We know what happened around the time of Harvey. Most of us are the kind of people, I would say, in this room, all of us are the kind of people that care for whom people matter, right, especially our family. And it was really touching to see the lieutenant colonel and his -- I think his wife and his son, his daughter, all up here sharing their thoughts. Personally, from an emergency perspective, one of the questions that I have is, what if it's a night like in the night for those of you may remember, Tropical Storm Allison, where it just started raining, right? I remember being a firefighter that night and it didn't stop. How many	Refer to SS-15, SS-16 and SS-17.

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			<p>of you remember Allison? It did not stop. This was before all the flooding that would ensue, right? The emergency services were going, when is this going to stop? Look at what happened in the last three years. Harvey, similar kind of situation, right? We're still dealing with Harvey. We're still dealing with the Tax Day flood, the Memorial Day flood and on and on it goes. And they tell us it's going to get possibly worse. I'll tell you this, if the airports get shut down and the roads get shut down, you're going to need to have some sort of, you know, the Cajun Navy, you know, taking us on hydro flow boats up north or if we have a high speed form of transport -- I'm not saying this is the best answer right now -- but if we have something like this, it could be an alternative, right? Just something to consider. That's all I've got to say. Thank you.</p>	
Courtney Thomas	3/9/2018	Website	<p>I do not like the idea. It takes away from valuable farm land. Will add more crap to the environment it does not need. Not to mention our tax dollars wasted for years to come. No we do not need it at all</p>	Refer to GN-4, LU-2, NE-1, NE-9 and PN-3.
Lance Thomas	1/30/2018	Letter	<p>See attached comments. I am opposed to this HSR project. The DEIS is inadequate. FERC is the Federal Energy Regulatory Commission. FERC is a United States government agency established to oversee the country's interstate transmission of natural gas and oil. PHYMSA is the Pipeline and Hazardous Materials Safety Administration. PHMSA develops and enforces regulations for the safe, reliable, and environmentally sound operation of the nation's 2.6 million mile pipeline transportation system. DEIS 3.9-4.1 Utility Crossings states that "The utilities crossing analysis focuses on major utilities such as large diameter ...natural gas pipelines and petroleum/crude oil pipelines... Comment: Table 3.9-1 shown in Appendix D lists 19 major oil and gas lines crossed by the proposed HSR in Harris county. There is no mention of consultation with or evaluation by FERC or PHMSA by FRA or TCR. These are the two federal agencies responsible for pipeline construction, operation and safety. FRA has consulted with PHMSA on other projects and failure to do so in this analysis is a dangerous environmental and safety omission. The FRA should not move forward or finalize the DEIS until FERC and PHYMSA have evaluated the environmental and safety hazard Of every Oil and gas pipeline crossing and make plans with all the stakeholders to eliminate or mitigate environmental and safety hazards during construction and/or operation of the proposed HSR. Until this critical step is taken, this project should never move forward. DEIS continued: "The utilities analysis also included those utilities that run parallel to the Study Area. Similarly, they are grouped by county, segment and utility owner in Table 3.9-2, and shown in Appendix D, Mineral and Utility Resources Mapbook" Comments: Table 3.9-2 identifies 2 major natural gas lines paralleled by the proposed HSR in Harris county. Again, there is no mention Of consultation / evaluation by FRA with FERC or PHMSA regarding these lines. FRA has consulted with PHMSA on other projects and failure to do so in this analysis a dangerous environmental and safety omission. The FRA should not move forward or finalize the DEIS until FERC and PHYMSA have evaluated the environmental and safety hazard of every oil and gas pipeline that is in close-proximity and/or parallel to the proposed HSR track and make plans with all the stakeholders to eliminate or mitigate these known hazards during construction and/or operation of the proposed HSR. Until this critical step is taken, this project should never move forward. Specifically, the ATMOS pipe line is the gas pipeline presumably identified in table 3.9-2. (see attached RRC map of affected ATMOS pipeline). This large gas pipeline is just 50 steps from the proposed track superstructure running parallel to Binford Rd on the east side. Images contained in the DEIS show large overhead cranes extending overhead and beyond the sides of the rail super structure by several hundred feet. Although there is extensive discussion regarding the location and capacity of every sewer water plant along the proposed route, there is no discussion or protecting or moving the huge ATMOS natural gas pipe that is just 50 steps away! The failure to address a specific and known environmental and safety hazards in the DEIS of the proposed Dallas to Houston HSR is a fundamental flaw. The DEIS should be redrafted to include analysis from all stakeholders including ATMOS, FERC, PHYMSA, Waller county officials and land owners to mitigate or eliminate this known hazard. Until that happens, the DEIS cannot and should not be finalized and the plan should not be approved. Finally, giving individual landowners such a short time to review and prepare comments to a DEIS that covers hundreds of miles and hundreds of topics is not fair. Before the DEIS is finalized more time should be granted to those who are affected by this proposed HSR to study and comment.</p>	Refer to EU-1, EU-2, EU-6, NE-1, NE-9, PI-1 and PI-3.
Lance Thomas	1/30/2018	Letter	<p>See attached comments. I am opposed to this HSR project. The DEIS is inadequate. FERC is the Federal Energy Regulatory Commission. FERC is a United States government agency established to oversee the country's interstate transmission of natural gas and oil. PHYMSA is the Pipeline and Hazardous Materials Safety Administration. PHMSA develops and enforces regulations for the safe, reliable, and environmentally sound operation of the nation's 2.6 million mile pipeline transportation system. DEIS 3.9-4.1 Utility Crossings states that "The utilities crossing analysis focuses on major utilities such as large diameter ...natural gas pipelines and petroleum/crude oil pipelines... Comment: Table 3.9-1 shown in Appendix D lists 19 major oil and gas lines crossed by the proposed HSR in Harris county. There is no mention of consultation with or evaluation by FERC or PHMSA by FRA or TCR. These are the two federal agencies responsible for pipeline construction, operation and safety. FRA has consulted with PHMSA on other projects and failure to do so in this analysis is a dangerous environmental and safety omission. The FRA should not move forward or finalize the DEIS until FERC and PHYMSA have evaluated the environmental and safety hazard Of every Oil and gas pipeline crossing and make plans with all the stakeholders to eliminate or mitigate environmental and safety hazards during construction and/or operation of the proposed HSR. Until this critical step is taken, this project should never move forward. DEIS continued: "The utilities analysis also included those utilities that run parallel to the Study</p>	Refer to EU-1, EU-2, EU-6, NE-1, NE-9, PI-1 and PI-3.

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			<p>Area. Similarly, they are grouped by county, segment and utility owner in Table 3.9-2, and shown in Appendix D, Mineral and Utility Resources Mapbook" Comments: Table 3.9-2 identifies 2 major natural gas lines paralleled by the proposed HSR in Harris county. Again, there is no mention Of consultation / evaluation by FRA with FERC or PHMSA regarding these lines. FRA has consulted with PHMSA on other projects and failure to do so in this analysis a dangerous environmental and safety omission. The FRA should not move forward or finalize the DEIS until FERC and PHYMSA have evaluated the environmental and safety hazard of every oil and gas pipeline that is in close-proximity and/or parallel to the proposed HSR track and make plans with all the stakeholders to eliminate or mitigate these known hazards during construction and/or operation of the proposed HSR. Until this critical step is taken, this project should never move forward. Specifically, the ATMOS pipe line is the gas pipeline presumably identified in table 3.9-2. (see attached RRC map of affected ATMOS pipeline). This large gas pipeline is just 50 steps from the proposed track superstructure running parallel to Binford Rd on the east side. Images contained in the DEIS show large overhead cranes extending overhead and beyond the sides of the rail super structure by several hundred feet. Although there is extensive discussion regarding the location and capacity of every sewer water plant along the proposed route, there is no discussion or protecting or moving the huge ATMOS natural gas pipe that is just 50 steps away! The failure to address a specific and known environmental and safety hazards in the DEIS of the proposed Dallas to Houston HSR is a fundamental flaw. The DEIS should be redrafted to include analysis from all stakeholders including ATMOS, FERC, PHYMSA, Waller county officials and land owners to mitigate or eliminate this known hazard. Until that happens, the DEIS cannot and should not be finalized and the plan should not be approved. Finally, giving individual landowners such a short time to review and prepare comments to a DEIS that covers hundreds of miles and hundreds of topics is not fair. Before the DEIS is finalized more time should be granted to those who are affected by this proposed HSR to study and comment.</p>	
Lance Thomas	1/30/2018	Handwritten	<p>See comments attached. Public needs more time to comment. TCR has had years to prepare, landowners have had very little time. I am against the Dallas-Houston HSR project. Finally, giving individual landowners such a short time to review and prepare comments to a DEIS that covers hundreds of miles and hundreds of topics is not fair. Before the DEIS is finalized more time should be granted to those who are affected by this proposed HSR to study and comment.</p> <p>Topic: Lack of Gas Pipeline Environmental and Safety analysis by FERC &amp; PHYMSA. FRAhas jursidiction over railroad safey (not pipeline safety)                  Definitions: FERC is the Federal Energy Regulatory Commission. FERC is a United States government agency, established in 1977 to oversee the country's interstate transmission and pricing of a variety of energy resource including electricity, natural gas and oil.                  PHYMSA is the Pipeline and Hazardous Materials Safety Administration. PHNISA develops and enforces regulations for the safe, environmentally sound operation of the nation's 2.6 million mile pipeline transportation system. and the nearly 1 million daily shipments of hazardous materials by land, sea, and air.                  DEIS 3.9.4 Affected Environment                  3.9.4.1 Utility Crossings                  "The utilities crossing analysis focuses on major utilities such as large diameter water/wastewater lines, large diameter natural gas pipelines, large diameter petroleum/crude Oil pipelines and high voltage electrical ransmission lines. Major utilities located within the Study Area are grouped by county, segment and utility owner in Table 3.9-1, and shown in Appendix D, Mineral and Utility Resources Mapbook.                  " Comment: There are 19 major oil and gas lines crossed by the proposed HSR in Harris county. There is no mention of consultation with or evaluation by FERC or PHMSA. These are the two federal agencies responsible for pipeline safety. This is a glaring and dangerous environmental and safety omission. The FRA should not move forward or finalize the DEIS until FERC and PHYMSA have evaluated every oil and gas pipeline crossing evaluated these hazards and made plans to eliminate or mitigate ese hazards during construction and/or operation of the proposed HSR.                  DEIS continued: "The utilities analysis also included those utilities that run parallel to the Stud Area. Similarly, they are grouped by county, segment and utility owner in Table 3.9-2, and shown in Appendix D, Mineral and Utility Resources Mapbook"                  Comments: Table 3.9-2 identifies 2 major natural gas lines paralleled by the proposed HSR in Harris county. Again, there is no mention Of consultation / evaluation by FRA with FERC or PHMSA. This is a another glaring and dangerous environmental and safety omission. The FRA should not move forward or finalize the DEIS until FERC and PHYMSA have evaluated potential conflicts and hazards with the parallel pipelines and have made plans to eliminate or mitigate these hazards during construction and/or operation of the proposed HSR.                  Conduct all necessary environmental work - Can't do that until you look at property.                  Specifically, the ATMOS pipe line is the gas pipeline presumably identified in table 3.9-2. (see attached RRC map of affected ATMOS pipeline). This large gas pipeline is just 50 steps from the proposed track superstructure running parallel to Binford Rd on the east side. Images contained in the DEIS show large overhead cranes extending overhead and beyond the sides of the rail super structure by several hundred feet. (Vibration studies show impact out at least 600 feet) Although there is extensive discussion of the location and capacity of every Sewer water plant along the proposed routes and how conflicts with sewer systems will be addressed, there is no discussion or analysis regarding</p>	Refer to EU-1, EU-2, EU-6, PI-1 and PI-3.

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			<p>protecting or moving the huge ATMOS natural gas pipe that is just 50 steps away! The failure to address a specific and known environmental and safety hazard in the DEIS of the proposed Dallas to Houston HSR is a major flaw. The DEIS should be redrafted/amended to include analysis and plans made by and with all stake holders including ATMOS, FERC, PHYMSA, county officials and land owners to mitigate or eliminate this known hazard. Until that happens, the DEIS cannot and should not be finalized and the plan should not be approved. Finally, giving individual landowners such a short time to review and prepare comments to a DEIS that covers hundreds of miles and hundreds of topics is not fair. Before the DEIS is finalized more time should be granted to those who are affected by this proposed HSR to study and comment.</p>	
Lance Thomas	1/30/2018	Handwritten	<p>Topic: 138Kv electric towers. DEIS section 3.9 The TPSS would provide the electric power to the trains and would be composed of the following components: 138kV electrical transmission line connections, TPSS substations, sectioning posts, subsectioning posts, auto transformer posts and a 25kV 60 cycle overhead catenary system. Therefore, the energy (electricity) required for propulsion of the HSR trains between Dallas and Houston is estimated at 248,200 MWh per year, or 846,894 MMBTUs per year. There are no images, diagrams or environmental impact assessment of the 138Kv lattice tower structures that will be used to feed the electrical requirements Of the proposes I-ISR. (see image below). Does anyone want these in their backyard? These towers have a huge environmental, economic, safety and aesthetic impact on landowners, neighbors and wildlife. Again, failure to address this impact in the DEIS is another glaring error. This intentional omission must be addressed with all stakeholders to minimize or eliminate this impact before the project moves forward.</p>	Refer to EU-5, NE-1 and NE-9.
Lance Thomas	2/6/2018	Oral	<p>I'll be brief. My mom did a better job than I will. I'm against the Dallas to Houston High-Speed Rail Project. The FRA in your nice exhibits over there says the FRA has jurisdiction over railroad safety. Specifically, the FRA does not have jurisdiction over pipeline safety. And it's interesting because in Table 3.9-1, there are 19 major oil and gas pipelines crossed by the proposed HSR in Harris County, and there's no mention of the consultation or any consultation or evaluation by FERC or PHMSA. These are the two federal agencies responsible for pipeline safety. This is a glaring and dangerous environmental and safety omission. The FRA should not move forward or finalize the DEIS until FERC, PHMSA, and all the other stakeholders have had a chance to evaluate these hazards and make plans to mitigate and eliminate these hazards. Next, Table 3.9-2 says that the identifies two major natural gas pipelines that parallel the proposed HSR in Harris County. Again, no mention of consultation, evaluation by FRA with FERC or PHMSA. This is another glaring and dangerous environmental and safety omission. The FRA should not move forward or finalize the DEIS until FERC and PHMSA have evaluated potential conflicts and hazards with the parallel pipelines and have made plans to eliminate or mitigate these hazards. Finally, as my mom mentioned, the Atmos pipeline is the natural gas pipeline that is presumably one of them that's presumably identified on 3.9-2. This gas pipeline is just 50 steps from the proposed track superstructure running parallel to Binford Road. Images contained in the DEIS show large overhead cranes extending well beyond the 50 feet or 150 feet. Also, I noticed over there that the vibratory damage caused by construction and/or operation extends at least out to 500 if not 600 feet. Although -- this is interesting also. Although there's extensive discussion of the location and capacity of every sewer water plant along the proposed route, there's no discussion of an Atmos line that's 50 feet away from the dang trucks. The failure to address a specific and known -- Dang wasn't a bad word, by the way. The failure to address a specific and known environmental safety hazard in the DEIS of the proposed HSR is a major flaw. The DEIS should redrafted, amended, and include analysis and plan from Atmos, FERC, PHMSA, county officials, Waller City, landowners, and anybody else who has a stake on it. For all these reasons, I stand against this stinking railroad.</p>	Refer to EU-1, EU-2, EU-6, NV-5 and PI-1.
Lance Thomas	2/6/2018	Oral	<p>My name is Lance Thomas. I'm Lavonne Thomas' son, and she's going to do a better job than me. Bottom line: I have some things I could read, but I'll shorten it up for you guys. If I ask if I ask you to go to go build something, oh, a hundred miles long, and I'd be digging and trenching and putting pylons in, the very first thing you might ask me - if you do anything about that, you'd say, "Am I going to hit any gas lines while I'm doing that? Is there going to be a problem with me running into, say, some oil-and-gas transfer line?" The reason why I say that is because what the responsibility for the Draft Environmental Impact Statement is, is to evaluate those very things. There's two -- there's two federal agencies that do that all day long, FERC and PHMSA. There's not one single mention of an environmental impact study on every single one of those gas pipelines -- there's 19 of them that it's going to cross, and the one that's 50 steps away from the proposed -- the proposed line on our property, not a single mention of FERC, PHMSA. Not even a question. Not even a, "Hey, I wonder if this is going to affect the environment?" Hmm. Question. So the other thing, somebody also - somebody already mentioned was: How are you going to get electricity to the line? No mention of the environmental -- have you seen -- have y'all seen those big truss tower things that -- this is going to be a 138kV line that has to feed this alleged bullet train, right? No mention - not one mention of the environmental impact, the visual impact of building additional lines, not one mention. See, if you're hiring somebody to do an environmental impact study and they fail to address all the gas pipelines that it's going to cross, they fail to address the visual impact of huge truss towers, you'd say you failed. You just say it failed. And you'd say, "Go back and try again." In the meantime -- in the meantime, what you would all. It's not going to work." I don't call this -- this isn't going to be a high-speed rail. It's going to be a high-speed fail.</p>	Refer to AS-1, EU-1, EU-2, EU-4 and EU-5.

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Lance Thomas	3/8/2018	Website	There is a 30" gas pipeline laid in 1967 fifty steps away from the proposed location of the two track superstructure on our land on Binford Rd near Waller, Tx. Digging footings for pillars, pounding pilings, operating dozers, cranes and other heavy equipment on or near this big old active pipeline will create an extremely dangerous and potentially explosive situation. Also, the proximity of the pipeline is also well with the 275 feet zone of heaviest destructive vibration from constant train operations. Constant vibrations from passing high speed trains will weaken the old gas pipeline and create an extremely dangerous and potentially explosive situation. In fact, having a high speed train around any aging pipeline corridor, such as exists in Harris County along Highway 290, is a catastrophic TCR, AECOM, and the FRA did not consult FERC or PHMSA in their planning process despite the approximate 142 pipelines that would be impacted by this proposed project and the pipeline on our property in particular. It is imperative that FERC and PHMSA be included as contributing agencies in the Environmental Impact Statement, since they are the responsible agencies in the management of pipeline safety. Until this has been done and the environmental impact of disturbing this and other gas pipelines has been addressed in full in the DEIS, we request that no building approval be given to the project.	Refer to EU-1, EU-2 and NV-5.
Lance Thomas	3/9/2018	Website	DEIS Neglected to address HAZMAT Sites The DEIS identifies over 100 hazmat sites along the proposed route along Hwy 290 that have been designated as containing hazardous waste materials. There is no provision or detailed plan made by Texas Central or by government agencies for clean up or remediation of these sites prior to or during proposed construction of the project contained in the DEIS. When hazardous waste areas are disturbed, toxins are released that harm the public and/or the environment. Therefore, we request that a comprehensive phase II assessment be completed on each site before this project is approved by the FRA. Further, the DEIS must be amended to contain a detailed plan for cleanup of each site before FRA approval. Until the environmental impact of disturbing these sites has been addressed, and a mitigation plan for each is in place, we request that no building approval be given to the project.	As discussed in <b>Section 3.5.6.2, Hazardous Materials and Solid Waste, Avoidance, Minimization and Mitigation, Mitigation Measures, HM-MM#1: Environmental Site Assessments</b> , all high-risk sites and moderate-risk sites that are within or adjacent to the limits of disturbance would require further investigation prior to construction. Further investigation may include TCEQ files review, Phase I ESA, and/or Phase II ESA. If site assessments indicate the presence of contamination, mitigation and/or remediation measures will be implemented as discussed in <b>HM-MM#1</b> .
Lance Thomas	3/9/2018	Website	Environmental impact of affected Wetlands not addressed: Designated wetlands on our property off of Binford Rd near Waller, Tx. will be destroyed by rail construction, rail operation, necessary gas pipeline relocation, electrical tower construction, emissions and drainage pattern disruption. No assessment or environmental impact study was made pertaining to the destruction of these wetlands during the construction or operation of the HSR in the DEIS. The forest of trees planted around the wetlands on our property 40 years ago is one of the few wildlife habitats in the area. Among the animals whose havens there would be destroyed by pipeline removal, railroad construction and operation, as well as flooding, are water fowl, migratory birds, road runners, bobcats, coyotes, deer, doves, hawks, owls, squirrels, raccoons, skunks, and opossums. No assessment or environmental impact study was made pertaining to the destruction of the woodlands and wetlands by the proposed project. The DEIS should be amended to address these critical environmental issues. Because these fragile area will be permanently destroyed, our family wants the no build option for this proposed TCR/TCP high speed rail project.	Refer to NE-8, WW-1 and WW-2.
Lance Thomas	3/9/2018	Website	Road, infrastructure and building destruction Images provided by TCR show heavy construction equipment and massive cranes being utilized in the construction process. The DEIS did not address the environmental, human and economic impact of the destruction of existing roads, pipelines, ditches, culverts and bridges by during construction and/or operation of the project. The DEIS did not address the environmental, human and economic impact of the necessary remediation of this destruction after construction and during operation of the train. In the TCR/TCP proposed HSR plan many homes, commercial buildings and schools would be within the maximum vibration and noise damage range of the construction and operation of high speed trains. The FRA "High-Speed Ground Transportation Noise and Vibration Impact Assessment" of September 2012 did not address or assess the noise and vibration damage caused by two trains high speed trains passing each other frequently. TCR expects 68 trains to pass every 30 minutes from 5:30 a.m. to 11:30 p.m. at speeds of 185 to 205 mph. The effects of constant vibrations on pipelines, infrastructure, buildings and their foundations must be fully and accurately assessed by the FRA in its Environmental Impact Study. Because the environmental impact of these known issues have not been assessed and cannot be mitigated our family wants the no build option for this proposed TCR/TCP high speed rail project.	Refer to LU-10, NV-1, NV-5 and TR-6. The noise analysis did not result in any impacts to schools as a result of the proposed project.
Lance Thomas	3/9/2018	Website	Safety Road closures, disruptions and detours of traffic patterns causing accidents and delays for law enforcement, emergency vehicles and other vehicular travel will cause immediate and permanent delays during the construction of the proposed project and resulting berms and superstructures. The DEIS did not adequately address the environmental, human and economic impact of the road closures, disruptions and detours for law enforcement, emergency vehicles and other vehicular traffic during construction and during operation of the train. Until the health and safety impact of disrupting and impeding normal traffic patterns and the delays for cars, law enforcement and emergency vehicles has been fully assessed and approved by local law and emergency providers, we request that no approval be given to the project by any local, federal or state agency. Because the environmental, human and economic impact of these known issues have not been assessed and cannot be mitigated our family wants the no build option for this proposed TCR/TCP high speed rail project.	Refer to SS-18, SS-23, TR-6 and TR-8.

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Lance Thomas	3/9/2018	Website	Time and BNSF I-45 corridor According to the FRA public meeting exhibits, TCR was put together information for the FRA to use in the DEIS process. TCR team of engineers and promoters had years to gather and present their information in the light most favorable to their proposed project. The result is a DEIS that is well over 5000 pages with exhibits. It contains terms, abbreviations and exhibits that are unfamiliar to the average citizen landowner. The proposed project will ruin land that has been in our family since the 1800's. Giving landowners a few weeks to prepare adequate responses to a project that will destroy our land environmentally and economically is grossly unfair and un-American. Further, the DEIS contains no explanation of why any particular route was chosen over the obvious BNSF I-45 corridor tying into the established Union Station in Houston's center. The BNSF I-45 corridor avoids a number of problems that the TCR and the FRA omitted from the DEIS such as failing to accurately included the amount of impacted land, failing to assess wetland and wildlife habitat destruction, failing to assess gas pipeline crossings and replacement from a safety and environmental standpoint, failing to address environmental and safety hazards in crossing and disturbing hazardous waste sites, failing to address environmental and safety hazards pertaining to flood control and drainage systems, failing to address environmental and safety hazards in road, culvert and bridge closures and destruction, failing to address environmental and safety hazards in noise, vibration, dust, and light pollution, and failing to address environmental and safety hazards in crossing or building on or near active oil and gas pipelines and failing to include FERC and PHMSA in the DEIS process pertaining to crossing, relocating, digging, driving pilings or operating a HSR within the zone of maximum vibration damage. For grossly unfair time limitations placed on property owners to respond to a DEIS that has the above failures and more, our family stands firmly against this project, and requests the no build option.	Refer to BA-8, BA-9, BA-10, EU-1, EU-2, FP-1, GN-1, HZ-5, NE-1, NE-9, NR-5, PI-1, PI-3, TR-8, WW-1 and WW-2.
Lance Thomas	3/9/2018	Website	NOISE Noise and vibrations will ruin the quiet and peaceful environment of our land along Binford Road near Waller, Texas. It will also ruin living conditions for nearby homes and the educational environment for schools. The proposed project states that high speed train tracks would be elevated in some places from 10 to 70 feet. This would cause the area of audio disturbance to be greater than disclosed, as there are no high structures or foliage to absorb or minimize the repeated audio impact. The noise and vibration of frequently passing high speed trains will ruin the natural environment of our property's refuge for wildlife and human habitation. The planned tracks are too close to seven Cypress Fairbanks schools and many homes. Effects of steady noise, vibration, electromagnetic fields, dust, light and glare on children caused by high speed train passing by homes and schools every 30 minutes from 5:30 a.m. until 11:30 p.m. and maintenance crews working on tracks the rest of the night. Noise pollution and environmental destruction by vibration have not been adequately treated in the DEIS. Until noise pollution and environmental destruction by vibration has been addressed in full in the DEIS and plans are in place to mitigate or eliminate this environmental and habitability hazard, our family stands firmly against this project.	Refer to NR-1, NV-1, NV-5 and NV-7. According to the FRA guidelines described in <b>Section 3.4.3.2.3, Noise and Vibration, HSR Operational Noise Impacts</b> , schools are included in land use Category 3 for the purpose of noise impact assessment. Based on the noise analysis in <b>Section 3.4.5.2.4, Noise and Vibration</b> , HSR Operational Noise Impacts no severe or moderate noise impacts have been identified at any schools within the Study Area. Electromagnetic fields (EMFs) follow the inverse-square law, meaning that the strength of the field decreases markedly with distance. Please refer to <b>Section 3.15.4, Electromagnetic Fields, Methodology</b> , "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 High Speed Rail (HSR) track. Beyond this distance, the EMF would be below background levels." As part of the study, potential sensitive receptors were identified, as summarized in <b>Section 3.15.4, Electromagnetic Fields, Methodology</b> , "Sensitive receptors include universities, medical institutions, high-tech businesses, airports and governmental facilities (i.e., police and fire) that may use equipment that could be affected by new sources of EMFs. For completeness, the review of potentially impacted sensitive receptors was expanded to include schools, which may have wireless networks for tablets and laptops, and parks, which could be used for flying remote-controlled planes and drones." Regarding the effects of long-term exposure to EMFs on children, the Draft EIS summarized current research and scientific conclusions. Please see <b>Section 3.15.2, Electromagnetic Fields, Health Effects of EMF</b> , "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

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				<p>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 with studying and making recommendations on EMF and human health. The National Institute of Environmental Health Sciences published reports outlining their interpretations and recommendations. The National Institute of Environmental Health Sciences concluded that for most health outcomes, no evidence is present that EMF exposure has adverse health effects." Please also note that the principle of the ICNIRP has been to build in "safety factors" to their published guidelines. For example, once the ICNIRP determined the level of EMF strength necessary to observe an effect, the ICNIRP then applied a reduction factor of 5 as a means of arriving at a precautionary value for occupational exposure. The value was reduced by an additional factor of 5 for public exposure, arriving at the extremely cautious values for EMF restriction discussed in the Draft EIS. Thus, the ICNIRP values already have built-in precautionary levels.</p>
Lance Thomas	3/9/2018	Website	<p>Flooding Harris County has extreme problems with drainage and flood control. These issues were not addressed in the DEIS. Our property is on Binford Road near Waller, Texas. Flooding from overflow of two creeks north of our property and rerouted by the planned berms south of the creeks, would direct excessive water to our land causing damage to wetlands, forest, domestic animals and wildlife, nearby houses, businesses roads and infrastructure. Environmental damage and destruction caused by the construction of proposed berms and track superstructure has not been adequately evaluated and addressed in the DEIS. TCR indicates in the DEIS that it will divert additional runoff water using existing drainage ditches for the runoff. The DEIS is void of project engineering and environmental impact analysis regarding the diversion of projected runoff onto adjoining properties and existing drainage systems. Such a glaring omission is grossly negligent in a county that has suffered tremendous flood damage due to hurricanes and excessive rainfall. Added drainage reservoirs must be specified by FRA throughout the proposed line because existing drainage resources are already overburdened and subject to flooding. This project, like every other project in Harris County must include its own water detention and drainage systems and an environmental assessment of these detention areas and systems. The FRA, USACE and county officials should not allow TCR to burden existing fragile drainage systems with additional runoff causing additional damage to the environment, roads, infrastructure and private property. Until the environmental impact of disrupting, altering or burdening existing drainage patterns and systems has been evaluated and included in the DEIS, we request that no approval be given to the project by any local, federal or state agency. Until these issues are fully mitigated or eliminated, our family stands firmly against this project and demands the no build option.</p>	<p>Refer to FP-1, WW-1 and WW-2. 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>
Lance Thomas	3/9/2018	Website	<p>CATHODIC PROTECTION The proposed project includes an electric train supplied by 138kv lines running to and through the superstructure. This new constant source of electricity and/or electromagnetic energy will cause electrolysis that will compromise the integrity of the 30" active gas pipeline on our property that is located about 150 feet from the proposed project route. This line was buried about 16 inches below the surface more than 50 years ago. Any compromise of this line would pose serious safety concerns for humans, animals and property. TCR</p>	<p>Refer to EU-1, EU-2, NV-5 and SS-19.</p>

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			and FRA failed to address this known issue in the EIS. Introducing any additional source of electricity near an active oil and gas pipeline will, at minimum, require cathodic protection units to be added to the entire route, especially in Harris County along Hwy 290. Cathodic protection units run diagonal to pipelines taking hundreds of feet. There are numerous areas where the layout of the surround land does not allow for such installations necessary to operate the rail and pipelines safely. Cathodic protection units require routine replacement because they deteriorate. Pipeline companies would conduct yearly anomaly checks on active pipelines affected by this high speed train due to the electricity and constant vibrations. Anomaly checks put a financial burden on pipeline companies, as pipelines must be taken out of commission affecting services to the public. If the integrity of the pipeline has been affected, the pipeline must be replaced which will require FERC PHMSA involvement, thus delaying delivery of the product to consumers and affecting the price they pay. TCR and FRA did not address the environmental impact of adding cathodic protection to the multitudes of pipeline crossings and specifically did not address this issue concerning the old ATMOS pipeline on our land. TCR, AECOM, and the FRA did not include FERC or PHMSA in their planning process despite the approximate 142 pipelines that would be impacted. FERC and PHMSA must be included as contributing agencies in the Environmental Impact Statement, since they are the responsible agencies in the management of pipeline safety. Because the environmental, human and safety impact of these known issues have not been assessed by the FRA and cannot be eliminated our family wants the no build option for this proposed TCR/TCP high speed rail project.	
Lance Thomas	3/9/2018	Website	Economic Viability Though the economic viability of this HSR project is highly speculative, the project places almost 100% of the real permanent environmental and economic burden on rural Texas landowners. The DEIS waives these burdens off, as if they do not exist or do not matter. FRA dismisses its duty to evaluate the economics of the project because the project will allegedly use private funds. However, the TCR and FRA did not hesitate to use economic analysis to eliminate the use of the BNSF corridor between Dallas and Houston being because it was considered "too expensive." Devaluation of land caused by construction and operation of this project will bring financial ruin to rural landowners, schools and public services because of the devaluation of land prices along the proposes route. This project is "too expensive" for private citizens and local taxing entities. This is exactly why the BNSF I-45 corridor should be used! The proposed taking of our land and the projected placement of tracks on our land near Waller, Tx would land-lock about eighty-five percent of our property rendering it useless. FRA completely failed to assess the human environmental impact of the actual or constructive taking of thousands of acres of private land. Because the human environmental impact and the devastating economic impact of the destruction of private land has not been assessed and/or cannot be eliminated or mitigated our family wants the no build option for this proposed TCR/TCP high speed rail project.	Refer to BA-10, GN-4, LU-7, NE-1, NE-9 and VA-1.
Lavon Thomas	1/30/2018	Handwritten	<p>I am Lavon Thomas, an 88 year Old resident Of Jersey Village. My family has owned land on Binford Rd. in Harris County since the 1800's. The proposed bullet train route cuts across our land north to south. I stand firmly against the Dallas to Houston HSR project. Though the economic viability of the HSR project is highly speculative, the project places almost 100% of the real permanent environmental and economic burden on rural Texas landowners. The DEIS waives these burdens off, as if they do not matter.</p> <p>Section 5.0 of the DEIS is telling: The law requires federal agencies to evaluate...the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity. The problem with the DEIS analysis is that almost ALL of the "Temporary impacts" listed are PERMANENT NEGATIVE IMPACTS FOR RURAL LAND!</p> <ol style="list-style-type: none"> <li>1. DEIS states: Temporary disruption of normal traffic patterns with delays for cars and emergency response vehicles.... In reality, the disruption of normal traffic patterns and detours for cars and emergency response vehicles will be a permanent negative impact for all Binford Rd land.</li> <li>2. DEIS states: Temporary disruption and change in how properties would be accessed during construction - In reality, because the track landlocks 90% Of Our properW, it will cause a permanent negative impact on land value.</li> <li>3. DEIS states: Temporary loss of income to some businesses. In reality, this high-speed rail will cut off 90% of our property, permanently causing loss of income and devaluation of our land for all uses.</li> <li>4. DEIS states: Temporary increases in noise, vibration, dust, light and glare generated by construction. In reality, this High-speed train would sound like a jet plane landing on your yard all day until 11:30 at night. Maintenance crews working the rest of the night WILL permanendy create noise, vibration, dust, light and glare negatively impacting our land.</li> <li>5. DEIS states: Temporary increases in waste and hazardous materials disposal - In reality, our designated wetlands will be affected during construction. Also, the proximity of an active gas pipeline just 50 steps away, is a potential environmental and safety hazard.</li> <li>6. DEIS states: Temporary adverse changes to the visual environment due to the presence of construction equipment, signage and temporary structures - In reality, based on images provided in the DEIS and recordings provided by TCR, the elevated high speed train structure will be a permanent visible eyesore and audible nightmare from every part of our property.</li> </ol> <p>In conclusion, for the sake of hypothetical urban productivity, the FRA has failed their legal and ethical duty to identify and quantify the</p>	Refer to GN-2, NE-1, NE-9, NV-1, SC-14, SS-23, TR-6, TR-10 and VA-1. Binford Road would not be closed, rerouted, or crossed by the Project. Waste management is one of the mitigation measures discussed in <b>Section 3.5.6.2, Hazardous Materials and Solid Waste, Mitigation Measures, HM-MM#4: Waste Management</b> . Mitigation measures for Wetlands are discussed in <b>Section 3.7.6, Waters of the U.S., Avoidance, Minimization and Mitigation Measures</b> . Mitigation measures for Utilities are discussed in <b>Section 3.9.6.2, Utilities and Energy, Mitigation Measures</b> , and include performing below ground utility exploration during final design and protecting, encasing, or relocating the utilities during final design and construction. The Final EIS includes temporary visual impacts, like those related to construction staging areas, as well as permanent impacts, like the construction of the track infrastructure or ancillary facilities. Depending on where the property is located, there may be permanent visual impacts. Please see <b>Section 3.10.5, Aesthetics and Scenic Resources, Environmental Consequences</b> for visual impacts. Binford Road runs parallel to the Project and the Project may be visible in some areas, however, other views may be limited by trees and vegetation along property lines and within properties. Visual impacts would be mitigated and could include planting vegetation to screen views, as described in <b>Section 3.10.6, Aesthetics and Scenic Resources, Avoidance, Minimization and Mitigation</b> .

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			permanent negative impact on the rural landowner's environment. For these and other reasons, I stand firmly against the Dallas to Houston High Speed Rail project.	
Lavon Thomas	2/5/2018	Letter	<p>I am Lavon Thomas, an 88 year old resident of Jersey Village. My family has owned land on Binford Rd. in Harris County since the 1800's. The proposed bullet train route cuts across our land north to south. I stand firmly against the Dallas to Houston HSR project. Though the economic viability of the HSR project is highly speculative, the project places almost 100% of the real permanent environmental and economic burden on rural Texas landowners. The DEIS waives these burdens off, as if they do not matter. Section 5.0 of the DEIS is telling: The law requires federal agencies to evaluate ... the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity. The problem with the DEIS analysis is that almost ALL of the "Temporary impacts" listed are PERMANENT NEGATIVE IMPACTS FOR RURAL LAND!</p> <p>1. DEIS states: Temporary disruption of normal traffic patterns with delays for cars and emergency response vehicles .... In reality, the disruption of normal traffic patterns and detours for cars and emergency response vehicles will be a permanent negative impact for all Binford Rd land.</p> <p>2. DEIS states: Temporary disruption and change in how properties would be accessed during construction - In reality, because the track landlocks 90% of our property, it will cause a permanent negative impact on land value.</p> <p>3. DEIS states: Temporary loss of income to some businesses .. In reality, this high-speed rail will cut off 90% of our property, permanently causing loss of income and devaluation of our land for all uses.</p> <p>4. DEIS states: Temporary increases in noise, vibration, dust, light and glare generated by construction ... In reality, with 68 trains passing each other daily every 30 minutes from 5:30 a.m. to 11 :30 p.m. plus maintenance crews working the rest of the night, permanent noise, vibration, dust, light and glare WILL negatively impact our land.</p> <p>5. DEIS states: Temporary increases in waste and hazardous materials disposal In reality, our designated wetlands will be affected during construction. Also, the proximity of an active gas pipeline just 50 steps away, is a potential safety hazard.</p> <p>6. DEIS states: Temporary adverse changes to the visual environment due to the presence of construction equipment, signage and temporary structures - In reality, based on images provided in the DEIS and recordings provided by TCR, the elevated high speed train structure will be a permanent visible eyesore and audible nightmare from every part of our property. In conclusion, for the sake of hypothetical urban productivity, the FRA has failed their legal and ethical duty to identify and quantify the permanent negative impact on the rural landowner's environment. For these and other reasons, I stand firmly against the Dallas to Houston High Speed Rail project. I want the No Build option.</p>	<p>Refer to AS-1, ED-2, EU-2, GN-1, NE-1, NE-9, NV-1, SC-19, SS-23, TC-4, TR-6, TR-10 and WW-1.</p> <p>Waste management is one of the mitigation measures discussed in <b>Section 3.5.6.2, Hazardous Materials and Solid Waste, Mitigation Measures, HM-MM#4: Waste Management.</b> Mitigation measures for Wetlands are discussed in <b>Section 3.7.6, Waters of the U.S., Avoidance, Minimization and Mitigation.</b> Mitigation measures for Utilities are discussed in <b>Section 3.9.6.2, Utilities and Energy, Mitigation Measures,</b> and include performing below ground utility exploration during final design and protecting, encasing, or relocating the utilities during final design and construction.</p>
Lavon Thomas	2/5/2018	Handwritten	<p>I am Lavon Thomas, an 88 year old resident of Jersey Village. My family has owned land on Binford Rd. in Harris County since the 1800's. The proposed bullet train route cuts across our land north to south. I'm firmly against the to Houston HSR project. Though the economic viability of the HSR project is highly speculative, the project places almost 100% of the real permanent environmental and economic burden on rural Texas landowners. The DEIS waives these burdens off, as if they do not matter. Section 5.0 Of the DEIS is The law requires federal agencies to evaluate ...the relationship between local short-term uses of man's environment and the and enhancement of long-term productivity. The problem with the DEIS analysis is that almost ALL of the "Temporary impacts" listed are PERMANENT NEGATIVE IMPACTS FOR RURAL LAND</p> <p>1. DEIS states: Temporary disruption of normal traffic patterns with delays for Cars and emergency response vehicles... In reality, the disruption Of normal traffic patterns and detours for cars and emergency response vehicles will be a permanent negative impact for all Binford Rd land.</p> <p>2. DEIS states: Temporary disruption and Change in how properties would be accessed during construction - In reality, because the track landlocks 90% Of our properW, it will cause a permanent negative impact on land value. 3. DEIS states: Temporary loss Of income to some businesses . In reality, this high-speed rail will cut Off 90% of our properW, permanently causing loss Of income and devaluation Of our land for all 4. DEIS States: Temporary increases in noise, vibration, dust, light and glare generated by construction In reality, with 68 trains passing each other daily every 30 from 5:30 a.m. to 11:30 p.m. plus maintenance crews working the rest of the night, permanent noise, vibration, dust, light and glare WILL negatively impact our land. 5. DEIS states: Temporary increases in waste and hazardous materials disposal - In reality, our designated wedands will be affected during construction. Also, the proximity Of an active gas pipeline just 50 steps away, is a potential safety hazard. 6. DEIS states: Ternporary adverse changes to the visual environment due to the presence of construction equipment, signage and temporary structures - In reality, based on images provided in the DEIS and recordings provided by TCR, the elevated high speed train structure will be a permanent visible eyesore and audible nightmare from every part Of our property. In conclusion, for the sake of hypothetical urban productivity, the FRA has failed their legal and ethical duty to identify and quantify the permanent negative impact on the rural landowner's environment For these and other reasons, I stand firmly against the Dallas to Houston High Speed Rail project. I want the No Build option.</p>	<p>Refer to AS-1, EU-2, HZ-5, LU-7, NV-7, SS-23, TR-6, VA-1 and WW-2. Binford Road would not be closed, rerouted, or crossed by the Project.</p>
Lavon Thomas	2/5/2018	Oral	<p>I'm Lavon Thomas, an 88-year-old resident of Jersey Village. My family has owned land on Binford Road in Harris County since the 1800s. The proposed bullet train route cuts across our land north and south. I stand firmly against the Dallas to Houston HSR project. Though the</p>	<p>Refer to AS-1, EU-2, HZ-5, LU-7, LU-10, NE-1, NV-1, NV-1, SS-23, TR-6, TR-8 and TR-10.</p>

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			<p>economic viability of the HSR project is highly speculative, the project places almost 100 percent of the real permanent environmental and economic burden on rural Texas landowners. The DEIS waves these burdens off as though they do not matter. Section 5.0 of the DEIS is telling. The law requires federal agencies to evaluate the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity. The problem with the DEIS analysis is that almost all of the temporary impacts listed are permanent negative impacts for rural land. DEIS states, Temporary disruption of normal traffic patterns with delays for cars and emergency response vehicles. In reality, the disruption of normal traffic patterns and detours for emergency response vehicles will be a permanent negative impact on all Binford Road land. The DEIS states, Temporary disruption and change in how properties will be accessed during construction. In reality, because the track land affects 90 percent of our property, it will cause a permanent negative impact on land value. The DEIS states, Temporary loss of income to some businesses. In reality, this high-speed rail would cut off 90 percent of our property, permanently causing loss of income and devaluation of our land for all uses. DEIS states, Temporary increases in noise, vibration, dust, light, and glare generated by construction. In reality, this high-speed train would sound loudly all day until 11:30 at night. Maintenance crews working the rest of the night will permanently create noise, vibration, dust, light, and glare, negatively impacting our land. DEIS states, Temporary increases in waste and hazardous materials disposal. In reality, our designated wetlands will be affected during construction. Also the proximity of an active gas pipeline just 50 steps away is a potential safety hazard. DEIS states, Temporary adverse changes to the visual environment due to the presence of construction equipment, signage, and temporary structures. In reality, based on images provided in the DEIS and recordings provided by TCR, the elevated high-speed train structure will be a permanent visible eyesore and audible nightmare from every part of our property. In conclusion, for the sake of hypothetical urban productivity, the FRA has failed their legal and ethical duty to identify and quantify the permanent negative impact on the rural landowners' environment. For these and other reasons, I stand firmly against the Dallas to Houston High-Speed Rail Project. I want the no bill option.</p>	
Lavon Thomas	3/5/2018	Handwritten	<p>In spite of a long history of bankrupt passenger train systems in the US, a group of Japanese and Private Investor promoters want to sell us a passenger train system using outdated technology and equipment, inflated financial data, and bogus ridership projections. The cost to Texans would be high. The project would destroy ecosystems, overload drainage systems, harm natural gas pipelines and hazardous waste sites, endanger health and safety of people, and render our private land useless.</p> <p>If passenger trains in Texas were viable, Amtrak would have started building the high speed rail system from San Antonio to Dallas, which the FRA has already approved. However, Amtrak cannot prove economic feasibility. The project is dead in the water. This, in spite of the 2013 Statewide Ridership Analysis Report by TxDOT finding the San Antonio to Dallas corridor had a much higher forecasted ridership than a Houston to Dallas corridor.</p> <p>On top of that, the "Lone-Star High Speed Rail Market Study" commissioned by Texas Central itself, along with at least four other studies of high-speed rail in the Dallas-Houston corridor, all reached the same conclusion: high-speed rail is not feasible in Texas.</p> <p>Passenger trains fail in the US because there are more economic, flexible and efficient means to move information, goods, and people. As technology and other modes of transportation have improved, there is simply no sound economic or practical reason to take and ruin private lands for a sure-to-fail train.</p> <p>Also, totally absent from existing plans and proposals are dedicated funds, construction bonding, decommissioning bonding, and plans for remediation and restoration of the land, after the promoters have left town. Oversight by FERC and PHMSA has been omitted. This irresponsible type of planning would leave private landowners and Texas taxpayers holding the bag.</p> <p>For the sake of hypothetical urban productivity, the FRA in its final EIS has an administrative, legal and ethical duty to identify and quantify the permanent negative impact on the environment, as well as the value and use of rural private lands. In the existing DEIS, the FRA failed in its duties!</p> <p>For these and many other reasons, our family fully opposes this project and wants the "NO BUILD" option.</p>	<p>Refer to BA-2, BA-4, EU-1, GN-2, GN-3, GN-4, LU-10, NE-1, NE-9 and TC-2.</p> <p>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 <b>Chapter 4.0, Indirect and Cumulative Impacts</b>, 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.</p>
Lavon Thomas	3/5/2018	Oral	<p>I'm Lavon Thomas, an 88-year-old landowner who has been sued, harassed and threatened with jail by the Texas Central agents and lawyers. Texans have defended their land rights since 1835. Three minutes is not enough time to defend our land in 2018. In spite of a long history of backup passenger train systems in the U.S., a group of promoters want to sell us a passenger train system using outdated technology and equipment, inflated financial data and bogus ridership projections. The cost to Texans would be high. The project would destroy eco systems, overload drainage systems, harm natural gas pipelines and hazardous waste sites, endanger health and safety of people and render our land useless. If passenger trains in Texas were viable, Amtrak would have started building the high-speed rail system from San Antonio to Dallas, which the FRA has already approved. However, Amtrak cannot prove economic feasibility. The project is dead in the water. This, in spite of the 2013 statewide ridership analysis report by TxDOT, binding the San Antonio to Dallas corridor, had a much higher-forecasted ridership than a Houston to Dallas corridor. On top of that, the Lone Star High-Speed Rail Market Study commissioned by Texas Central itself with at least four other studies of high-speed rail in the Dallas/Houston corridor all reached the same conclusion. High-speed rail is not feasible in</p>	<p>Refer to BA-6, ED-2, EU-1, GN-2, GN-3, LU-10, NE-1, NE-9, PN-3, SC-22, SS-1 and TC-2.</p> <p>Consultation with PHMSA would be required only if TCRR needed a DOT special permit for transporting hazardous materials. A special permit would authorize them to perform a function that is not authorized under current regulations. FRA is not aware of a need for this type of permit therefore it was not included in the Final EIS. 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</p>

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			<p>Texas. Passenger trains fail in the U.S. because there are more economic, flexible and efficient means to move information, goods and people. As technology and other modes of transportation have improved, like, high valorem taxes, there's simply no sound, economic or practical reason to take and ruin private lands. Also, totally absent from existing plans and proposals are dedicated funds, construction bonding, decommissioning bonding and plans for remediation and restoration of the land after the promoters have left town. Oversights by FERC and PHMSA have been omitted. This irresponsible planning would leave private landowners and Texas taxpayers holding the bag. For the sake of hypothetical urban productivity, the FRA and its final EIS has an administrative, legal and ethical duty to identify and quantify the permanent negative impact on the environment, as well as the value and use of rural private lands. Our family fully opposes this project and wants the no build option.</p>	<p>planned, programmed or reasonably foreseeable projects in <b>Chapter 4.0, Indirect and Cumulative Impacts</b>, 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.</p>
Lavon B Thomas	2/27/2018	Website	<p>In spite of a long history of failed, wrecked and bankrupt passenger train systems in the US, a foreign company wants to build another passenger train system with antiquated technology using inflated financial and bogus ridership projections that will destroy ecosystems, negatively impact sensitive and overloaded drainage systems and render our rural land useless. Passenger trains have failed in the US because there are more economic, flexible and efficient means to move information, goods and people. Now in use from Houston to Dallas are mega buses, private cars, commercial and private planes. Commercial plane ticket costs equal to TCR's projected \$199.00 one-way HSR ticket cost, plus available cheaper plane tickets, are too competitive for rail in a population far less dense than Japan's. As technology advances, the need to take and ruin land for an outdated model train defies reason and existing research. Hyperloop Texas and driverless cars are already on the table. Most importantly, the TxDOT Statewide Ridership Analysis Report of December 2013 already researched ridership and cost effectiveness for various corridors in Texas finding that "the Austin-Houston core ex-press service corridor had the highest forecasted ridership, followed by Dallas to San Antonio". TxDOT's own research should be employed by themselves and FRA in making decisions regarding Need and Purpose for Texas passenger trains. I refer the FRA to the Reason Foundation Report, "Texas High Speed Rail: Caution Ahead" of February 2017 and four other studies of high-speed rail in the Dallas-Houston corridor which all reached the same conclusion: high-speed rail is not feasible in Texas. These studies were "High-speed Rail in the Rearview Mirror" written by Marc Burns, "Policy and Financial Analysis of High-speed Rail Ventures in the State of Texas" written by Craig Roco and Leslie Olson of Texas A&amp;M Transportation Institute, "Independent Ridership and Passenger Revenue Projections for the Texas TGV Corporation High Speed Rail System in Texas" written by Charles River Associates and the "Lone-Star High Speed Rail Market Study" com-missioned by Texas Central Railroad itself. Our family sees the no build option as the feasible choice in the final Environmental Impact Statement on this HSR project. We request the FRA to respond in writing.</p>	<p>Refer to AQ-7, BA-2, BA-4, BA-12, GN-2, GN-3, NE-1, NE-9, PN-3, SC-3 and TC-2.</p>
Lavon B Thomas	2/27/2018	Website	<p>Though the economic viability of this HSR project is highly speculative, the project places almost 100% o the real permanent environmental and economic burden on rural Texas landowners. The DEIS waives these burdens off, as if they do not matter.</p> <p>By contrast, Japanese and Private Investors of TCR have been benefitted by the BNSF corridor between Dallas and Houston being eliminated in the DEIS because it was considered too expensive for their proposed project.</p> <p>To be considered are the facts that Dallas and Houston urbanites get their oil, gas, timber, food, much of their water and other essentials from rural areas. Production and delivery of such urban needs would be permanently impacted by this HSR project, causing both urban and rural citizens' business losses.</p> <p>Devaluation of land caused by construction and operation, as now projected, would bring financial ruin to rural landowners. TCR's demands for constantly increasing land width control on either side of the tracks would render most affected properties useless. The projected placement of tracks on our land would landlock eighty-five to ninety-five percent of our property.</p> <p>Quietly TCR's Japanese and Individual Investors have been working on their landgrab for years seeking the help and support of FRA, the U.S. Army Corps of Engineers, and other government entities.</p> <p>Conversely, Texas landowners, many of whose families have nurtured their land for over 100 years, have been hit with no forewarning by high pressure techniques, including late night threats and lawsuits, for refusing to sign survey permissions containing no protections for the landowner. Owners, without ade-quate FRA notice, have been given a short time to submit written questions and concerns, as well as an exceedingly limited time to peruse thousands of DEIS pages. For a lifetime of protecting their land assets, owners have been given three minutes to defend their land rights in one FRA county meeting, some of which have been scheduled in buildings too small to accommodate the crowd, in addition to their having insufficient parking space.</p>	<p>Refer to BA-6, BA-7, BA-8, ED-2, LU-7, NE-8, PI-1, PI-3, PI-6, PI-11, TC-7, TR-8 and VA-1.</p> <p>Operation of the TCRR will not impact the access of goods and utilities to urban areas via transportation networks or utility systems.</p>

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			Our family sees the no build option as the feasible choice in the final Environmental Impact Statement on this HSR project. For the sake of hypothetical urban productivity, the FRA has a legal and ethical duty to identify and quantify the permanent negative impact on the rural landowner's land value and use in an EIS.	
Lavon B Thomas	2/28/2018	Website	<p>Infrastructure and Building Structure Effects</p> <p>Destruction of existing roads, ditches, culverts and bridges by heavy construction vehicles, equipment and supplies, as well as later maintenance equipment and materials have not been adequately calculated and addressed in the DEIS. Also, remedial standards and costs were not assigned in the DEIS. These omissions must be accurately researched with remedial standards and costs assigned for inclusion in a final EIS.</p> <p>In the TCR/TCP proposed HSR plan many homes, commercial buildings and schools would be within damage range of the high speed trains. The FRA "High-Speed Ground Transportation Noise and Vibration Impact Assessment" of September 2012 must be revisited with the facts of the TCR/TCP planned schedule of not only one, but two trains passing each other frequently. With the projected daily 68 train passings every 30 minutes from 5:30 a.m. to 11:30 p.m. at speeds of 185 to 205 mph, the effects of constant vibrations on buildings and their foundations should be accurately stated in a final FRA Environmental Impact Study</p> <p>Our family wants the no build option for this TCR/TCP high speed rail project.</p>	Refer to NV-5 and TR-7.
Lavon B Thomas	2/28/2018	Website	<p>Of primary importance are environmental and safety hazards of construction activities for the track, including large cranes, dozers, pounding pilings and digging large footings on or near an active natural gas pipeline only 50 steps away from proposed track. The proximity of the pipeline is also well with the 275 feet zone of heaviest destructive vibration from constant train operations. This 30" pipe was installed in 1967. Obviously, any damage to the integrity of the pipe would pose serious environmental and safety hazards.</p> <p>The location of the proposed train cuts across and will destroy at least one of the designated wetlands on our wooded property. Additionally, the proposed train will ruin the natural environment and our property's sizeable refuge for wildlife, one of the very few in the area.</p> <p>To be noted also is that a 38Kv electric service is required to power the proposed train. Generating that much electricity does not come without a heavy environmental cost in terms of pollution.</p> <p>A new constant source of electricity will also compromise the integrity of the pipeline on our property, resulting in failure and possibly causing an explosion.</p> <p>Introducing this source of electricity will require cathodic protection units to be added to the entire route, especially in Harris County along Hwy 290. Cathodic protection units run diagonal to pipelines taking hundreds of feet. There are numerous areas where the layout of the surround land does not allow for such installations necessary to operate the rail and pipelines safely.</p> <p>Cathodic protection units require routine replacement because they deteriorate. Pipeline companies would conduct yearly anomaly checks on active pipelines affected by this high speed train due to the electricity and constant vibrations. Anomaly checks put a financial burden on pipeline companies, as pipelines must be taken out of commission affecting services to the public.</p> <p>If the integrity of the pipeline has been affected, the pipeline must be replaced which will require FERC PHMSA involvement, thus delaying delivery of the product to consumers and affecting the price they pay.</p> <p>TCR, AECOM, and the FRA did not include FERC or PHMSA in their planning process despite the approximate 142 pipelines that would be impacted. FERC and PHMSA must be included as contributing agencies in the Environmental Impact Statement, since they are the responsible agencies in the management of pipeline safety.</p> <p>Our family wants the no build option for this proposed TCR/TCP Japanese and Private Investor high speed rail project.</p>	Refer to EU-2, EU-1, NV-5, NE-8 and WW-2. For information regarding impacts to wildlife and vegetation refer to <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Lavon B Thomas	3/2/2018	Website	<p>TCR/TCP, composed of Japanese and Individual Investors, projects over 100 million gallons of clean water would be used to operate and maintain the high speed trains on a yearly basis.</p> <p>The FRA must consider in an EIS the current water shortages, plus predicted future increases in the scarcity of needed clean water for our people. This proposed TCR/TCP high speed rail plan would result in a heavy environmental impact by this venture, which realistic, accurate cost projections of construction, operation and income ridership figures reveal will never break even.</p> <p>Our family wants the no build option for this proposed TCR/TCP Japanese and Private Investors' high speed rail project.</p>	Refer to FP-1, NR-5, WW-1, WW-2 and WW-6.
Lavon B Thomas	3/6/2018	Website	<p>Hunting will be impossible with the habitats of wildlife abandoned and destroyed because of constant noise and vibrations caused by years of construction and subsequent possible operation of every 30 minute high speed train passings through 18 hours daily and by maintenance crews' working through the rest of each night.</p> <p>Not only noise, vibration, dust, light and glare levels, but visual pollution caused by berms, pillars, electric fences, and numerous electrical towers would obliterate camping, wildlife observation and relaxing visits to affected rural land.</p>	Refer to LU-11, NR-1, NR-2 and RF-2. Visual impacts would be mitigated where adverse impacts occur to recreational areas. Location-specific mitigation has not yet been determined. FRA will hold community workshops to determine where visual impacts occur. These community workshops are identified in <b>Section 3.10.6.1, Aesthetics and Scenic Resources</b> .

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			For these and many other reasons, our family is fully against this Japanese and Private Investors' high speed rail project. We want the "NO BUILD" option.	These neighborhoods were identified as vulnerable to adverse visual impacts due to their immediate adjacency to the Project's limits of disturbance. For specific cases outside of these areas, TCRR and the impacted landowner could negotiate mitigation measures, as described in <b>Section 3.10.6, Aesthetics and Scenic Resources, Avoidance, Minimization and Mitigation</b> which could include planting trees or vegetation to limit the views of the Project.
Lavon B Thomas	3/6/2018	Website	Despite a long history of bankrupt passenger train systems in the US, a group of Japanese and Private Investor promoters want to sell us a passenger train system using outdated technology and equipment, inflated financial data, and bogus ridership projections. The cost to Texans would be high. The project would destroy ecosystems, overload drainage systems, imperil natural gas pipelines and hazardous waste sites, endanger health and safety of people, damage schools and neighborhoods, and render our private land useless. If passenger trains in Texas were viable, Amtrak would have already started building the high speed rail system from San Antonio to Dallas, which the FRA has already approved. However, Amtrak cannot prove economic feasibility. The project is dead in the water. This, regardless of the 2013 Statewide Ridership Analysis Report by TxDOT finding the San Antonio to Dallas corridor had a much higher forecasted ridership than a Houston to Dallas corridor. On top of that, the "Lone-Star High Speed Rail Market Study" commissioned by Texas Central itself, along with at least four other studies of high-speed rail in the Dallas-Houston corridor, all reached the same conclusion: high-speed rail is not feasible in Texas. Passenger trains fail in the US because there are more economic, flexible and efficient means to move information, goods, and people. As technology and other modes of transportation have improved, there is simply no sound economic or practical reason to take and ruin private lands for a sure-to-fail train. Also, totally absent from DEIS papers are dedicated funds, construction bonding, decommissioning bonding, and plans for remediation and restoration of the land, after the promoters have left town. Oversights by FERC and PHMSA have been omitted. This irresponsible type of planning would leave private landowners and Texas taxpayers holding the bag. For the sake of hypothetical urban productivity, the FRA in its final EIS has an administrative, legal and ethical duty to identify and quantify the permanent negative impact on the environment, as well as the value and use of rural private lands. For these and many other reasons, our family fully opposes this project and wants the "NO BUILD" option.	Refer to AQ-7, BA-4, BA-6, EU-1, GN-2, GN-3, GN-4, LU-10, NE-1, NE-9, PN-3 and TC-2.
Lavon B Thomas	3/7/2018	Website	Many waste and hazardous materials sites have been identified on and along the proposed route south of Hwy 290. We have not seen any provision made by Texas Central or by government agencies for clean up or remediation of these sites. When polluted and hazardous waste areas are disturbed, all sorts of toxins can harm the public. That has already happened in other parts of Harris and Galveston counties. .Dioxin waste sites on the San Jacinto river, disturbed by storms and flood water carried dioxin into neighborhoods causing increased cancer rates. Highway 290 is no exception, since according to the DEIS there are several hazardous waste sites of high level concern along that highway, which could be disturbed by construction for and operation of a bullet train. We request a comprehensive phase II assessment on each site and a detailed clean up action in an EIS. . For these and many other reasons, our family is fully against this Japanese and Private Investors' high speed rail project. We want the "NO BUILD" option.	Avoidance, minimization, and mitigation measures for hazardous materials sites are discussed in <b>Section 3.5.6, Hazardous Materials and Solid Waste, Avoidance, Minimization and Mitigation</b> . All high-risk sites and moderate-risk sites that are within or adjacent to the limits of disturbance would require further investigation prior to construction as discussed in <b>Section 3.5.6.2, Hazardous Materials and Solid Waste, Mitigation Measures, HM-MM#1: Environmental Site Assessment</b> . Further investigation may include TCEQ files review, Phase I Environmental Site Assessment (ESA), and/or Phase II ESA. If site assessments indicate the presence of contamination, mitigation and/or remediation measures will be implemented as discussed in <b>HM-MM#1</b> .
Lavon B Thomas	3/8/2018	Website	Public Safety In the list of related issues on the web is a 17 page Waller County Sub-Regional Commission Discussion of Impacts in Waller county and the Federal Rail Administration's Failure to Analyze Potential Corridors for the Dallas to Houston High Speed Rail, Pursuant to the National Environmental Policy Act. Section 8 on Public Safety discusses the Atmos Energy Turbine Powered Natural Gas Com-pression 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: On August 9, 2011, there was a planned Emergency Shutdown Simulation that released thousands of pounds of gas that neighbors experienced over a mile away. Mandatorily, 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 185 to over 200 mph ignite the natural gas? This would cause an unprecedented catastrophe with tremendous loss of life, damage to private property and environmental destruction.. 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. Atmos Energy also controls a 30" pipeline installed on our land in 1967. The pipeline is only 50 steps away from the planned location of the bullet train tracks. This pipeline and the Atmos Energy Turbine Powered Natural Gas Compression Station are among the	Refer to EU-1, EU-2, EU-6, EU-7 and SS-18.

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			<p>concerns about approximately 142 pipelines that would be endangered by the construction of tracks on the ground, on berms or on pillars up to 70' high, as well as the projected operation of 68 bullet train passings each day. TCR, AECOM, and the FRA did not consult FERC or PHMSA in their planning process despite the approximate 142 pipelines and the Natural Gas Compression Station that would be impacted. It is imperative that FERC and PHMSA be included as contributing agencies in an Environmental Impact Statement, EIS, since they are the responsible agencies in the management of pipeline safety For these and many other reasons, our family is fully against this Japanese and Private Investors' high speed rail project. We want the "NO BUILD" option.</p>	
Lavon B Thomas	3/8/2018	Website	<p>Health and Safety Concerns Detours of normal traffic patterns with delays for cars, law enforcement and emergency vehicles will be permanent problems caused by the daily eighteen hour every 30 minute travel frequency of the high speed trains. Unnecessary loss of life in the seeking of commercial gain for the Japanese economy and a few Private Investors would be unconscionable. High speed trains traveling 185 to 205 mph on ground, berms, or raised tracks on tall pillars, navigating some 20 plus curves on the proposed route, require research as to wreck possibilities. There have been disastrous train accidents where the train only exceeded 30 to 50 mph.in attempting to traverse curves. Current train accident statistics that happen in daily life, with no terrorist or large weather causes, is alarming. The annual death and property toll caused by trains traveling only 55 mph is excessive.. Trains traveling 55 mph require up to a full mile or more to reach a complete stop. Considering the multi-tude of objects which could cause damage or distress for a high speed train, the length of track needed for stopping such a high speed train should be conscientiously addressed in an EIS report. Proposed electric fences on either side of ground tracks are not adequate protection for people, domestic animals and wildlife. Other means of protection should be researched and required. The fact that the high speed trains would be elevated in some places from 10 to 70 feet would cause the area of audio disturbance to be greater, as there are no high structures or foliage to absorb or minimize the repeated audio impact on the public The planned tracks are too close to seven Cypress Fairbanks schools and many homes. Effects of steady noise, vibration, electromagnetic fields, dust, light and glare on children caused by 68 high speed train passings by homes and schools every 30 minutes from 5:30 a.m. until 11:30 p.m. plus maintenance crews working on tracks the rest of the night, have not been adequately treated in the DEIS. Effects on children by repeated noise and vibration, as well as the detrimental consequences of constant electro-magnetic field, dust, light and glare, should be competently researched. Results of such studies are essential inclusions regarding this TCR/TCP proposed project in the final EIS. For these and many other reasons, our family is fully against this Japanese and Private Investors'high speed rail project. We want the "NO BUILD" option.</p>	<p>Refer to AS-1, NV-1, NV-5, NV-7, SC-8, SS-2, SS-12, SS-15, SS-18, SS-23 and TC-3.</p> <p>The FRA noise and vibration criteria are designed to account for the annoyance effects of noise on people, including children. With regard to the effects of noise on reading problems and academic performance, the noise and vibration analysis did not identify any impacts to schools as a result of the proposed project.</p> <p>Electromagnetic fields (EMFs) follow the inverse-square law, meaning that the strength of the field decreases markedly with distance. Please refer to <b>Section 3.15.4, Electromagnetic Fields, Methodology</b> "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 High Speed Rail (HSR) track. Beyond this distance, the EMF would be below background levels." As part of the study, potential sensitive receptors were identified, as summarized in <b>Section 3.15.4, Electromagnetic Fields, Methodology</b> "Sensitive receptors include universities, medical institutions, high-tech businesses, airports and governmental facilities (i.e., police and fire) that may use equipment that could be affected by new sources of EMFs. For completeness, the review of potentially impacted sensitive receptors was expanded to include schools, which may have wireless networks for tablets and laptops, and parks, which could be used for flying remote-controlled planes and drones." Regarding the effects of long-term exposure to EMFs on children, the Draft Environmental Impact Statemnet summarized current research and scientific conclusions. Please see <b>Section 3.15.2, Electromagnetic Fields, Heath Effects of EMF</b> "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 "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</p>

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				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 with studying and making recommendations on EMF and human health. The National Institute of Environmental Health Sciences published reports outlining their interpretations and recommendations. The National Institute of Environmental Health Sciences concluded that for most health outcomes, no evidence is present that EMF exposure has adverse health effects." Please also note that the principle of the ICNIRP has been to build in "safety factors" to their published guidelines. For example, once the ICNIRP determined the level of EMF strength necessary to observe an effect, the ICNIRP then applied a reduction factor of 5 as a means of arriving at a precautionary value for occupational exposure. The value was reduced by an additional factor of 5 for public exposure, arriving at the extremely cautious values for EMF restriction discussed in the Draft EIS. Thus, the ICNIRP values already have built-in precautionary levels.
Lavon B Thomas	3/8/2018	Website	Environmental Regulation and Ecosystem Restoration Designated wetlands on our property will be disturbed by pipeline issues, rail construction and possible operation, electrical tower construction and emissions, flooding and numerous other problems forecast and as yet unknown. A forest of trees we planted on our property years ago is now one of the few wildlife habitats in the area. Among the animals whose havens there would be destroyed by pipeline removal, railroad construction and operation, as well as flooding, are road runners, bobcats, coyotes, deer, doves, hawks, owls, squirrels, raccoons, skunks, and opossums. These creatures are fed year round when our cattle man feeds the cows and works on the land. Visual environment will be permanently polluted by high speed rail structures, in addition to numerous tall unsightly electrical towers. Noise, vibration, dust, light and glare pollution of pipeline removal, railroad construction and operation will continually permeate the area, which is now a peaceful country setting. Obsolescence of the planned track to accommodate only one type of already outdated Japanese rail coach will make for necessary upgrading in the future. Such operations would cause even more pollution and disruption of the countryside as well as destruction of publicly funded and maintained roads, culverts and bridges. For these and many other reasons, our family is fully against this Japanese and Private Investors' high speed rail project. We want the "NO BUILD" option.	Refer to FP-1, NR-2, NR-5, TC-2, TR-6, TR-7, WW-1 and WW-2. In order to lessen impacts, 48 percent of the alignment would be adjacent to existing infrastructure, such as utility lines, roads, freight rail, in both the urban and rural areas. Additionally, mitigation measures found in <b>Section 3.10.6, Aesthetics and Scenic Resources, Avoidance, Minimization and Mitigation</b> describe the use of planting trees to limit views of the Project.
Lavon B Thomas	3/8/2018	Website	Flooding Consequences Flooding from overflow of two creeks north of our property, rerouted by the planned berms south of the creeks and configured north to south, would direct excessive water to our land causing damage to wetlands, forest, domestic animals and wildlife, as well as nearby houses and businesses. TCR indicated they will use existing drainage ditches for the runoff. A project cannot push their runoff onto adjoining properties. They must provide their own detention and drainage not tapping into and using existing drainage designed for another purpose. With the increase of flooding events, existing drainage is maxed out and cannot be burdened with additional runoff Added drainage reservoirs should be specified by FRA throughout the proposed line, as existing drainage ditches were not designed for the high speed rail capacity needs. TCR/TCP projected runoff will contribute to flooding if not adequately controlled, most especially if added trains below their raised structures are allowed in some places, as has been reported. For these and many other reasons, our family is fully against this Texas Central Japanese and Private Investors' high speed rail project. We want the "NO BUILD" option.	Refer to FP-1, NR-5, WW-1 and WW-2.
Lavon B Thomas	3/8/2018	Website	Compounding our concerns about close proximity of a 30" pipeline laid in 1967 to the proposed location of the two tracks on our land is news this last week of February 2018 about an explosion in Dallas natural gas lines managed by Atmos, the same company operating the pipeline on our property. In one home the explosion caused by this leak caused the death of a 12-year-old girl. The leak occurred in front of Dallas Fire Station 43 affecting emergency vehicle dispatching. Now the area's mains, service lines and meters must be replaced causing outage for some weeks. News outlets reported that Atmos shut off natural gas to nearly 3,000 homes and apartments in north-west Dallas. According to CBSDFW.COM, Atmos Energy Senior Vice President Kevin Akers explained that the company hired a geotechnical engineer who found irregular formations in the Marsh Lane area. "With the extended rain that we've had, the amount of rain, runoff and how that flows	Refer to EU-1, EU-2, NV-5, SS-16 and SS-19.

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			<p>underground, causes certain (parts) of those formations to expand up and put pressure on our system thus causing leakage", he said. So, these experts have stated that excess water alone can cause that much damage to underground formations. It is therefore under-standable that nearby digging of 40 foot square holes for tall pillars, performing construction by heavy equipment, occurring flooding and runoffs, in addition to constant vibrations from passing high speed trains, electrical emissions from towers weakening the integrity of the pipelines, and myriad other causes could give rise to cataclysmic happenings. Having a high speed train around any aging pipeline corridor, such as exists in Harris County along Highway 290, is a catastrophic disaster in the making. Texas Central, AECOM, and the FRA did not consult with FERC or PHMSA in their planning process despite the approximate 142 pipe-lines that would be impacted. It is imperative that FERC and PHMSA be included as contributing agencies in the Environmental Impact Statement, since they are the responsible agencies in the management of pipeline safety.. For these and many other reasons, our family is fully against this Texas Central Japanese and Private Investors' high speed rail project. We want the "NO BUILD" option.</p>	
Lavon B Thomas	3/8/2018	Website	<p>Because of an outrageously inequitable time frame and volumes of of heretofore unexamined subject matter to be studied, Texas landowners, the most adversely affected by this project, have been placed in an untenable position. Texans, having defended their private land rights since 1835, fought against great odds for fair treatment. Three minutes to orally defend families' long nurtured private land is inadequate. Likewise, the time window in which affected land and home owners have been given to study, compose and submit comments to the FRA has been unequal. On the other hand, Texas Central has from the outset been shown favoritism in not being obligated to use the existing, permitted BNSF 45 corridor, ending at established Union Station in Houston's center. This was done ostensibly to lower Texas Central's wealthy Japanese companies' and Private Investors' expense. The BNSF 45 corridor should be revisited using accurate numbers of land acquisition, wetland and wildlife habitat obliteration, gas pipeline replacement, hazardous waste site treatment, flood control, clean water requirements, road, culvert and bridge closings and destruction, noise, vibration electromagnetic fields, dust, light, and glare pollution effects on school children, and myriad other related items with which the FRA is charged and experienced. Included in an EIS must be dedicated funds, construction bonding, decommissioning bonding, plus plans and assignment of costs for remediation and restoration of damaged land. Such costs should not be left for taxpayers to cover. Also, oversights by FERC and PHMSA must be EIS inclusions. Federal agencies as FRA are charged with objectively making final decisions based on research and facts that are justly applied Our family is fully against this Japanese and Private Investors' high speed rail project. We want the "NO BUILD" option.</p>	<p>Refer to BA-8, BA-9, BA-10, EU-1, GN-1, GN-7, NE-1, NE-9, PI-1, PI-3, PN-3 and SC-22.</p>
Lavon B Thomas	3/9/2018	Website	<p>Texas landowners are experiencing an invasion of sorts. This time, Japanese companies, private investors and some public officials would take and destroy land nurtured by our families since the 1800's. Our family has been harassed, threatened with jail, and sued by Texas Central agents and lawyers to invade our land without proper protection for us as landowners. Having fought since 1835 for the privilege to care for their land in peace, Texans do not deserve threats and lawsuits by those who aim to take and ruin our land. We stand firmly against this Dallas to Houston HSR project. Though the economic viability of this HSR project is highly speculative, almost 100% of the real permanent environmental and economic burden on rural Texas landowners. The DEIS disregards these burdens, as if they do not matter. Section 5.0 of the DEIS is telling. The law requires federal agencies to evaluate...the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity. In reality, these rural land issues would be permanently and negatively impacted by: a. disruption of normal traffic patterns with delays for law enforcement and emergency response vehicles. b. proposed tracks landlocking 85% plus of our property abruptly plunging its value down. c. devaluation of land for ALL uses causing great loss of business. d. sixty-eight trains passing each other daily every 30 minutes 5:30 a.m. to 11:30 p.m., plus maintenance crews working the rest of the night, causing noise, vibration, electromagnetic emissions, dust, light and glare adversely affecting the health of people, especially children. e. damage to building foundations and walls caused by construction and then by strong and vibrations of frequently passing high speed trains f. safety issues involving 185 to 205 mph trains traversing in all weathers roughly 20 curves, with some tracks reported to be 70 feet high. g. danger concerns also regarding protection of both sides of ground tracks plus considrations regarding length of track needed for stopping such trains in emergencies. h. endangering approximately 142 active natural gas pipelines, some old and vulnerable, as well as the Atmos Energy Turbine Powered Natural Gas Compression Station i. additional flooding issues caused by berms, interruption of creeks, increased runoffs with inadequate requirements for additional drainage reservoirs j. clean water shortages caused by the HSR annual need of 100 million gallons of clean water to operate and maintain the high speed trains. k. disturbance of several hazardous waste sites without proper remedial assignments of responsibility and costs. l. destruction our designated wetlands and wildlife habitats. m.elevated high speed train structures and numerous huge electrical towers providing a constant visible eyesore and audible nightmare for people. For unsubstantiated need and purpose, as well as hypothetical urban productivity, the FRA is charged with their legal and ethical duty to identify and quantify the permanent negative impact on the rural landowner's environment, health, safety, and business. Our family is fully against this Japanese and Private Investors' high speed rail project. We want the "NO BUILD" option.</p>	<p>Refer to AS-1, EU-1, FP-1, LU-7, NE-1, NE-9, NR-5,NV-1, NV-5, SC-19, SS-12, SS-13, SS-18, SS-23, VA-1, WW-1, WW-2 and WW-6. Electromagnetic fields (EMFs) follow the inverse-square law, meaning that the strength of the field decreases markedly with distance. Please refer to <b>Section 3.15.4, Electromagnetic Fields, Methodology</b>, "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 High Speed Rail (HSR) track. Beyond this distance, the EMF would be below background levels." As part of the study, potential sensitive receptors were identified, as summarized in <b>Section 3.15.4, Electromagnetic Fields, Methodology</b>, "Sensitive receptors include universities, medical institutions, high-tech businesses, airports and governmental facilities (i.e., police and fire) that may use equipment that could be affected by new sources of EMFs. For completeness, the review of potentially impacted sensitive receptors was expanded to include schools, which may have wireless networks for tablets and laptops, and parks, which could be used for flying remote-controlled planes and drones." Regarding the effects of long-term exposure to EMFs on children, the Draft EIS summarized current research and scientific conclusions. Please see <b>Section 3.15.2, Electromagnetic Fields, Heath Effects of EMF</b>, "Reputable authorities on the subject of EMFs include the World Health Organization (WHO) and the International Commission on</p>

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				<p>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 "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 with studying and making recommendations on EMF and human health. The National Institute of Environmental Health Sciences published reports outlining their interpretations and recommendations. The National Institute of Environmental Health Sciences concluded that for most health outcomes, no evidence is present that EMF exposure has adverse health effects." Please also note that the principle of the ICNIRP has been to build in "safety factors" to their published guidelines. For example, once the ICNIRP determined the level of EMF strength necessary to observe an effect, the ICNIRP then applied a reduction factor of 5 as a means of arriving at a precautionary value for occupational exposure. The value was reduced by an additional factor of 5 for public exposure, arriving at the extremely cautious values for EMF restriction discussed in the Draft EIS. Thus, the ICNIRP values already have built-in precautionary levels. Avoidance, minimization, and mitigation measures for hazardous materials sites are discussed in <b>Section 3.5.6, Hazardous Materials and Solid Waste, Avoidance, Minimization and Mitigation</b>. All high-risk sites and moderate-risk sites that are within or adjacent to the limits of disturbance would require further investigation prior to construction as discussed in <b>Section 3.5.6.2, Hazardous Materials and Solid Waste, Avoidance, Minimization and Mitigation, Mitigation Measures, HM-MM#1: Environmental Site Assessment</b>. Remediation/clean-up costs are not addressed in the Final EIS because costs will vary depending on findings from Environmental Site Assessments (ESA) and level of clean-up needed. If results of ESA reveal the need for costly remediation measures, then avoidance of the hazardous materials site may be necessary as discussed in Section 3.5.6.2.</p>
Lavonne Thomas	2/6/2018	Oral	I'm Lavonne Thomas, a 88-year-old. My family has owned land on Buford Road since the 1800s. The proposed bullet hits across our land north to south. I stand firmly against the Dallas-to-Houston HSR project. Though the economics of the HSR project is highly speculative, the project	Refer to AS-1, ED-2, EU-2, GN-1, NE-1, NE-9, NV-1, SC-19, SS-23, TC-4, TR-6, TR-10 and WW-1.

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			places almost 100 percent of the real permanent environmental and economic burden on rural Texas landowners. The DEIS these burdens off as if they do not matter. Section 5.0 of the DEIS is The law requires federal agencies to evaluate the relationship between local and short-term uses of man's environment and the maintenance and enhancement of long-term productivity. The problem with the DEIS analysis is that almost all of the temporary impacts listed are permanent negative impacts for rural land. DEIS states "temporary destruction of normal traffic patterns with delays for cars and emergency response vehicles." In reality, disruption of normal traffic patterns and detours for emergency vehicles will be a permanent negative impact for all in the road lane. The DEIS states, "Temporary disruption and change in how properties will be assessed during construction." In reality, because the land-locks 90 percent of our property, it will cause a permanent negative impact on land value. The DEIS states, "Temporary loss of income to some businesses." In reality, this high-speed rail will 90 percent of our property, permanently causing loss of income and devaluation of our land for all uses. DEIS states, "Temporary increase in noise, vibration, dust, light and glare generated by construction." In reality, 68 trains passing each day every 35 minutes from 5:30 a.m. to 11:30 p.m. plus maintenance crews working the rest of the night, permanent noise, vibration, dust, light and glare will negatively impact our land. The DEIS states, "Temporary increases in waste and hazardous materials disposal." In reality, our designated wetland will be affected during construction. Also, the proximity of an active gas pipeline just 50 steps away is a potential safety hazard. DEIS states, "Temporary adverse changes to the visual and the environment due to the presence of construction equipment, signage, and temporary structures." In reality, based on images provided in the DEIS and recordings provided by TCR, the elevated high-speed train structure will be a permanent visible eyesore and an audible nightmare from every part of our property. In conclusion, for the sake of hypothetical urban productivity, the FRA has failed their legal and ethical duty to identify and quantify the permanent negative impact on the rural landowners' environment. For these and other reasons, I stand firmly against the Dallas-to-Houston High-Speed Rail Project. I want the no-build option. Thank you.	
Melannie Thomas	3/9/2018	Website	To whom this may concern. I think this will be a great asset to the great city of Houston and Dallas this will create jobs for both Houston and Dallas it will revenue money for both city's.	Comment noted.
Sam Thomas	2/8/2018	Website	I can only hope this becomes a reality in my lifetime.	Comment noted.
Shirley Thomas	1/31/2018	Email	How far away from the train do I have to be to hunt pigs, doves, and ducks?	Refer to RF-2.
Travis Thomas	2/6/2018	Oral	I just need to say that nobody even goes down to the monorail to ride so nobody is going to ride these bullet trains. I am talking bullet trains. And now there talking about more than one train. They are going to have to change the way they think. To insist it is only going to have on track argument is ridiculous. It is going to have two- but that train has got to meet somewhere. So I worked the railroad 24 years ago. So I know a little bit about a railroad. So they are lying to us. They have not said they need more than one train. They needs trains and I am Travis Thomas. Thank you	Refer to BA-4, GN-2 and TC-4.
Lee Thompson	2/18/2018	Website	It is time to start construction of the bullet train. The government needs to get out of the way.	Comment noted.
Thompson Hine, LLC	3/9/2018	Website	Delta Troy Interests, Ltd. ("Delta Troy") hereby submits these Comments to the Federal Railroad Administration ("FRA") in response to the Dallas to Houston High-Speed Rail Draft Environmental Impact Statement ("DEIS") issued by the FRA in December 2017.1 As described herein, the analysis in the DEIS fails to comply with regulatory requirements, exhibits flawed reasoning, ignores key issues, relies upon a poor alignment preference, and otherwise includes numerous significant errors. Delta Troy respectfully requests that the FRA require the consideration of other alignments and the preparation of a replacement DEIS or a Supplemental Draft Environmental Impact Statement ("SDEIS"). A new DEIS or a SDEIS would also allow previously-ignored resources and requirements to be addressed in a new environmental analysis. I. Summary of Argument. The ability of citizens to meaningfully participate in the processes of government is enshrined in Constitutional due process rights, and it is one of the core tenets of American democracy. Additionally, federal government agencies are required by the National Environmental Policy Act ("NEPA") to thoughtfully take into account all relevant information in considering the environmental impacts of their decisions. Unfortunately, both of these bedrock principles have been lacking in the development and substance of the DEIS. The DEIS consists of 5,647 pages, yet only two-and-a-half months have been allowed for comment. The insufficiency of the comment period, and the need for more time, have already been described by Delta Troy in a Request for Extension of Time that was filed on January 30, 2018. This request is attached as Exhibit 1 and incorporated herein. Even with this shortened time period, it is clear that the proposed TCR project would have a dramatic and negative impact on Delta Troy and the planned Georgetown Oaks community. Moreover, the substance of the DEIS fails to meet several regulatory requirements. The DEIS fails to take into account numerous local government planning documents, such as the City of Houston Major Thoroughfare and Freeway Plan, and fails to address the conflicts between the proposed TCR project and such land use planning documents. See Section IV.A. The DEIS also fails to take into account	Refer to AS-1, BA-3, BA-5, BA-6, BA-8, BA-9, BA-10, ED-2, FP-1, GN-9, LU-3, LU-4, LU-9, LU-10, NE-1, NV-1, NV-7, PI-1, SC-19, SS-17, TR-1, TR-8, VA-1, WW-1 and WW-2. Additionally, land used for agriculture would be considered disturbed. Undisturbed in this context would equate to land covered by primary growth native vegetation. The Final EIS has been updated based on current regulations. The assessment only looks at existing land uses along the proposed project. Future land uses cannot be assessed, since there is no information regarding location or usage. Additionally, land used for agriculture would be considered disturbed. Undisturbed in this context would equate to land covered by primary growth native vegetation. The Final EIS has been updated based on current regulations. FM 2920, US 290, Hempstead Highway and Old Washington Road would all be crossed by the Project and would not be rebuilt or rerouted. See <b>Table 3.11-31: Roadway Crossings in Harris County</b> for a list of all the roads that will be crossed by viaduct in the area. Placement of access roads would be subject to final designs and would be coordinated between TCRR and individual land owners. Mitigation

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			<p>reasonably foreseeable actions in the immediate area, like the Georgetown Oaks community, and the cumulative impacts of such actions in conjunction with the proposed TCR project. See Section IV.B. In reliance on the so-called Utility Corridor, the DEIS is misleading at best because the Utility Corridor has been justified as already significantly disturbed by an overhead transmission line and a Union Pacific Railroad rail line – but this is not true for the HC-4 Alternative across Delta Troy's property. See Section V. The DEIS fails to adequately consider a number of other environmental impacts from the preferred alternative, as described in Section VII. A particularly relevant impact largely ignored by the DEIS is the need to address Hurricane Harvey, which caused over 100 deaths in the U.S. and approximately \$125 billion in damage – mostly in the Houston area and southeastern Texas.</p> <p>The above-described omissions from the DEIS have seriously compromised the public commenting process. By failing to include all relevant information, the DEIS hampers the ability of citizens to meaningfully participate. The pernicious impact of this failure is all the more pronounced due to the shortened time frame for comments. Delta Troy urges the FRA to order a replacement DEIS or, at a minimum, a Supplemental DEIS so that the deficiencies described herein can be addressed. When an agency is presented with information that its earlier environmental findings are incorrect, a supplemental analysis is warranted.</p> <p>II. Identity and Interest of Delta Troy. Delta Troy owns approximately 993 acres of land (the "Property") in the extraterritorial jurisdiction of the City of Houston in northwestern Harris County, Texas. The Property was purchased by C.N. Papadopoulos in 1982 and conveyed to Delta Troy in 2002. The Property adjoins the north and south sides of U.S. Highway 290, a major highway between Houston and the City of Austin. It is currently leased for farming. However, as development has extended westward along the U.S. 290 corridor toward the Property, it became apparent several years ago that the highest and best use of the Property is a mixed-use development incorporating a variety of commercial and residential uses. Recognizing this, for many years Delta Troy has been proceeding with plans for the Georgetown Oaks master planned community on the Property. The proposed TCR project would occur directly on and through the Georgetown Oaks community site.</p> <p>III. Georgetown Oaks. In 2006, Delta Troy engaged a land planning consultant to begin preparing development plans for the site it owns in northwestern Harris County, and Delta Troy has expended years of effort to move the project forward. See, e.g., Exhibit 2. The Georgetown Oaks community is to have a mixture of residential and non-residential uses. See, e.g., Exhibit 3. The residential land uses include traditional single family, multifamily, and townhome parcels, while the nonresidential uses include commercial tracts, a church site, and an elementary school. Delta Troy has successfully obtained numerous governmental approvals for the Georgetown Oaks project over the last decade. In 2007, a General Plan for Georgetown Oaks was submitted and approved by the City of Houston Planning Commission. See Exhibits 4 and 5. The General Plan shows specific platted streets, drainage areas, land use patterns, and related aspects of the Community. These elements must comply with Chapter 42, the land development ordinance of the City of Houston. Although Georgetown Oaks is not within the city limits of Houston, it is within the Extra-Territorial Jurisdiction ("ETJ") of Houston, meaning that land development must comply with Chapter 42. In 2011, Delta Troy was able to secure the enactment of legislation forming Harris County Municipal Utility District No. 524, which encompasses the Georgetown Oaks site and will facilitate its development by allowing the issuance of bonds to finance the construction of roads, utilities, and other infrastructure. Creation of this Municipal Utility District ("MUD") required passage of legislation through the Texas General Assembly. MUD 524 was established for the Georgetown Oaks site as a result of House Bill 709 and Senate Bill 475, which were signed by the Governor on June 17, 2011. A MUD is a political subdivision of the State of Texas that is authorized to provide water, sewage, drainage, and other utility-related services within the defined MUD boundaries. Delta Troy has continued to work toward development of the Georgetown Oaks site over the past few years, with further refinements and details added to the project. Most recently, the updated Georgetown Oaks plan was filed with the Houston Planning Commission in October 2016, with approval granted in May 2017. The approval did not include any conditions regarding the proposed TCR rail project; in fact, the "Platting Approval Conditions" do not even mention the TCR proposal. A wide variety of other planning efforts have occurred. For example, officials from Delta Troy have discussed the need for frontage roads along U.S. 290 with the Texas Department of Transportation ("TXDOT") for several years. Delta Troy has also met with the Gulf Coast Freight Rail District ("GCFRD") regarding rail station planning for a possible commuter rail line on the nearby Union Pacific Railroad ("UPRR") rail line. The GCFRD added a possible station location at "Waller East" in response to the interest expressed by Delta Troy. Plans for the development of the Georgetown Oaks community have been publicly available for several years. The General Plans were publicly filed with the City of Houston Planning Commission, and that same Commission issued approvals for the General Plans. The establishment of MUD 524 required legislation, the Governor's signature, and statutory revisions under Texas law. As a result of these efforts, Delta Troy is ready and able to proceed with the implementation of its development plans for the Property, but it has been unable do so due to the significant uncertainty associated with TCR's proposed rail line.</p> <p>IV. The DEIS Violates Several Regulatory Requirements.</p> <p>A. The DEIS Violates 40 CFR §§ 1502.16(c) and 1506.2(d) Because It Fails to Take Into Account Relevant Regional and Local Land Use Plans. The TCR proposal does not exist in vacuum. There are numerous ongoing planning and coordination efforts in the many counties and cities</p>	<p>measures, such as planting mature evergreen trees around the viaduct, would minimize visual impacts, and can be found in <b>Section 3.10.6.1, Aesthetics and Scenic Resources, AS-CM#1</b>, this compliance measure requires TCRR to meet all local ordinances regarding tree removal or planting new trees. Please also refer to <b>LU-CM#7</b> for a detailed description of TCRR's requirement to adhere to development review. This community has also been identified in <b>MM#1</b> which will receive a presentation from TCRR on proposed mitigation strategies prior to construction.</p>

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			<p>traversed by the proposed Build Alternative A preferred by the FRA, which includes the HC-4 Alternative in northwestern Harris County. Unfortunately, the DEIS ignores many of the important ongoing and previous planning and coordination efforts that apply to land use along the preferred corridor and fails to discuss the likely conflicts between the proposed TCR project and such regional and local planning efforts. To address these deficiencies, a replacement DEIS or Supplemental DEIS is necessary so that the TCR proposal fully complies with 40 CFR § 1502.16(c), which requires "discussion of...[p]ossible conflicts between the proposed action and the objectives of Federal, regional, State, and local...land use plans, policies and controls for the area concerned." The creation of a new DEIS or a Supplemental DEIS will also enable compliance with § 1506.2(d), which requires environmental impact statements to "discuss any inconsistency of a proposed action with any approved State or local plan and laws....Where an inconsistency exists, the statement should describe the extent to which the agency would reconcile its proposed action with the plan or law." As described below, several plans were ignored or inadequately addressed in the DEIS.</p> <p>1. Major Thoroughfare and Freeway Plan of the City of Houston. The DEIS fails to acknowledge or address the Major Thoroughfare and Freeway Plans ("MTFP") for several counties and areas, including the MTFP of the City of Houston. The MTFP for Houston functions as the official plan of the Houston Planning Commission; it is revised and updated on a yearly basis. "The Planning Commission has the authority and has assumed the responsibility of creating and maintaining a MTFP applicable within the City of Houston's jurisdiction for the guidance of the development of the street and highway network for this area."12 The City of Houston states that, in compiling the Plan, "the City listens to developers and neighborhoods about such issues as congestion, mobility and future development plans."13 A professional land planner in the Houston area stated that the Houston MTFP is one of the two key documents that "set[s] the requirements for all new developments."14 The DEIS's failure to consider the Houston MTFP is odd because the Ellis County Thoroughfare Plan was addressed.15 It is claimed in the DEIS that consideration was given to "regional and local transportation plans and policies that guide transportation planning, funding and project implementation" (DEIS at 3.11-2), but the failure to even mention the Houston MTFP shows the erroneous nature of this claim. MTFP documents are official local government planning documents. As such, the DEIS should have addressed them as required by 40 CFR §§ 1502.16(c) and 1506.2(d). See, e.g., <i>Openlands v. United States DOT</i>, 124 F. Supp.3d 796, 808-810 (N.D. Ill. 2015) (the court concluded that the EIS for a new expressway was arbitrary and capricious because the agencies did not address the inconsistency between the Illinois and Indiana metropolitan planning organizations' long-range plans and the proposed expressway). This omission in the DEIS is all the more glaring because no high-speed rail line is envisioned through or anywhere near the Delta Troy property in either the City of Houston MTFP or the nearby Waller County MTFP.16 The City of Houston MTFP also envisions widening or altering many roads in northwestern Harris County which would be crossed by the proposed TCR line, including Castle Road and Hempstead Road (Old Highway 290).17 Consequently, the DEIS is inadequate because it fails to address the proposed project's conflict and inconsistency with the City of Houston MTFP.</p> <p>2. The Government-Approved Plans for the Georgetown Oaks Site. As described above, plans for the Georgetown Oaks development have been publicly available since at least 2007. See Section III. These plans have been filed with and approved by the Houston Planning Commission. A new state law created a Municipal Utility District for Georgetown Oaks in 2011. However, the DEIS does not mention, address, or even acknowledge Georgetown Oaks and, crucially, the proposed TCR project conflicts greatly with the already approved Georgetown Oaks community. See, e.g., Sections VI and VIII below. The DEIS should have addressed these conflicts as required by 40 CFR §§ 1502.16(c) and 1506.2(d). The importance of the approved plans for Georgetown Oaks and other similar developments was described by a professional land planner in the Houston area, who stated that the lack of zoning in Houston means that "the existing plans and ordinances which govern the city's development [are] all the more significant." This land planner also noted that the DEIS failed to mention numerous developments that, like Georgetown Oaks, have received approvals and are planned for the nearby area.</p> <p>3. The West Houston Plan 2050. The DEIS fails to acknowledge or address the West Houston Plan 2050. This plan was created by the West Houston Association ("WHA"), a group of property owners, major employers, community interests, and other stakeholders that have worked for 37 years to "to collectively address the problems and potentials associated with a rapidly growing area with major employment and residential growth virtually assured for the next ten years." The WHA represents "a unique attempt by Houston's major land developers, financial interests, and large corporations to bring order and rational planning to the rapidly developing suburban areas on the west side of the City of Houston." The West Houston Plan 2050 is not a legally binding, official government planning document, but it is relevant for revealing the future envisioned by stakeholders in the area. Crucially, the West Houston Plan 2050 does not anticipate or foresee any new rail development along or near the "preferred" corridor described in the DEIS. However, it does envision other types of land development in the area. To comply with 40 CFR §§ 1502.16(c) and 1506.2(d), the DEIS should have addressed the proposed TCR project's conflict and inconsistency with the West Houston Plan 2050.</p> <p>4. The 2040 Houston-Galveston Regional Transportation Plan. The DEIS mentions the 2040 Houston-Galveston Regional Transportation Plan ("RTP"), but does so in a selective and misleading manner. The 2040 Houston-Galveston RTP is created by the Houston-Galveston Area Council ("H-GAC"). H-GAC does not have regulatory authority, but it is "the regional organization through which local governments consider issues and cooperate in solving area wide problems." The DEIS refers to the 2040 Houston-Galveston RTP and repeatedly to the H-GAC. Thus, the DEIS acknowledges the importance</p>	

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			<p>and relevance of the 2040 Houston-Galveston RTP. Among other things, the DEIS cites to the treatment of intercity rail in the 2040 HoustonGalveston RTP as support for the TCR proposal. Specifically, the DEIS asserts that the "No Build Alternative" would fail to meet the intercity rail component of the 2040 HoustonGalveston RTP. Crucially, however, the DEIS fails to recognize, acknowledge, or account for the Downtown Houston Station proposed in the 2040 Houston-Galveston RTP for Dallas-Houston intercity rail service. Thus, the DEIS is misleading because it cites to the 2040 HoustonGalveston RTP as support for the TCR Dallas-Houston intercity rail proposal, but fails to address the Downtown Houston Station location in this same planning document. Consequently, the DEIS violates 40 CFR § 1506.2(d), which requires discussion of conflicts between the proposal and planning documents. See, e.g., <i>Openlands</i>, 124 F. Supp.3d 796, 808-809. B. The DEIS Violates 40 CFR § 1508.7 and Related Requirements Because It Fails to Take Into Account the Reasonably Foreseeable Development of the Georgetown Oaks Community. The significant environmental impacts that would result from the TCR project cannot be viewed in isolation. Governing regulations and applicable court decisions require consideration of the "cumulative" impact of the proposed TCR project in conjunction with other reasonably foreseeable projects in the area. "An EIS...must...assess the impact the proposed project will have in conjunction with other projects in the same and surrounding areas....and must include past, present, and reasonably foreseeable future actions of any agency or person." As described above, Delta Troy has expended significant time, money, and effort for over a decade to develop its plans for the Georgetown Oaks site and obtain necessary government approvals. The Georgetown Oaks plans have been publicly available for several years. The Houston area has been growing rapidly for many decades, and is expected to continue to do so. The DEIS itself estimates an increase of almost one million in the Harris County population between 2010 and 2040. See DEIS at 3.14-13. The 2040 Houston-Galveston RTP, cited repeatedly in the DEIS, anticipates significant growth in the northwestern region of the Houston area over the next few decades. Given the westward growth of the Houston area and Delta Troy's effort and government approval to develop the Georgetown Oaks community, the Georgetown Oaks development is "reasonably foreseeable" under 40 CFR § 1508.7 and related regulations. According to one land planner in the Houston area, there are numerous approved developments, such as Georgetown Oaks, that are planned for the area of the TCR rail line but were ignored in the DEIS. The DEIS should have considered the cumulative impact from the TCR proposal in conjunction with the development of the Georgetown Oaks site. The failure to do so "is a significant oversight." The DEIS asserts that "research" was conducted to determine the existence of other past, present, and reasonably foreseeable actions, but the failure to consider or even mention the Georgetown Oaks plan reveals that this research was wholly inadequate. Indeed, it appears as if the DEIS focused almost entirely on public and quasi-public future road and transportation actions, wholly ignoring private land developments like Georgetown Oaks. The fact that the Georgetown Oaks development may never require NEPA analysis at any stage is no reason to ignore it for cumulative effects purposes. The failure of the DEIS to consider the Georgetown Oaks project is surprising given that one of the seminal "cumulative effects" court decisions regarding NEPA in Texas found that "a tax zone with development incentives" and the granting of permits for a "large housing development" constituted reasonably foreseeable actions that should have been considered. The DEIS is also faulty because it excluded consideration of most environmental resources (water quality, noise and vibration, hazardous materials, floodplains, etc.) from its already-inadequate cumulative impacts analysis. As described on pages 4-13 to 4-17, the DEIS only considered 9 of the 23 environmental resources in its cumulative impacts analysis.<sup>41</sup> This limited review exacerbates the related failure to consider the Georgetown Oaks project as a "reasonably foreseeable" action. The DEIS should have included Georgetown Oaks in its cumulative impacts analysis, and this analysis would then have been required to expand the scope of the cumulative impacts analysis to include additional environmental resources, including noise and vibration, floodplains, and aesthetic and visual.</p> <p>C. The DEIS Fails to Sufficiently Acknowledge the Incompleteness of Field Surveys. TCR is aware that Delta Troy exists. TCR requested permission to enter onto Delta Troy property to conduct surveying, but Delta Troy declined to provide the permission. Delta Troy is aware that many other landowners similarly declined to permit TCR entrance onto their property. Because of this lack of access, the DEIS relied repeatedly on inadequate field surveys for its conclusions. Only occasionally did the DEIS acknowledge or subtly hint that it was unable to conduct adequate field surveys due to a lack of access. Regarding hazardous materials, the DEIS conceded that the "field reconnaissance did not meet Phase I Environmental Site Assessment (ESA) standards since entire corridor was not visually surveyed for hazardous material sites, which is a deviation from standard TXDOT hazardous material identification process." Similarly, the DEIS acknowledged the limited field survey for endangered species. The failure of the DEIS to acknowledge the lack of relevant information in other aspects of the environmental review means the DEIS does not fully evaluate the impacts of the proposed TCR project, thereby rendering the DEIS faulty under 40 CFR § 1502.22.</p> <p>V. The DEIS is Misleading at Best Because the Utility Corridor Has Been Justified as Already Significantly Disturbed by an Overhead Transmission Line and a UPRR Rail Line - But This is Not True for the HC-4 Alternative Across Delta Troy's Property. The Utility Corridor has been presented and justified on the basis that the land contained therein is already substantially disturbed. This is incorrect for the HC-4 Alternative across Delta Troy's property. Moreover, the DEIS fails to include any alternatives to the Utility Corridor in the southern one-third</p>	

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			<p>of the entire proposed TCR route. This failure to consider reasonable alternatives not only violates regulatory requirements found at 40 CFR §§ 1502.2 and 1502.14, but also prevents commenting parties such as Delta Troy from being able to meaningfully participate in the development of the Final EIS. If there are no alternatives for all of Harris County, all of Waller County, and 90% of Grimes County, why would the citizens of those counties expend the effort to participate? Their Constitutional due process rights have already been taken from them, with the TCR alignment for one-third of the route apparently chosen before the DEIS was even issued. Unfortunately, the environmental review process has not seriously considered the "No Build Alternative" as a meaningful option in this case as required under NEPA. The FRA's role is to issue railroad safety rules, including a Rule of Particular Applicability for the high-speed operations proposed by TCR.<sup>45</sup> Given what FRA has said, it appears unlikely that the FRA would not issue safety rules to govern any future TCR operations. Indeed, the FRA introduced the DEIS by stating that it would either (1) "issue a Rule of Particular Applicability," (2) "impose requirements or conditions by order(s) or waiver(s)," or (3) "take other regulatory action(s) to ensure the Project is operated safely."<sup>46</sup> Rightly or wrongly, the FRA did not consider rejection of the TCR proposal as a plausible option. Given this set of circumstances, the FRA must propose, and allow comment upon, true alternative routes for the citizens of Harris and Waller Counties (and 90% of Grimes County). In 2015, the Corridor Alternatives Analysis Technical Report claimed that the "Utility Corridor would follow the Centerpoint Energy and Oncor Electric Delivery high-voltage electrical transmission lines (345 to 500 kilovolts (kV))."<sup>47</sup> This is not true. The Technical Report later contended that, entering Houston, the Utility Corridor "would follow and use the UPRR Eureka Subdivision into downtown Houston." This is also not true. The Georgetown Oaks community site is bisected by the proposed TCR route, yet this route is not following either the high-voltage electric transmission line or the UPRR line in passing through the middle of Delta Troy's property.<sup>48</sup> Moreover, the location proposed by TCR for the Houston Station is in the northwestern part of the city, not downtown. See DEIS at ES-4 and ES-30. The misleading justifications for the Utility Corridor reveal the great need for alternative routings to be considered in this part of Harris County, yet no such alternatives were considered in the DEIS. As mentioned above, there is only a single "alternative" in the DEIS for the southern one-third of the entire TCR project route. Delta Troy is not alone in being gravely concerned about the sequence of events that led to this exclusive focus on the Utility Corridor - which only provides one "alternative" throughout the entire southern one-third of the proposed TCR route. The President of the Waller County Sub-Regional Planning Commission expressed serious frustration with the premature focus on the Utility Corridor before detailed environmental impacts analysis.<sup>49</sup> Several years ago, the FRA considered other possible corridors, including the UPRR Corridor, the BNSF Corridor, and the I-45 Corridor.<sup>50</sup> However, long before the DEIS was issued, the FRA eliminated these corridors for various reasons. The reasons supposedly supporting elimination of the UPRR Corridor are clearly not insurmountable, however, because the preferred "Utility Corridor" itself relies upon a UPRR rail line for part of its length.<sup>51</sup> The FRA's single-minded focus on the Utility Corridor is all the more problematic given that the FRA did not consider various permutations and combinations of the Utility Corridor, the BNSF Corridor, the UPRR Corridor, and the I-45 Corridor. These corridors cross each other multiple times, yet the FRA only considered one curious combination corridor - the "Utility Corridor with I-45 Alignment." This combination would have required a significant length of "greenfield" track to connect the two corridors. This combination would have used the I-45 Corridor in the north and the Utility Corridor in the south. The FRA never explained why it failed to consider the opposite - the Utility Corridor in the north and the I-45 Corridor in the south - even though such a route would have required a "greenfield" track of similar length. More glaring is the omission of a Utility-BNSF combination. The Utility Corridor crosses the BNSF Corridor in Grimes County, yet the FRA did not consider a combination of the Utility Corridor in the north and the BNSF Corridor in the south. All these curious decisions show the great need for further analysis of meaningful alternatives for the entire TCR route at the Draft EIS stage, including the location for the Houston Station. See, e.g., 40 CFR § 1502.14. The FRA has stated that it is open to revisiting the preferred route and that it has "not identified a preferred alternative for the Houston Terminal Station at this time." See DEIS at ES-32 and 2-21. Selection of another route and a Houston Station location should be done in tandem, because an alternate route into Houston would facilitate use of a downtown Houston Station rather than the ill-conceived northwest Houston site proposed in the DEIS. See Section VII.D.</p> <p>VI. The Proposed TCR Project Would Have a Dramatic and Negative Impact on Delta Troy and the Georgetown Oaks Community. The TCR project would devastate the planned Georgetown Oaks community by bisecting the site. As proposed in the DEIS, the HC-4 Alternative would permanently scar a significant portion of the community land, cause closure of or prevent development of approved roadways, create visual blight, depress property values, cause water retention problems, harm the job creation that would otherwise occur, and otherwise compromise if not prevent the other public goods that would come from the community. The DEIS recognizes that placing the TCR outside existing transportation infrastructure "would cause greater impacts to residential and commercial properties." However, the DEIS failed to implement this understanding with respect to its preference for the HC-4 Alternative through the Georgetown Oaks community site, because this routing does not follow any transportation infrastructure in bisecting Georgetown Oaks. The DEIS naively suggests that "[l]inear projects" like the TCR proposal "have a narrow footprint and typically do not substantially change the pattern, intensity and character of land use." The DEIS also stated that "[m]any of the reasons for decreased property values around other transportation projects, such as noise and vibration</p>	

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			<p>impacts, would not apply to the electrified HSR design." These facile suggestions ignore the inevitable severe impacts from 200 mile-per-hour trains running throughout the day on a thirty-foot high viaduct. "Simple, conclusory statements of 'no impact' are not enough to fulfill an agency's duty under NEPA." Foundation on Economic Trends v. Heckler, 756 F.2d 143, 154 (D.C. Cir. 1985). Many of the negative impacts on Georgetown Oaks are encompassed in the mitigation discussion in Section VIII below. A summary of the negative impacts is also provided in the attached Exhibits 14 and 15. None of these issues have been addressed in the DEIS – which completely ignored Georgetown Oaks – and, therefore, the DEIS fails to comply with NEPA as described in 40 CFR §§ 1502.16(c), 1506.2(d), and 1508.7. Delta Troy would like to highlight a few of the more notable negative impacts below:</p> <p>A. Socioeconomics and Community Facilities. The DEIS is deficient in that it ignores the damaging effects of the proposed rail line on economic development in the area. As mentioned above, the Georgetown Oaks community is planned and approved, but implementation has been complicated and delayed due to the uncertainty caused by the TCR proposal. See Section III. The DEIS disregards this economic harm. In fact, the DEIS claims the TCR will aid economic development, yet the DEIS does not address the deleterious effects of the proposed rail project on the jobs and economic development that would otherwise occur as a result of the Georgetown Oaks community. Delta Troy obtained a professional opinion regarding the number of jobs that would be supported on-site at Georgetown Oaks at full build-out. Dr. Randall Jackson estimated that the Georgetown Oaks community could directly support over 16,000 jobs at full build-out, nearly 9,000 on the community parcel south of U.S. 290 and slightly over 7,000 north of U.S. 290. If the TCR proposal is constructed across Delta Troy's property, job creation at Georgetown Oaks would inevitably be noticeably decreased from this estimated level due to the taking of a significant portion of the Georgetown Oaks southern parcel, the other harms from the rail line, and the reduction in adjacent property values that would result. Property values would be reduced due to a variety of reasons, including noise, visual blight, blocked roads, and inaccessibility. One Houston-area land planner cautioned that noise, vibration, and closed roads "will likely limit what land uses will want to be located near the rail" and, consequently, "there are no compatible land uses other than those directly serving the maintenance or support of the rail itself." The DEIS acknowledges that "transportation infrastructure can create a localized barrier between a residential community and social or community resources." However, the DEIS fails to apply this understanding to the Georgetown Oaks community. The Georgetown Oaks site is in the Waller School District, which has less financial resources than its neighbor to the east, the Cy-Fair ISD. Many schools in the Waller district need extensive rooftop replacement, and the Georgetown Oaks development would have added substantially to the finances available to the Waller School District. In contrast, the proposed TCR project would prevent full realization of the Georgetown Oaks plan, depress property values, and substantially reduce expected finances available to local public schools. The DEIS recognizes that the proposed TCR project could have tax base implications, but improperly limits the analysis to station areas only.</p> <p>B. Floodplains. The DEIS is deficient in that it ignores the dramatic changes that are occurring in southeastern Texas as a result of Hurricane Harvey. This catastrophic event caused over 100 deaths and approximately \$125 billion in damage - most of that in southeastern Texas. A Japanese-led business enterprise may not realize how life-changing Hurricane Harvey</p>	
Thompson Hine, LLC	1/30/2018	Letter	<p>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. 82 Fed. Reg. 60723 (Dec. 22, 2017). Delta Troy Interests, Ltd. ("Delta Troy") hereby respectfully requests 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. S 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. I Given that the FRA allowed 56 days of comment for the DesertXpress Draft EIS, a much longer time period is warranted for conunent on the TCR Project' s Draft EIS for two important reasons. I See DesertXpress High-Speed Passenger Train, Final EIS, Volume I: Report, Abstract, page 2 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.2 The FRA considered two "action alternatives" for the proposed DesertXpress project: alternative A consisted primarily of rail segments "within the median" of Interstate 15, while alternative B consisted primarily Of rail segments "within the fenced area" of Interstate 15.3 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</p>	Refer to NE-1 and PI-3.

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			<p>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 and Volume II. In isolation, this seems to be an extensive amount of material, yet the TCR Project DEIS is noticeably larger -- it includes 121 S pages in Volume I, an additional 50 separate PDF appendices, and a total Of 5,647 pages. In other words, 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 engagement), 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 been subject to a further comment 2 See. e.g , DesertXpress High-Speed Passenger Train, Final EIS, Volume I: Report, page 2-1 (March 2011 ) ("The Applicant proposes to construct nearly all of the fully grade-separated, dedicated double track, passenger-only railroad either in the median or immediately alongside Interstate 15 (1-15).") 3 See DesertXpress High-Speed Passenger Train, Final EIS, Volume I: Report, pages 2-1 to 2-2 SMarch 2011). <a href="https://www.fra_dot.gov/Page1P0228">https://www.fra_dot.gov/Page1P0228</a> ("The Draft Program EIR/EIS was released in January 2004 for a 180-day comment period, which closed August 31, 2004.") See also FRA Record of Decision, California High-Speed Train System (signed Nov. 8, 2005) at page 4 (referring to a 7- month public comment period from January 27, 2004 to August 31, 2004). period (Often 60 days).<sup>1</sup> 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.<sup>6</sup> 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 requests that the deadline for comments on the TCR Draft EIS be extended from February 20, 2018 to August 20, 2018. Given the relatively brief period of time before the February 20th due date, Delta Troy also requests that the FRA issue a decision on this request as expeditiously as possible. 5 See. e.g., California High-Speed Train Project Final EIR/Final EIS: Fresno to Bakersfield Section (April 2014), Summary, page S-4 ("The Authority and FRA circulated the Draft EIR\0198 IS for the Fresno to Bakersfield Section. ...for 60 days from August 1 5 to October 13, 2011."). 6 Sees-e.g., Reply in Opposition to Both the Motion for Leave to File Response to Replies and the Response, filed by Delta Troy Interests, Ltd., in Texas Central Railroad and Infrastructure, Inc.. Rail V \u8226 ti for em -- Auth Between Dallas. TX and Houston. TX, Surface Transportation Board Docket No. 36025 (filed July 11, 2016) (objecting to the dramatic scope of the redactions included in the Response filed by Texas Central Railroad on June 20, 2016, in which over 800 pages Of a 888-page filing were redacted from public view).</p>	
Nick Thorn, AIA	3/8/2018	Website	<p>The forthcoming high-speed rail station in Dallas has caused a buzz of excitement with potential to connect two of the state's largest cities. However, the proposed station and looming parking garages have done nothing to promote connectivity within the vibrant and resurgent Cedars neighborhood. As an architect I am terribly disappointed by the design of the proposed station and the lack of integration with the surrounding community. The design missed an incredible opportunity to provide walkable streets, offer street-level commerce, and engage the neighborhood. This proposed high-speed rail station has the potential to be a flagship project that provides a catalyst for cutting-edge transit oriented development in the southern sector of Dallas. Instead, monstrous parking garages will cast dark shadows over the neighboring streets. I encourage the ARUP designers to meet with the neighborhood, engage with local architects, and elevate their design to offer a forward-thinking development that showcases the future of transportation in our great state. I truly want high-speed rail to succeed in Texas and provide an additional option for statewide mobility. Thank you for taking my comments into consideration. Nick Thorn, AIA</p>	Refer to GN-7.
Kristen Thorp	3/8/2018	Website	<p>To the FRA and Texas Central Rail, 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 fann 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. 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</p>	Refer to LU-5.

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			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. 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. Sincerely, Kristen Tharp PTA	
Robert Tickner	2/1/2018	Email	I feel the Dallas to Houston High Speed Rail project is extremely important to the future of Texas as well as an example to the country how we can create and construct a new to the USA transportation mode. Please keep this project moving forward.	Comment noted.
Charles Tidwell	2/26/2018	Website	The train will go through my family'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 BA-3.
Darrell Tidwell	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.
Darrell Tidwell	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.
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Darrell Tidwell	3/9/2018	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.
Darrell Tidwell	3/9/2018	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.
Darrell Tidwell	3/9/2018	Website	OPPOSED to the train coming in the proposal area near FM 709 and 3194. ENVIRONMENTAL!!! Move the construction of the train tracks north of the power lines. It is a win-win for everyone! You can still have the bullet train, it is just north of the current power lines!!!!	Refer to LU-5.
Dr. Steve Tidwell	2/24/2018	Website	The train will go through my family'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 BA-3.
Dr. Steve Tidwell	3/8/2018	Website	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	Refer to LU-5.

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			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.	
Dr. Steve Tidwell	3/8/2018	Website	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.
Dr. Steve Tidwell	3/8/2018	Website	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.
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Dr. Steve Tidwell	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.
Dr. Steve Tidwell	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.
Dr. Steve Tidwell	3/9/2018	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.
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Larry Tidwell	1/25/2018	Email	I am opposed to the bullet train as it is called for a number of reasons. For one, I believe when land is taken away from homeowners it should be for major good reason. It's a big deal to take someone's land. And the train is not one of those. There are a number of reasonable ways to get to Dallas/Houston, planes, interstate, and getting there by train is not that much faster if any faster than a plane. This is a private company wanting to make money off the traveling public. They do not have the right to just take possession of folks' property for a train they hope to make money on. There is no public demand for this train and no guarantee folks will even use it. The whole idea is just silly. It is wrong to take folks' land for personal use.	Refer to BA-4, ED-1, GN-2 and PN-3.
Lewis Tidwell	2/24/2018	Website	The train will go through my family's property; property that has been in the family for sixty years. My parents built this property. It will not only impact my family, but many other residential properties. I and other depend on this property for our livelihood! Not only is this a residential issue, but there is a historical event that has 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.
Lewis Tidwell	3/9/2018	Website	OPPOSED to the train coming in the proposal area near FM 709 and 3194. ENVIRONMENTAL!!! Move the construction of the train tracks north of the power lines. It is a win-win for everyone! You can still have the bullet train, it is just north of the current power lines!!!!	Refer to LU-5.
Lewis Tidwell	3/9/2018	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.

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Lewis Tidwell	3/9/2018	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.
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Lewis Tidwell	3/9/2018	Website	OPPOSED to the train coming in the proposal area near FM 709 and 3194. ENVIRONMENTAL!!! Move the construction of the train tracks north of the power lines. It is a win-win for everyone! You can still have the bullet train, it is just north of the current power lines!!!!	Refer to LU-5.
Lewis Tidwell	3/9/2018	Website	OPPOSED to the train coming in the proposal area near FM 709 and 3194. ENVIRONMENTAL!!! Move the construction of the train tracks north of the power lines. It is a win-win for everyone! You can still have the bullet train, it is just north of the current power lines!!!!	Refer to LU-5.
Lewis Tidwell	3/9/2018	Website	OPPOSED to the train coming in the proposal area near FM 709 and 3194. ENVIRONMENTAL!!! Move the construction of the train tracks north of the power lines. It is a win-win for everyone! You can still have the bullet train, it is just north of the current power lines!!!!	Refer to LU-5.
Melanie Tidwell	2/26/2018	Website	The train will go through my family'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 BA-3.
Norma Tidwell	2/24/2018	Website	The train will go through my family'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 BA-3.
Norma Tidwell	3/9/2018	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.
Norma Tidwell	3/9/2018	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.
Norma Tidwell	3/9/2018	Website	OPPOSED to the train coming in the proposal area near FM 709 and 3194. ENVIRONMENTAL!!! Move the construction of the train tracks north of the power lines. It is a win-win for everyone! You can still have the bullet train, it is just north of the current power lines!!!!	Refer to LU-5.
Norma Tidwell	3/9/2018	Website	OPPOSED to the train coming in the proposal area near FM 709 and 3194. ENVIRONMENTAL!!! Move the construction of the train tracks north of the power lines. It is a win-win for everyone! You can still have the bullet train, it is just north of the current power lines!!!!	Refer to LU-5.
Norma Tidwell	3/9/2018	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.

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Norma Tidwell	3/9/2018	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.
Norma Tidwell	3/9/2018	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.
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Norma Tidwell	3/9/2018	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.
Norma Tidwell	3/9/2018	Website	OPPOSED to the train coming in the proposal area near FM 709 and 3194. ENVIRONMENTAL!!! Move the construction of the train tracks north of the power lines. It is a win-win for everyone! You can still have the bullet train, it is just north of the current power lines!!!!	Refer to LU-5.
Norma Tidwell	3/9/2018	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.
Rhonda Tidwell	2/24/2018	Website	The train will go through my family'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 BA-3.
Rhonda Tidwell	3/8/2018	Website	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.
Rhonda Tidwell	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.
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Rhonda Tidwell	3/9/2018	Website	OPPOSED to the train coming in the proposal area near FM 709 and 3194. ENVIRONMENTAL!!! Move the construction of the train tracks north of the power lines. It is a win-win for everyone! You can still have the bullet train, it is just north of the current power lines!!!!	Refer to LU-5.
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Scott Tidwell	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.
Scott Tidwell	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.
Scott Tidwell	3/8/2018	Website	I am opposed to the train entering the area around FM 709 and 3194 for many environmental reasons; one of which pertains to migratory waters. This is a direct detriment to these areas. For years, these waters have been the home for many fowl, not to mention fish. Environmental concerns alone should be a sufficient enough reason to move the current proposal further north of the power lines.	Refer to LU-5, NR-2, WW-1 and WW-2.
Scott Tidwell	3/9/2018	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.
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Tara Tidwell	2/26/2018	Website	The train will go through my family'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 BA-3.
Ty Tidwell	2/26/2018	Website	The train will go through my family'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 BA-3.
Tracy Tijerina	2/22/2018	Website	Please build this we frequently travel from Houston to Dallas & this is well needed.	Comment noted.
Miguel Timm	2/7/2018	Website	High speed rail will have a very favorable impact on the environment by reducing the carbon footprint associated with the current modes of transportation, it will provide an economical, safe linking of two major Texas cities. Also, it will reduce congestions in airports and highways by giving the travellers a speedy, efficient and comfortable alternative when traveling between the two cities. I have traveled the proposed high speed trains in Japan and, once available, it would be my number one choice when conmutting between Houston and Dallas.	Comment noted.
Clara Timmerman	2/1/2018	Email	Has anyone seriously looked at the flooding and drainage issues? Have we not learned anything from Hurricane Harvey? How rm_nh concrete can we put down before the water will no longer drain and flooding will occur? Has anyone thought how this will affect the insurance community and the expenses that will be incurred from all of the damage? Will drainage areas have to be built as they now are with new	Refer to FP-1, SS-17, WW-1 and WW-2. The limits of disturbance include all drainage areas.

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			commercial construction? How much additional land will this incur? Where is this in the flood plain? Things to be thought about and considered.	
Clara Timmerman	2/1/2018	Email	The lack Of respect shown to our local governments is mind from the FRA. They honestly think that can push this through without the cooperation from the people and their governments....how arrogant can you get? This is very much a sign of the Obama which is not the type of government that Trump is trying to promote.	Refer to NE-1.
Clara Timmerman	2/1/2018	Email	One thing that is not discussed is the disruption it cause to local communities. It Will cause problems With transportation, schools, work, emergency services, etc. We will have issues with public safety and our way of life. A reason for corvern is how many lives will be put in jeopardy if emergency time is lengthened because routes have to be changed to accommodate this construction.	Refer to SC-8, SS-23 and TR-8.
Clara Timmerman	2/1/2018	Email	The land needed for this project has been severely understated...it is said that approximately 3 acres are needed. This is for the actual track. There will also be land needed for staging ami storing materials, construction sites, etc. A more realistic estimate would be about 8,000 acres, Is this truly worth damaging fertile Texas land that you can never get back if this project is not completed? The hunting and fishing, the conservation, farming, raising livestock, etc. that makes this state proud. How about the impact that it will also have on our historical sites that we hold dear that show our glorious past that made our state what it is today...	Refer to LU-2, LU-10, LU-11, LU-14 and RF-2.
Clara Timmerman	2/1/2018	Email	Texans are known world Wide for their common sense. This railway system does not make any sense at all...from cost, travel, time line, wasted land, etc. What a horrible waste of everyone's time....	Comment noted.
Clara Timmerman	2/1/2018	Email	Fake news is all around us in the meda nowadays, and this is a prime TCR is always twisting the truth to put an unrealistic positive spin on this situation. From acquiring land to support of prominent Texans to law legislation, they try to hypnotize people into accepting this without hearing the true facts. They are trying to convince Texans of its value using a Trojan horse.	Comment noted.
Clara Timmerman	2/1/2018	Email	They do not have a rational cost They have tried to promote this as cheaper and safer travel for now it is projected that a one way ticket will cost \$199.00 for one person...what midde income family can afford that? They can spend that on gas for a vehicle on a round trip with a fast food meal included and take as many as 6 people on the trip. If they want to only promote this for business professionals, so they can make this type of money, what are they going to do on the weekends when they are not needed? Also, companies are going to 3 to 4 day work weeks which will extend the down time. Has anyone realized that more people are working from their homes and using Skype and Other forms Of social media to have meetings where so much travel is no longer needed on the business front?	Refer to BA-6, GN-2, GN-3, PN-3 and SC-3.
Clara Timmerman	2/1/2018	Email	We have a very good example Of California's attempt at putting a high speed rail system in their state. They are horribly over budget and beyond their schedule. In fact, discussions have been held by them to abandon the project even though it is only partly done. Where exactly is TCR going to get the funding for this project? They are nowhere near acquiring the monies that they need They have advertised this as being privately funded, but now they are talking about federal loans. The next step is to have the state and federal governments fully fund them. Then we can pay the taxes needed for them to take our land...Duhhh...	Refer to GN-4.
Clara Timmerman	2/1/2018	Email	The people Who are trying to justify this are using the rationalization Of \u8226 The Need Of the Many Outweigh the Need Of the Few". What a crock...this is not a Star Trek movie. They still have not used valki reasoning on why this would be a value to our country and state.	Comment noted.
Clara Timmerman	2/1/2018	Email	The that upsets me the most about this is the lack Of respect that my family and friends have received from not only TCR but also our state and federal transportation departments, TX DOT and the FRA. We have all been hard working Americans and to try to take our property by imminent domain without valid reason is truly dis-respectful. Also, for our government to feel as if we don't deserve answers to our questions because of their common sense is not acceptable.	Refer to ED-2, PI-1 and PI-7.
Clara Timmerman	2/1/2018	Email	I have gone to several meetings and have heard the "WANT" Of this project but never the "NEED". The "WANT" of this project has not out weighed the "NEED".	Refer to PN-3.
Clara Timmerman	2/1/2018	Email	Everyone has seen success With this venture in foreign countries With their government support. The reason for this is because it is in highly areas and very few people have their own motor vehicles. Most of them walk or ride bicycles to get around locally because they are in such dense areas. That is not the case with Dallas ancVor Houston. These cities are widely spread, and most of the population in these cities have their own motor vehicles. People are not going to spend around \$200.00 one way for one ticket when it will only cost them around \$60.00 toget there now with 4 or more people riding in the vehicle. And why drive upto an hour to get on a train that will not fully take you to your destination. You may get a large ridership in the beginning, but it Will die down once the newness wears off. People in these cities are too independent do not like to be tied down to a schedule. They like to come and go as they please. If this happens, the train cannot sustain itself and will be relying on government support.	Refer to GN-2, GN-4, NE-1 and SC-3.
Clara Timmerman	2/1/2018	Email	One Of the big selling points that started this venture was that this was going from downtown Dallas to downtown Houston in a small amount of time. The HC-4 route that seems to be selected at this time will not accomplish this goal. The stopping point in Houston will no longer be Downtown but will now have to be around the Northwest Mall area around 610. You then need to find other transportation to reach your goal in the downtown area. This is a gross mis- representation on the part of TCR. It is also a clear case of false advertisement.	Refer to GN-6, GN-7 and TR-4.

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Clara Timmerman	2/1/2018	Email	In looking at this project overall, and not just in our community, this project should be considered a lark and has not been properly developed. 5 studies have been done on this project with all of them condemning the feasibility of its existence. This project is already drastically behind on its schedule in financing and construction. By the time this gets started, it will be behind in technology and considered not feasible any more. rncwe up to date will take its place, and we would have gone through all of this drama for nothing.	Refer to NE-1 and TC-2.
Clara Timmerman	2/1/2018	Email	There are several residential communities in our county that will be affected by this train. It will cause a decline in the residential developments and the value of everyone's property.	Refer to VA-1.
Clara Timmerman	2/1/2018	Email	Property values Will be severely affected by the train. NO one Will want to live by it because Of the noise and the effects Of the vibration to the homes and livestock. With the value of the property decreased, it Will also affect taxes for the towns and counties which will then hinder our quality of life. It will be hard to fund services needed for such things as school districts, emergency services, public entities, etc.	Refer to NR-1, NV-5 and VA-1.
Clara Timmerman	2/1/2018	Website	The biggest question of all is how they plan on getting this in a timely manner. Look how long it has taken the state in this area to work on Hwy 290, and its still not completed, And how this is going to affect several major roads at what type of time. People are definitely not looking at the overall picture.	Refer to NE-1 and TR-6.
James Timmerman	2/6/2018	Oral	I'm a landowner in both counties. Do not need it in the state of Texas. Thank you.	Refer to LU-7.
Linda Timmerman	1/31/2018	Oral	Thank you very much. I'm Linda Timmerman, I'm an native Texan and I'm a 17-year resident of Freestone County and I am, like everyone else here, 100 percent opposed to the high-speed rail. I'd like to tell you a little story. I grew up on a dairy farm in south Dallas County, and as Dallas extended southward and DeSoto extended northward on the Hampton Road corridor, my dad could not financially afford the mitigation required by the EPA to remain in business. Put simply, the odor created by fermenting maize in a pit silo and those flatulating cows didn't mix well with the Jiffy Lube that now sits on my great-grandmother's homestead and where the dairy farm was. And I only tell you this story to let you know that my family and I have personally lived with financial struggle the heart break, the panic, even the fear, and the sense of violation that comes with losing a part of our heritage, so I oppose this project. Not only because of the family businesses and the agriculture lands that it will likely misplace and most certainly disrupt, but also because of potential impact on the watershed in the Richland Chambers Reservoir where my husband and I currently reside. Because of the potential impact on the eagles that currently nest on Lake Fairfield. Because of the negative impact on the increasing number and species of migrating birds that we are witnessing as a result of the Tarrant Regional Water District Wetlands Project. So on a personal level I believe this project will negatively impact the environment, business, and cultural climate of at least three counties in Texas that I, and my family, have called home. Namely Ellis, Navarro, and Freestone counties. As a candidate for the Texas House of Representatives district eight, I know that Texas Central currently does not have legal eminent domain authority and I am against the State of Texas granting them such authority. Make no mistake, I'm not against progress or economic development for Texas, but that cannot come at the expense of our agricultural industry and our valued rural communities and towns. Thank you.	Refer to ED-1, FP-1, NR-2, NR-3, PN-3, WW-1 and WW-2. Approximately 59 percent of the Build Alternatives in Navarro County, upstream and including Richland Chambers Reservoir, would be constructed on viaduct (bridge type structure) allowing for free movement of water.
John Ting	2/19/2018	Website	I support the train because it will increase business for Texans and provide more jobs. As a business owner, 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 board director of Visit Dallas, 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 lunch 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.	Refer to GN-4.
Christopher Tolar	3/9/2018	Website	I am writing in response to the Draft Environmental Impact Statement to support the Texas Bullet Train project and urge the Federal Railroad Administration to move forward with the review and approval of the project. Having served in the transportation industry, in particular planning and constructing Texas Highways, including formerly service to TxDOT for almost 7 years, I have assisted and reviewed hundreds of NEPA Documents, and can fully appreciate the challenge you are facing at this time. The population growth seen within both Dallas and Houston over the past 15 years is only expected to continue. DFW alone is projected to be at over 11 million people over the next couple of decades. We simply can't build our way out of congestion anymore. Our highways have been expanded as much as they can be, with ROW costs prohibiting widening in most areas, and going elevated or underground proves cost prohibitive, and would require massive amounts of money we simply do not have and will not get, without a serious infusion into the nation's infrastructure and/or a substantial increase in the gas tax. Similarly, the Dallas region's Love Field Airport has a limited amount of capacity, and has reduced flights to Houston over the past couple of years since the Wright Amendment was lifted. I can appreciate the opposition to this project and understand where much of it is coming from, having grown up near the proposed alignment. My family still lives very near and has properties less than 1 mile from the project, at two different locations. I have friends along the corridor whose property would be taken, so for these and other reasons, this is a very real and personal proposed project for me. Still, having weighed the costs vs benefits, so long as Texas residents are not subjected to	Comment noted.

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			subsidizing this project in any way and all financial risk is borne by the private developer, to me it is clear that this project is a public benefit and I am in full support of it moving forward. Ultimately, the greater good and benefit for what will be tens of millions of people, outweighs the opposition's rationale to attempt delay. This project will serve to reduce severe road congestion which is only expected to worsen, improve the economies of Dallas, Houston, and points in between, and it is my sincere hope that it will ultimately lead to additional similar facilities being developed within the state (and nation), so as to one day connect the major metropolitan areas such as Dallas, Fort Worth, Houston, Austin, and San Antonio. I empathize with affected property owners, but this project is needed and I support it because I believe it ultimately is the right choice for Texas, and the U.S.	
Bertha Tolentino	3/9/2018	Website	I like the idea, but i do not really want the train here.	Comment noted.
Debra Tomczak	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.
Michael Tomczak	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.
Mary Tomlinson	3/6/2018	Website	Transportation is supposed to make life easier w/o automobiles not to be a real estate deal. Dallas station should be at Reunion location next to current train and DART. Houston is not as easy to fix. If this is to happen people in North Texas will be much better off if trains connect. Let the fat cats make money someplace else not hurting the travelers for decades.	Refer to GN-6, GN-7 and TR-3.
Mashaël Tonroy	3/9/2018	Website	I vote yes, Texas is the state for the rail. It would help reduce car exhaust, reduce traffic congestion, it time we look to the future.	Comment noted.
Dianne Tordillo	2/16/2018	Website	Hello - My name is Dianne and I actually work in the transportation industry for various transit and government agencies. I am in full support of the Dallas-to-Houston bullet train. It would be such an exciting addition to our economic and cultural landscape, and will add so much value to the transportation network in the state/region. I see so much growth in both Dallas and Houston if this crucial connection is created. Thanks, Dianne Tordillo	Comment noted.
Juan Tovar	NA	Website	I, Juan Tovar oppose to the high speed rail. It's bogus, worthless and I do not agree with someone else's investment. There are not needs for scrap metal messing up others land!!	Comment noted.
Amy Townsend	1/22/2018	Website	Just want to encourage you and share how excited our family is about the new speed train. We can hardly wait for it to be finished! We live in Houston and have family in Dallas, so a 90 min ride will be so much easier for us than the long drive that we have now. We will visit more often and it will be so fun because the kids will get to experience the train! Thank you for this!!!	Comment noted.
Scott Townsend	1/29/2018	Website	I have visited Japan and used the Shinkansen system to travel throughout the country. It is much more cost efficient to travel that way versus inter Japan airline flights. If the Dallas to Houston High Speed Rail system can make it economically feasible to travel from DFW to the Houston	Comment noted.

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			area then why shouldn't this be done. Our country was once a great rail country using rail technology to span our country. Why wouldn't we have this kind of transportation given the need to be more efficient in transportation. I support this effort to move forward on alternative forms of transportation. I would one day like to see it expanded to Austin and San Antonio and perhaps even to Oklahoma City as well. Ultimately, Texas could serve as the example that starts high speed rail throughout the country.	
Angela Trahan	2/20/2018	Website	Yes this will boost commerce and cultural exchange at all stops.	Comment noted.
Terry Trainrider	3/6/2018	Website	If the pricing to the eventual customer (rider) is going to follow the technique used on the all the new toll roads in North Texas, I am adamantly against this high speed rail project. The auto toll roads are supposed to help the public; instead it penalizes them by raising the fare when the roads are most crowded. Where is the sense of civic responsibility by those legislators that caved in to a system of letting our roads be handled by outsiders? The rail program looks to be more of the same, with an estimated cost of one ticket Dallas - Houston to be the same as flying on Southwest Airlines!!! Is that a bargain? If Southwest Air was a bargain we would be lined up to fly instead of drive, but we are not. That's because the price of an airline ticket is high unless you work for a company that picks up the tab. For all those thousands of normal working people it is absurd to assume they will buy a rail pass for several hundred dollars. They drive a car today because they can't afford to fly, and this rail scheme is designed to primarily benefit the outside investors that are paying for it. This is not a municipal program like roads and bridges.	Refer to GN-2, GN-4, NE-1, PN-3 and SC-3.
Craig Trammell	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. This property has been enjoyed by thousands of people to see nature, hunt/fish, learn firearm safety, an many other things not available in the city. 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.
Craig Trammell	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. My son, a US Air Force officer, had his wedding at the ranch. Many other friends and family have had weddings at that picturesque place. 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.
Craig Trammell	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. This property could not be reproduced elsewhere. It was selected by the Morgans after months/years of searching for the ideal property to be enjoyed by family, friends, and many others (Corsicana local residents, schools, charity groups). 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.
Craig Trammell	2/26/2018	Website	The Morgan Creek Ranch has been developed over the years into a beautiful haven for thousands of people 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 powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Craig Trammell	2/26/2018	Website	It would be a shame to see such a beautiful facility destroyed by a train, which could have been constructed in a much less destructive alternate site. 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.
Craig Trammell	2/26/2018	Website	I have reviewed studies that show better alternatives (both in cost and environmentally) for places to build your train line. It would be a shame to see such a beautiful facility destroyed by a train, which could have been constructed in a much less destructive alternate site. 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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Craig Trammell	2/28/2018	Website	Morgan Legacy Farm is a wonderful habitat for waterfoul. 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.
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Craig Trammell	2/28/2018	Website	Many species of animal are found on the Morgan Legacy Farm. 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.

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Craig Trammell	3/6/2018	Website	Morgan Legacy Farm is a unique location, the result of countless hours of sweat, financial investment, and even a little blood. 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.
Craig Trammell	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. Alternate routes, much less damaging to the environment and personal property, are available.	Refer to LU-5.
Lisa Trammell	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. This ranch has been the location of many weddings, at no charge from the Morgans. It would be horrible to destroy such a facility by running a train line through the middle of it, especially when non-damaging alternatives exist.	Refer to LU-5.
Lisa Trammell	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. This ranch has hosted many charitable events such as when victims of the Japanese tsunami were invited to spend the day enjoying all of the activities provided by the ranch (horseback riding, 4-wheeling, fishing, rodeo demonstration, Texas chili, etc.).	Refer to LU-5.
Lisa Trammell	2/26/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement 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 ranch has hosted many charitable events such as when victims of the Japanese tsunami were invited to spend the day enjoying all of the activities provided by the ranch (horseback riding, 4-wheeling, fishing, rodeo demonstration, Texas chili, etc.).	Refer to LU-5.
Lisa Trammell	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. This ranch has been the location of many weddings, at no charge from the Morgans. It would be horrible to destroy such a facility by running a train line through the middle of it, especially when non-damaging alternatives exist.	Refer to LU-5.
Lisa Trammell	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, 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. 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 impact on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
Lisa Trammell	2/26/2018	Website	I am concerned about watershed issues and about this high speed train destroying a 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. Our son was employed by the Morgans to work on this ranch between his college graduation and when he joined the military in 2016. Our son was engaged to be married during this time as well and they hoped to have their wedding before he had to leave for Officer Candidate School, which was in less than 2 months. Due to the short amount of time and lack of a venue the Morgans graciously offered to host the wedding at their ranch at no charge. There are so many charitable stories like this one involving the ranch, it would be a shame to destroy it when it can easily be avoided.	Refer to LU-5.
Lisa Trammell	2/26/2018	Website	Our son and daughter-in-law were married at this ranch in 2016 and now it along with the special memories of their wedding are threatened by the high speed rail which, if this route is chosen, will travel through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. 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. 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 impact on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.

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Lisa Trammell	2/26/2018	Website	I am concerned for the Bald Eagles and their habitat if the route for the high speed rail goes through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. 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. 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 impact on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
Lisa Trammell	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.
Lisa Trammell	2/27/2018	Website	Our son and daughter-in-law were married at this ranch in 2016 and now it along with the special memories of their wedding are threatened by the high speed rail which, if this route is chosen, will travel through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. 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. 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 impact on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
Lisa Trammell	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. My son, a US Air Force officer, had his wedding at the ranch. Many other friends and family have had weddings at that picturesque place. 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.
Lisa Trammell	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 ranch has hosted many charitable events such as when victims of the Japanese tsunami were invited to spend the day enjoying all of the activities provided by the ranch (horseback riding, 4-wheeling, fishing, rodeo demonstration, Texas chili, etc.).	Refer to LU-5.
Lisa Trammell	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. This ranch has been the location of many weddings, at no charge from the Morgans. It would be horrible to destroy such a facility by running a train line through the middle of it, especially when non-damaging alternatives exist.	Refer to LU-5.
Lisa Trammell	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. 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, 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. 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 impact on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
Lisa Trammell	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.
Lisa Trammell	2/27/2018	Email	I am concerned about watershed issues and about this high speed train destroying a 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. Our son was employed by the Morgans to work on this ranch between his college graduation and when he joined the military in 2016. Our son was engaged to be married during this time as well and they hoped to have their wedding before he had to leave for Officer Candidate School, which was in less than 2 months. Due to the short amount of time and lack of a venue the Morgans graciously offered to host the wedding at their ranch at no charge. There are so many charitable stories like this one involving the ranch, it would be a shame to destroy it when it can easily be avoided.	Refer to LU-5.

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Lisa Trammell	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. This property has been enjoyed by thousands of people to see nature, hunt/fish, learn firearm safety, and many other things not available in the city. 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.
Lisa Trammell	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. This property could not be reproduced elsewhere. It was selected by the Morgans after months/years of searching for the ideal property to be enjoyed by family, friends, and many others (Corsicana local residents, schools, charity groups). 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.
Lisa Trammell	2/27/2018	Email	It would be a shame to see such a beautiful facility destroyed by a train, which could have been constructed in a much less destructive alternate site. 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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Lisa Trammell	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. This ranch has been the location of many weddings, at no charge from the Morgans. It would be horrible to destroy such a facility by running a train line through the middle of it, especially when non-damaging alternatives exist.	Refer to LU-5.
Lisa Trammell	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 ranch has hosted many charitable events such as when victims of the Japanese tsunami were invited to spend the day enjoying all of the activities provided by the ranch (horseback riding, 4-wheeling, fishing, rodeo demonstration, Texas chili, etc.).	Refer to LU-5.
Lisa Trammell	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, 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. 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 impact on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
Lisa Trammell	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.
Lisa Trammell	2/28/2018	Email	Our son and daughter-in-law were married at this ranch in 2016 and now it along with the special memories of their wedding are threatened by the high speed rail which, if this route is chosen, will travel through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. 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. 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 impact on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
Lisa Trammell	2/28/2018	Email	I am concerned about watershed issues and about this high speed train destroying a 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	Refer to LU-5.

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			irreplaceable property. Our son was employed by the Morgans to work on this ranch between his college graduation and when he joined the military in 2016. Our son was engaged to be married during this time as well and they hoped to have their wedding before he had to leave for Officer Candidate School, which was in less than 2 months. Due to the short amount of time and lack of a venue the Morgans graciously offered to host the wedding at their ranch at no charge. There are so many charitable stories like this one involving the ranch, it would be a shame to destroy it when it can easily be avoided.	
Lisa Trammell	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 has been a place where 100s of people have been allowed to retreat to enjoy nature and get away from the city. The current plan would destroy that. Please choose an alternate plan.	Refer to LU-5.
Lisa Trammell	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. This property has been enjoyed by thousands of people to see nature, hunt/fish, learn firearm safety, and many other things not available in the city. 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.
Lisa Trammell	2/28/2018	Email	It would be a shame to see such a beautiful facility destroyed by a train, which could have been constructed in a much less destructive alternate site. 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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Lisa Trammell	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. This ranch has been the location of many weddings, at no charge from the Morgans. It would be horrible to destroy such a facility by running a train line through the middle of it, especially when non-damaging alternatives exist.	Refer to LU-5.
Lisa Trammell	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, 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. 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 impact on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
Lisa Trammell	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.
Lisa Trammell	2/28/2018	Email	Our son and daughter-in-law were married at this ranch in 2016 and now it along with the special memories of their wedding are threatened by the high speed rail which, if this route is chosen, will travel through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. 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. 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 impact on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.

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Lisa Trammell	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. This property has been enjoyed by thousands of people to see nature, hunt/fish, learn firearm safety, an many other things not available in the city. 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.
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Lisa Trammell	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. This ranch has been the location of many weddings, at no charge from the Morgans. It would be horrible to destroy such a facility by running a train line through the middle of it, especially when non-damaging alternatives exist.	Refer to LU-5.
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Lisa Trammell	3/1/2018	Email	Our son and daughter-in-law were married at this ranch in 2016 and now it along with the special memories of their wedding are threatened by the high speed rail which, if this route is chosen, will travel through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. 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. 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 impact on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
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				still impact some landowners in the area, specifically the rear of parcels.
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Lisa Trammell	3/3/2018	Email	It would be a shame to see such a beautiful facility destroyed by a train, which could have been constructed in a much less destructive alternate site. 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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Lisa Trammell	3/3/2018		Morgan Legacy Farm has been used by many people in Corsicana and has been a source of part time employment for local police and others. 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.
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Lisa Trammell	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 has been a place where 100s of people have been allowed to retreat to enjoy nature and get away from the city. The current plan would destroy that. Please choose an alternate plan.	Refer to LU-5.
Lisa Trammell	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 has been a place where 100s of people have been allowed to retreat to enjoy nature and get away from the city. The current plan would destroy that. Please choose an alternate plan.	Refer to LU-5.
Lisa Trammell	3/5/2018	Website	It would be a shame to see such a beautiful facility destroyed by a train, which could have been constructed in a much less destructive alternate site. 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.
Lisa Trammell	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. Thousands of people have been able to enjoy this ranch to escape the city and enjoy nature.	Refer to LU-5.
Lisa Trammell	3/6/2018	Website	I am concerned about watershed issues and about this high speed train destroying a 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. Our son was employed by the Morgans to work on this ranch between his college graduation and when he joined the military in 2016. Our son was engaged to be married during this time as well and they hoped to have their wedding before he had to leave for Officer Candidate School, which was in less than 2 months. Due to the short amount of time and lack of a venue the Morgans graciously offered to host the wedding at their ranch at no charge. There are so many charitable stories like this one involving the ranch, it would be a shame to destroy it when it can easily be avoided.	Refer to LU-5.
Lisa Trammell	3/6/2018	Website	Charitable groups such as the Boy Scouts of America, YMCA and others have enjoyed free use of Morgan Legacy Farm. 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.
Lisa Trammell	3/6/2018	Website	I am concerned about watershed issues and about this high speed train destroying a 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. Our son was employed by the Morgans to work on this ranch between his college graduation and when he joined the military in 2016. Our son was engaged to be married during this time as well and they hoped to have their wedding before he had to leave for Officer Candidate School, which was in less than 2 months. Due to the short amount of time and lack of a venue the Morgans graciously offered to host the wedding at their ranch at no charge. There are so many charitable stories like this one involving the ranch, it would be a shame to destroy it when it can easily be avoided.	Refer to LU-5.
Lisa Trammell	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. Civil engineering studies have shown that a better route is available. 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.
Lisa Trammell	3/6/2018	Website	Morgan Legacy Farm is a picturesque setting used by many for weddings, including my son, an officer in the US Air Force. 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.
Lisa Trammell	3/6/2018	Website	I am concerned about watershed issues and about this high speed train destroying a 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. Our son was employed by the Morgans to work on this ranch between his college graduation and when he joined the military in 2016. Our son was engaged to be married during this time as well and they hoped to have their wedding before he had to leave for Officer Candidate School, which was in less than 2 months. Due to the short amount of time and lack of a venue the Morgans graciously offered to host the wedding at their ranch at no charge. There are so many charitable stories like this one involving the ranch, it would be a shame to destroy it when it can easily be avoided.	Refer to LU-5.

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Lisa Trammell	3/6/2018	Website	Our son and daughter-in-law were married at this ranch in 2016 and now it along with the special memories of their wedding are threatened by the high speed rail which, if this route is chosen, will travel through the intersection of 709 and 1394 cleaving Morgan Legacy Farm. 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. 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 impact on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
Lisa Trammell	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 has been a place where 100s of people have been allowed to retreat to enjoy nature and get away from the city. The current plan would destroy that. Please choose an alternate plan.	Refer to LU-5.
Lisa Trammell	3/6/2018	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, 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. 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 impact on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
Lisa Trammell	3/8/2018	Website	I am concerned about watershed issues and about this high speed train destroying a 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. Our son was employed by the Morgans to work on this ranch between his college graduation and when he joined the military in 2016. Our son was engaged to be married during this time as well and they hoped to have their wedding before he had to leave for Officer Candidate School, which was in less than 2 months. Due to the short amount of time and lack of a venue the Morgans graciously offered to host the wedding at their ranch at no charge. There are so many charitable stories like this one involving the ranch, it would be a shame to destroy it when it can easily be avoided.	Refer to LU-5.
Lisa Trammell	3/8/2018	Website	I am concerned about watershed issues and about this high speed train destroying a 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. Our son was employed by the Morgans to work on this ranch between his college graduation and when he joined the military in 2016. Our son was engaged to be married during this time as well and they hoped to have their wedding before he had to leave for Officer Candidate School, which was in less than 2 months. Due to the short amount of time and lack of a venue the Morgans graciously offered to host the wedding at their ranch at no charge. There are so many charitable stories like this one involving the ranch, it would be a shame to destroy it when it can easily be avoided.	Refer to LU-5.
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Lisa Trammell	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, Guest Houses and Stables	Refer to LU-5.

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Lisa Trammell	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, 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. 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 impact on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
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			north of the existing power lines to lessen the environmental, economic, charitable and historic impact on the county that would occur if Morgan Legacy Farm is traversed.	
Lisa Trammell	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, 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. 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 impact on the county that would occur if Morgan Legacy Farm is traversed.	Refer to LU-5.
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Scott Trammell	2/26/2018	Website	Hello, To whom it may concern, I am very concerned about the proposed high speed rail that will be running through, and destroying, the Morgan Legacy Farm near FM 709 and 3194. I am a military officer and I worked at the ranch in question for many years from high school until after college. This ranch provided many skills and a work ethic that is still carry with me even today. This ranch literally made me who I am today and it very much troubles me that there is a possibility that others may not have the same opportunity that I had to work at this amazing property. This ranch has hosted many events (and all free of charge) for everyone from first responders, members of the medical field, students, and more. And those events are only those that I was personally involved in, and I know that there have been many more since. I am very concerned for the future of Morgan Legacy Farm. This is a ranch that has made a real difference to many people and I would be very concerned to see such an incredible place be destroyed for this railway. It will absolutely be a loss for many in the military, state, and medical services along with many others who have enjoyed this unique property. I sincerely plead that a new route be considered to save this ranch that has held such a special place in mine, and so many others, hearts. Respectfully, 2dLt Scott Trammell, USAF	Refer to LU-5.
Scott Trammell	2/26/2018	Website	Hello, My name is Scott Trammell and I am a military officer. I have heard the news that the Morgan Legacy Farm near FM 709 and 3194 May be destroyed by the new high speed rail. This concerns me greatly because of so much that the ranch has done for me. Due to a long series of events, I was being sent to a training course with just weeks notice. The training happened to be when my wife and I had our wedding planned and that was not going to be possible. But Morgan Legacy Farm offered their facility for our wedding completely free of charge. If it had not been for this ranch, my wife and I would not have been able to have the kind of wedding that we were able to have at such short notice. For that, I will always be indebted to Morgan Legacy Farm. I am very concerned for the future of this property and for the many people that will not have the opportunity to be so positively affected by this Farm as my wife and I have. I would ask that any other route be considered for this train that does not destroy this amazing facility. Sincerely, 2dLt Scott Trammell, USAF	Refer to LU-5.
Scott Trammell	2/26/2018	Website	To whom it may concern, I am a military officer, and I am very concerned about what I have been hearing about the Morgan Legacy Farm around FM 709 and 3194. It has been such a positive influence in my life and it very much disturbs me that it may be bisected and destroyed. This ranch has hosted many events for members of the military, police, medical, and first response services as well as many others. I have personally worked at this ranch before I joined the military and there have not been many other places so concerned with serving others that I have ever seen. This ranch has always thrown it's doors open for anyone that it possibly can and has always existed to help others as much as possible. I have seen this first-hand both during my time working there as a ranch hand, and as a customer when my wife and I were married there. I cannot over-emphasize how much of a tragedy it would be if this remarkable ranch was destroyed. And I would respectfully ask that any other route be considered that would not bisect this ranch that has meant so much to myself and so many others. Sincerely, 2dLt Scott Trammell, USAF	Refer to LU-5.
Scott Trammell	3/5/2018	Website	Hello, To whom it may concern, I am very concerned about the proposed high speed rail that will be running through, and destroying, the Morgan Legacy Farm near FM 709 and 3194. I am a military officer and I worked at the ranch in question for many years from high school until after college. This ranch provided many skills and a work ethic that is still carry with me even today. This ranch literally made me who I am today and it very much troubles me that there is a possibility that others may not have the same opportunity that I had to work at this	Refer to LU-5.

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Scott Trammell	3/5/2018	Website	To whom it may concern, I am a military officer, and I am very concerned about what I have been hearing about the Morgan Legacy Farm around FM 709 and 3194. It has been such a positive influence in my life and it very much disturbs me that it may be bisected and destroyed. This ranch has hosted many events for members of the military, police, medical, and first response services as well as many others. I have personally worked at this ranch before I joined the military and there have not been many other places so concerned with serving others that I have ever seen. This ranch has always thrown it's doors open for anyone that it possibly can and has always existed to help others as much as possible. I have seen this first-hand both during my time working there as a ranch hand, and as a customer when my wife and I were married there. I cannot over-emphasize how much of a tragedy it would be if this remarkable ranch was destroyed. And I would respectfully ask that any other route be considered that would not bisect this ranch that has meant so much to myself and so many others. Sincerely, 2dLt Scott Trammell, USAF	Refer to LU-5.
Scott Trammell	3/6/2018	Website	Hello, To whom it may concern, I am very concerned about the proposed high speed rail that will be running through, and destroying, the Morgan Legacy Farm near FM 709 and 3194. I am a military officer and I worked at the ranch in question for many years from high school until after college. This ranch provided many skills and a work ethic that is still carry with me even today. This ranch literally made me who I am today and it very much troubles me that there is a possibility that others may not have the same opportunity that I had to work at this amazing property. This ranch has hosted many events (and all free of charge) for everyone from first responders, members of the medical field, students, and more. And those events are only those that I was personally involved in, and I know that there have been many more since. I am very concerned for the future of Morgan Legacy Farm. This is a ranch that has made a real difference to many people and I would be very concerned to see such an incredible place be destroyed for this railway. It will absolutely be a loss for many in the military, state, and medical services along with many others who have enjoyed this unique property. I sincerely plead that a new route be considered to save this ranch that has held such a special place in mine, and so many others, hearts. Respectfully, 2dLt Scott Trammell, USAF	Refer to LU-5.
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Scott Trammell	3/7/2018	Website	Hello, To whom it may concern, I am very concerned about the proposed high speed rail that will be running through, and destroying, the Morgan Legacy Farm near FM 709 and 3194. I am a military officer and I worked at the ranch in question for many years from high school until after college. This ranch provided many skills and a work ethic that is still carry with me even today. This ranch literally made me who I am today and it very much troubles me that there is a possibility that others may not have the same opportunity that I had to work at this amazing property. This ranch has hosted many events (and all free of charge) for everyone from first responders, members of the medical field, students, and more. And those events are only those that I was personally involved in, and I know that there have been many more since. I am very concerned for the future of Morgan Legacy Farm. This is a ranch that has made a real difference to many people and I would be very concerned to see such an incredible place be destroyed for this railway. It will absolutely be a loss for many in the military, state, and medical services along with many others who have enjoyed this unique property. I sincerely plead that a new route be considered to save this ranch that has held such a special place in mine, and so many others, hearts. Respectfully, 2dLt Scott Trammell, USAF	Refer to LU-5.
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Scott Trammell	3/7/2018	Website	To whom it may concern, I am a military officer, and I am very concerned about what I have been hearing about the Morgan Legacy Farm around FM 709 and 3194. It has been such a positive influence in my life and it very much disturbs me that it may be bisected and destroyed. This ranch has hosted many events for members of the military, police, medical, and first response services as well as many others. I have personally worked at this ranch before I joined the military and there have not been many other places so concerned with serving others that I have ever seen. This ranch has always thrown it's doors open for anyone that it possibly can and has always existed to help others as much as possible. I have seen this first-hand both during my time working there as a ranch hand, and as a customer when my wife and I were married there. I cannot over-emphasize how much of a tragedy it would be if this remarkable ranch was destroyed. And I would respectfully ask that any other route be considered that would not bisect this ranch that has meant so much to myself and so many others. Sincerely, 2dLt Scott Trammell, USAF	Refer to LU-5.
Scott Trammell	3/8/2018	Website	Hello, To whom it may concern, I am very concerned about the proposed high speed rail that will be running through, and destroying, the Morgan Legacy Farm near FM 709 and 3194. I am a military officer and I worked at the ranch in question for many years from high school until after college. This ranch provided many skills and a work ethic that is still carry with me even today. This ranch literally made me who I am today and it very much troubles me that there is a possibility that others may not have the same opportunity that I had to work at this amazing property. This ranch has hosted many events (and all free of charge) for everyone from first responders, members of the medical field, students, and more. And those events are only those that I was personally involved in, and I know that there have been many more since. I am very concerned for the future of Morgan Legacy Farm. This is a ranch that has made a real difference to many people and I would be very concerned to see such an incredible place be destroyed for this railway. It will absolutely be a loss for many in the military, state, and medical services along with many others who have enjoyed this unique property. I sincerely plead that a new route be considered to save this ranch that has held such a special place in mine, and so many others, hearts. Respectfully, 2dLt Scott Trammell, USAF	Refer to LU-5.
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Scott Trammell	3/9/2018	Website	Hello, To whom it may concern, I am very concerned about the proposed high speed rail that will be running through, and destroying, the Morgan Legacy Farm near FM 709 and 3194. I am a military officer and I worked at the ranch in question for many years from high school until after college. This ranch provided many skills and a work ethic that is still carry with me even today. This ranch literally made me who I am today and it very much troubles me that there is a possibility that others may not have the same opportunity that I had to work at this amazing property. This ranch has hosted many events (and all free of charge) for everyone from first responders, members of the medical field, students, and more. And those events are only those that I was personally involved in, and I know that there have been many more since. I am very concerned for the future of Morgan Legacy Farm. This is a ranch that has made a real difference to many people and I would be very concerned to see such an incredible place be destroyed for this railway. It will absolutely be a loss for many in the military, state, and medical services along with many others who have enjoyed this unique property. I sincerely plead that a new route be considered to save this ranch that has held such a special place in mine, and so many others, hearts. Respectfully, 2dLt Scott Trammell, USAF	Refer to LU-5.
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Scott Trammell	3/9/2018	Website	To whom it may concern, I am a military officer, and I am very concerned about what I have been hearing about the Morgan Legacy Farm around FM 709 and 3194. It has been such a positive influence in my life and it very much disturbs me that it may be bisected and destroyed. This ranch has hosted many events for members of the military, police, medical, and first response services as well as many others. I have personally worked at this ranch before I joined the military and there have not been many other places so concerned with serving others that I have ever seen. This ranch has always thrown its doors open for anyone that it possibly can and has always existed to help others as much as possible. I have seen this first-hand both during my time working there as a ranch hand, and as a customer when my wife and I were married there. I cannot over-emphasize how much of a tragedy it would be if this remarkable ranch was destroyed. And I would respectfully ask that any other route be considered that would not bisect this ranch that has meant so much to myself and so many others. Sincerely, 2dLt Scott Trammell, USAF	Refer to LU-5.
Timothy Trammell	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. This ranch has hosted many charitable events such as when victims of the Japanese tsunami were invited to spend the day enjoying all of the activities provided by the ranch (horseback riding, 4-wheeling, fishing, rodeo demonstration, Texas chili, etc.).	Refer to LU-5.
Timothy Trammell	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. This ranch has been the location of many weddings, at no charge from the Morgans. It would be horrible to destroy such a facility by running a train line through the middle of it, especially when non-damaging alternatives exist.	Refer to LU-5.
Timothy Trammell	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. This has been a place where 100s of people have been allowed to retreat to enjoy nature and get away from the city. The current plan would destroy that. Please choose an alternate plan.	Refer to LU-5.
Timothy Trammell	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. This property has been enjoyed by thousands of people to see nature, hunt/fish, learn firearm safety, an many other	Refer to LU-5.

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			things not available in the city. I believe a move north paralleling the existing powerlines would be less detrimental to the environment and save a unique irreplaceable property.	
Timothy Trammell	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. My son, a US Air Force officer, had his wedding at the ranch. Many other friends and family have had weddings at that picturesque place. 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.
Timothy Trammell	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. This property was developed, with countless hours of work, into a beautiful property that is a habitat to animals and a haven for many people. Please use an alternate route for the train.	Refer to LU-5.
Timothy Trammell	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. This property could not be reproduced elsewhere. It was selected by the Morgans after months/years of searching for the ideal property to be enjoyed by family, friends, and many others (Corsicana local residents, schools, charity groups). 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.
Timothy Trammell	2/23/2018	Website	The Morgan Creek Ranch has been developed over the years into a beautiful haven for thousands of people 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 powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Timothy Trammell	2/23/2018	Website	It would be a shame to see such a beautiful facility destroyed by a train, which could have been constructed in a much less destructive alternate site. 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.
Timothy Trammell	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. This has been a place where 100s of people have been allowed to retreat to enjoy nature and get away from the city. The current plan would destroy that. Please choose an alternate plan.	Refer to LU-5.
Timothy Trammell	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. This property has been enjoyed by thousands of people to see nature, hunt/fish, learn firearm safety, an many other things not available in the city. 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.
Timothy Trammell	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. My son, a US Air Force officer, had his wedding at the ranch. Many other friends and family have had weddings at that picturesque place. 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.
Timothy Trammell	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. This property was developed, with countless hours of work, into a beautiful property that is a habitat to animals and a haven for many people. Please use an alternate route for the train.	Refer to LU-5.
Timothy Trammell	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. This property could not be reproduced elsewhere. It was selected by the Morgans after months/years of searching for the ideal property to be enjoyed by > family, friends, and many others (Corsicana local residents, schools, charity groups). 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.
Timothy Trammell	2/23/2018	Website	The Morgan Creek Ranch has been developed over the years into a beautiful haven for thousands of people 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.	Refer to LU-5.
Timothy Trammell	2/23/2018	Website	It would be a shame to see such a beautiful facility destroyed by a train, which could have been constructed in a much less destructive alternate site. I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy	Refer to LU-5.

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			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.	
Timothy Trammell	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 and prove less damaging to the county in the long term. Furthermore, I am concerned about the benefit to the first responders not available at any other venue.	Refer to LU-5.
Timothy Trammell	3/9/2018	Website	Morgan Legacy Farm is a wonderful habitat for waterfoul. 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.
Timothy Trammell	3/9/2018	Website	Morgan Legacy Farm is a wonderful habitat for waterfoul. 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.
Timothy Trammell	3/9/2018	Website	Morgan Legacy Farm is a wonderful habitat for waterfoul. 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.
Timothy Trammell	3/9/2018	Website	Morgan Legacy Farm is a wonderful habitat for waterfoul. 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.
Timothy Trammell	3/9/2018	Website	Morgan Legacy Farm is a wonderful habitat for waterfoul. 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.
Timothy Trammell	3/9/2018	Website	Morgan Legacy Farm is a wonderful habitat for waterfoul. 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.
Timothy Trammell	3/9/2018	Website	Morgan Legacy Farm is a wonderful habitat for waterfoul. 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.
Timothy Trammell	3/9/2018	Website	Morgan Legacy Farm is a wonderful habitat for waterfoul. 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.
Timothy Trammell	3/9/2018	Website	Morgan Legacy Farm is a wonderful habitat for waterfoul. 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.
Timothy Trammell	3/9/2018	Website	Morgan Legacy Farm is a wonderful habitat for waterfoul. 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.
Timothy Trammell	3/9/2018	Website	Morgan Legacy Farm is a wonderful habitat for waterfoul. 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.
Timothy Trammell	3/9/2018	Website	Charitable groups such as the Boy Scouts of America, YMCA and others have enjoyed free use of Morgan Legacy Farm. 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	Refer to LU-5.

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			3194. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique irreplaceable property.	
Timothy Trammell	3/9/2018	Website	Charitable groups such as the Boy Scouts of America, YMCA and others have enjoyed free use of Morgan Legacy Farm. 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.
Timothy Trammell	3/9/2018	Website	Charitable groups such as the Boy Scouts of America, YMCA and others have enjoyed free use of Morgan Legacy Farm. 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.
Timothy Trammell	3/9/2018	Website	Charitable groups such as the Boy Scouts of America, YMCA and others have enjoyed free use of Morgan Legacy Farm. 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.
Timothy Trammell	3/9/2018	Website	Charitable groups such as the Boy Scouts of America, YMCA and others have enjoyed free use of Morgan Legacy Farm. 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.
Timothy Trammell	3/9/2018	Website	Charitable groups such as the Boy Scouts of America, YMCA and others have enjoyed free use of Morgan Legacy Farm. 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.
Timothy Trammell	3/9/2018	Website	Charitable groups such as the Boy Scouts of America, YMCA and others have enjoyed free use of Morgan Legacy Farm. 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.
Timothy Trammell	3/9/2018	Website	Charitable groups such as the Boy Scouts of America, YMCA and others have enjoyed free use of Morgan Legacy Farm. 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.
Timothy Trammell	3/9/2018	Website	Charitable groups such as the Boy Scouts of America, YMCA and others have enjoyed free use of Morgan Legacy Farm. 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.
Timothy Trammell	3/9/2018	Website	Charitable groups such as the Boy Scouts of America, YMCA and others have enjoyed free use of Morgan Legacy Farm. 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.
Timothy Trammell	3/9/2018	Website	Morgan Legacy Farm has been used by many people in Corsicana and has been a source of part time employment for local police and others. 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.
Timothy Trammell	3/9/2018	Website	Morgan Legacy Farm has been used by many people in Corsicana and has been a source of part time employment for local police and others. 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.
Timothy Trammell	3/9/2018	Website	Morgan Legacy Farm has been used by many people in Corsicana and has been a source of part time employment for local police and others. I am opposed to the train destroying a culturally, economically, historically, and charitable ranch referred to as Morgan Legacy Farm located	Refer to LU-5.











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Timothy Trammell	3/9/2018	Website	Many species of animal are found on the Morgan Legacy Farm. 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.
Timothy Trammell	3/9/2018	Website	Many species of animal are found on the Morgan Legacy Farm. 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.
Timothy Trammell	3/9/2018	Website	Many species of animal are found on the Morgan Legacy Farm. 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.
Timothy Trammell	3/9/2018	Website	Many species of animal are found on the Morgan Legacy Farm. 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.
Timothy Trammell	3/9/2018	Website	Many species of animal are found on the Morgan Legacy Farm. 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.
Timothy Trammell	3/9/2018	Website	Many species of animal are found on the Morgan Legacy Farm. 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.
Timothy Trammell	3/9/2018	Website	Many species of animal are found on the Morgan Legacy Farm. 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.
Timothy Trammell	3/9/2018	Website	Many species of animal are found on the Morgan Legacy Farm. 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.
Timothy Trammell	3/9/2018	Website	Many species of animal are found on the Morgan Legacy Farm. 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.
Victoria Trammell	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. Furthermore if the proposed line goes through it would be destroying my husband and my wedding venue somewhere we want to be able to bring our children and grandchildren too for generations to come.	Refer to LU-5.
Victoria Trammell	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 and prove less damaging to the county in the long term. Furthermore, I am concerned about the impact on charity that would be lost if the ranch was divided by the current proposed line.	Refer to LU-5.
Victoria Trammell	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	Refer to LU-5 and NR-3.

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			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 eagles losing part of their valuable natural habitat.	
Victoria Trammell	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 and prove less damaging to the county in the long term. Furthermore, I am concerned about the economic impact this rail way will have on the surrounding area especially the ranch.	Refer to LU-5.
Victoria Trammell	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 and prove less damaging to the county in the long term. Furthermore, I am concerned about the deminished charitable benefit to first responders, military memebers and their families, and the medical community.	Refer to LU-5.
Victoria Trammell	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 and prove less damaging to the county in the long term. Furthermore, I am concerned about others losing the possibility of using Morgan creek Ranch as their wedding venue to share with family and friends for their special day and memories for a life time.	Refer to LU-5.
Andy Tran	3/9/2018	Website	I would say no for High speed rail road project which is run closed to my White Oak Falls Subdivision	Refer to LU-3.
Transit Coalition of North Texas	3/9/2018	Website	I am writing on behalf of the entire membership and Board of Directors of the Transit Coalition of North Texas to express our 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. The Transit Coalition of North Texas (TCNT) is a non-profit, focused on advocacy, education and communication, to accelerate transit projects in North Texas. Our members and Board of Directors include major employers, developers, transit users and transportation advocates. This project will transform North Texas and the entire state, with a transportation system that connects our two economic hubs of North Texas and Houston, with a travel time that will change the way people live, work, and play in Texas. This is a 100 year project that will forever change the future of Texas. With the population of Texas exceeding 28 million and growing bthe day, public transportation options are critical to provide mobility for an ever-growing population. The Texas Bullet Train will utilize the world's safest mass transportation technology and 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. It will also 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 in air quality non-attainment status. I welcome a faster, safer and cleaner transportation alternative to reduce congestion because it's good for Texas!	Comment noted.
Transportation Advocacy Group (TAG)	3/9/2018	Website	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: 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	Comment noted.

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			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 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.	
Transportation Advocacy Group - Houston Region	3/9/2018	Website	<p>Dear Secretary Chao,</p> <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> <ul style="list-style-type: none"> <li>• 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;</li> <li>• Increase tax rolls in ALL impacted counties – \$6.5-\$7 billion net positive tax impact by 2040;</li> <li>• 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;</li> <li>• 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;</li> <li>• 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;</li> <li>• 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).</li> </ul> <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.
Janice Trant	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"> <li>1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.</li> <li>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.</li> <li>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.</li> <li>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</li> <li>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.</li> <li>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.</li> </ol>	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.
Janice A. Trant	2/22/2018	Website	<p>I am a life-long resident of Grimes County and oppose the High-Speed Rail Project coming through Grimes County. I know many families that will be effected by this project. Their land has been in their families of 150 plus years. This is devastating for have to give up land your fore fathers worked so hard to hand down generation after generation. These property owners already have electrical towers on their property. These towers generate radiation causing livestock to loose their off-springs and hay fields to not yield at full capacity. This project is</p>	Refer to BA-9, GN-4.

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			unnecessary. It should be built on the existing right-of-way of I-45 to utilize the land between the North and South bound lanes between Dallas and Houston. We need to slow people down to enjoy the small things in life like smelling the green grass and country air. For the sake of our country I oppose this project. Texas taxpayers do not have the extra funds to foot this bill. PLEASE DO NOT DESTROY GRIMES COUNTY!	
Scott Treet	1/30/2018	Oral	Found out tonight this thing is going to come across my property in three different areas. 500 feet from the property line on the east side. The south side and the west side is where the proposed new road is going to go. If this goes through as proposed it will put me out of business. I got 17 employees. I can not relocate in Ellis County because of the existing fire codes. The --will also-- when they put the road on the west side of the property it is a flood plain so what property I do have left is going be flooded. So Texas Central has never contacted me to talk to me about anything. So how do we know what the environmental impact is going to be on me? It's going to be devastating. At 55 years of age, a 30-year business will go down the drain along with the 17 people that I support. Thank you.	Refer to FP-1, WW-1 and WW-2.
Becky Trigg	2/13/2018	Website	Please do not allow the Proposed High Speed Rail from Houston to Dallas to be subsidized by the public or use the power of the government to eminent domain people's private property on behalf of a high speed rail company. This is a subsidy and is wrong. These property owners have constitutional private property rights and we must stop abuses of our constitutional private property rights like this. If this company wants to build a train then they should buy the property the old fashioned way by buying it from a willing seller. The tax payers do not want to pay for a train that will not be used as proposed by this private company. If you want to build trains look at mass transit in and around the major cities of Texas.	Refer to ED-1.
Whitt Trimble	2/6/2018	Oral	A cursory review of the Draft EIS finds that it fails to address significant risks, both of 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. For some background information, the draft EIS states: One, "Current FRA regulations do not comprehensively address safety requirements for train operations above 150 miles per hour, such as the Project's proposed operations." Two, "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). Three, "3.15.3, Regional and Local, EMF ordinances exist within Texas, including the City of Houston. The City of Houston Airport Land Use Regulations, Article VI, Section 9-36014, prohibits the use of generation of EMI (electromagnetic interference) within either the airport land or the airport land use envelope that may adversely impact airport operations or safety." Four, "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." Five, "3.15.4.2, a study of high-speed trains in 2013 found that EMI is present from electrical currents in the catenary, rails and the earth." Six, "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." Seven, "3.15.6, Avoidance, Minimization and Mitigation...EMF-CM # 1: 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 discussion 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.)	<ol style="list-style-type: none"> <li>1. The Project will not induce any voltages. The Project may induce small currents in nearby metallic equipment, which, as stated in the Draft Environmental Impact Statement (Draft EIS), should be grounded. This allows the stray currents to safely dissipate. No risks or hazards are associated with this approach.</li> <li>2. Current for the Project will flow through conductors, such as metallic wires and rails. Current from the Project is not expected to flow in the ground. Rather, current will flow through insulated conductors. Soil has a relatively high resistance, and is considered an insulator. "Grounding" is used to dissipate excess charge to earth.</li> <li>3. Any buried piping would be identified as part of the standard construction process.</li> <li>4. 49 CFR 192.467 already requires the electrical isolation of underground piping. Therefore, underground piping is protected from potential induced currents.</li> </ol>
Do Toyet Trinh	2/5/2018	Handwritten	Concerned about noise and lowering property values.	Refer to NV-1 and VA-1.
Shannon Trochesst	2/28/2018	Website	As a person who has lived in Texas my whole life, I do not see where this rail line will have enough ridership to make it a fiscally viable project. We Texans are accustomed to driving. If someone takes the rail, a car rental will still be required when you reach your destination. Most people have a "5 hour" drive mentality. If it takes 5 hours or less, they would rather be in their own vehicle. I see a ton of money being spent and no profit in the long run. It will cost too much tax money for a project that will have an eventual end. Sooner rather than later.	Refer to GN-2, GN-4, NE-1 and PN-3.
James Trotter	3/9/2018	Website	I am opposed to this project and particularly the proposed route through Grimes County	Comment noted.
Walter K. Truett	2/20/2018	Letter	I am opposed to the proposed Dallas to Houston High-Speed Rail Project and request that a NO BUILD recommendation be submitted. In my opinion there is no need for this type of transportation. While the purpose may be well intended, the infrastructures in both Houston and Dallas are not designed to or is there, to my knowledge, a plan in place to transport passengers from the terminals to their destination. I can't	Refer to BA-3, ED-1, ED-2, ED-4, GN-2, GN-4, GN-6, LU-7, LU-11, NR-5, NR-6, NE-1, NE-9, PI-1, PN-3, SC-19 and SS-7.

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Submitted By	Date Submitted	Submission Type	Comment	Response
			<p>imagine the cost of doing that. My brother and I own 80 acres of property in Grimes County. Texas Central is proposing to 'take' 7.447 acres of this land for the HSR. The proposed route would cut our property in half. That would greatly diminish property values, restrict or possibly eliminate usage as grazing ranchland, and ruin a place for undisturbed family activities. While not a large amount of acreage this property has been in our family for over sixty years and we hope to keep for many more. It was home to my parents and I and later our grandparents' retirement home. It has been and is a place for family gatherings, work days and play days. This project will destroy many of its current and future usages. A large portion of the property has already been scarred. As part of the utility corridor there are already three large utility lines crossing the property. Ten acres of timber were replaced with three very unsightly high voltage power line towers. This project would continue the destruction of wildlife habitat, grassland and timber. The project would filrther diminish the value Of the property by reducing or probably eliminating the ability to produce income through the leases of mineral rights. We might receive and up front 'reward' for selling our land, but 20-years from now we would have nothing to show but an ugly rail line like the power lines now. As third generation owners Of the property we reap no benefits from the existing utility lines except for having to hassle with the utility companies for maintenance and upkeep. I fear there will be no future benefit from the HSR project for my family. I fear that the TCR will eventually fail and the maintenance and upkeep of the HSR will fall on the to supper! Taxpayer support is unacceptable. We don't need another boondoggle as is the current California high speed rail project. The surrounding community of Singleton has been and is a small rural ranching community for many years. The high-speed rail would negatively impact those families' livelihood's and way of life. In my opinion, the estimated number of riders seems to be a 'pie in the sky' guess and combined with the price of a ticket makes this project unsustainable without taxpayer support within a few years. Taxpayer is unacceptable. The project would create unforeseen of damage to existing infrastructure, businesses and individual rights forever. The threat of eminent domain by a private company against a private citizen is completely unacceptable. Texas Central is not a railroad. Texans Against High Speed Rail has identified a multitude of other reasons for opposing this project, among them are:</p> <ol style="list-style-type: none"> <li>The project details have lacked transparency and many of the details shared have later been changed, leaving citizens to doubt every decision made by TCR.</li> <li>Despite TCR's claims that the project would be entirely privately funded, TxDOT has reported it is not feasible to construct and operate HSR in Texas without utilizing taxpayer subsidies. TOOT is continuing to pursue this project on behalf of TCR by using federal grants, which are clearly taxpayer dollars.</li> <li>The use of eminent domain for private corporation(s).</li> <li>The project will not have any positive benefits for the counties that do not have a Station.</li> <li>TCR has not addressed how they propose to secure 250 miles of HSR tracks from terrorist attacks.</li> </ol> <p>The DEIS and Texas Central has left too many unanswered questions to be a viable project. Please recommend a NO BUILD.</p>	
Sid Truitt	3/8/2018	Website	A long time there was a uproar about how the ny to dc would ruin the quality of life around the smaller communities along the route of the Metroliner. Seems like everyone survived and it has prospered well enough for even a Vice President to use it. Change scares people until they realize it really is not a threat but a step forward.	Comment noted.
Darlene Trullinger	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"> <li>I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.</li> <li>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.</li> <li>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.</li> <li>I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</li> <li>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.</li> <li>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.</li> </ol>	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.
Sharon Tryon	2/3/2018	Email	Who will keep up with all the maintenance on the roads for the railroads? Will taxpayers be asked to pay for any of the construction and Care in the next 50 years? If taxpayers will be asked to pay for this I would like to know the amounts for all of it. What will happen to this HSR when it doesn't make any money and goes bankrupt? Who will dismantle the HSR	Refer to NE-1, NE-9, SS-5 and TR-7.
Sharon Tryon	2/3/2018	Email	Who will pay for all of the roads that have to be rerouted or closed. I'd like a breakdown of all the costs Sharon Tryon Please reply to this email with answers	Refer to TR-7 and TR-8.

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Sharon Tryon	2/3/2018	Email	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 B3 agreement what are the proposed Financial distribution of the perspective parties? Thank you, Sharon Tryon Please answer these questions via email	Refer to GN-4.
Sharon Tryon	2/3/2018	Email	Which federal funds comes Federal procurement and acquisition rules. What federal mandates will be placed on this project for hiring American veterans, small businesses, women-owned businesses, minor norty own businesses, unions Etc if none, then why not Thank you, Sharon Tryon Please email me the responses to this question	Refer to GN-4 and SC-22.
Sharon Tryon	2/3/2018	Email	How will the Americans 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? Sharon Tryon 254-230-2010 Please email me back my answers	Refer to EH-1.
Sharon Tryon	2/3/2018	Email	How will the Americans 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? Sharon Tryon 254-230-2010 Please email me back my answers	Refer to EH-1.
Sharon Tryon	2/4/2018	Email	How much financial assistance, conception to date has been provided by Texas Department of Transportation for this project? To whom have they provided the support? Sharon Tryon	Refer to GN-4.
Sharon Tryon	2/4/2018	Email	How much financial assistance, conception to date has been provided by Texas Department of Transportation for this project?To whom have they provided the support?	Refer to GN-4.
Sharon Tryon	2/6/2018	Email	How much federal assistance conception to date has been provided by councils of government for each individual Texas Cog for this project? How much federal funds? How were precedes derived from Texas toll roads? Which toll roads provide funds to support the Cog study and marketing activities? Please provide answers via email Sharon Tryon 254-230-2010	Refer to GN-4.
Sharon Tryon	2/9/2018	Email	How did FRA validate the road closures, by County? How did the FRA validate TXDOT data to Ariel over views of the proposed routes? Why did the FRA not conduct a hundred percent helicopter surveys and impact analysis of each proposed route? If the FRA did where are the results of these inspections? Sharon Tryon Please email me the responses	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.
Sharon Tryon	2/10/2018	Email	The executive summary states that the no-billed 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?	Refer to BA-6.
Sharon Tryon	2/10/2018	Email	How will Fri remedy over/ underpass design characteristics 14 that do not meet the needs of the farm and ranch and Equipment requirements of the local residents?	Refer to LU-11 and TR-8.
Sharon Tryon	2/10/2018	Email	Why are reroutes not considered closures? Fra road closures and reroutes appear to be significantly understated when compared to actual physical characteristics. Why is this? Sharon Tryon 254-230-2010 Please send email response	Refer to TR-8. A public road could not receive a "closure" designation, but could receive a "reroute" designation. In some instances public roads would be realigned to go either over or under the Project. A reroute is not considered a closure because travel could still be made in the general direction that was made previously. The Final EIS does note that there would modifications that either lengthen or shorten the current travel distance. See the roadway modification tables that are presented by county in 3.11.5, Environmental Consequences.
Sharon Tryon	2/12/2018	Email	Question for Federal Railroad Administration Dallas to Houston high speed rail 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 NE-1, NE-10 and SS-21.
Wesley Tryon	2/3/2018	Email	Since Japan has no feral hogs to have a study of the consequences, how do you determine what would happen if a 700+ average feral hog was on the tracks when the bullet train at 210 miles an hour impacts it?	Refer to SS-2 and SS-12.
Wesley Tryon	2/3/2018	Email	Can the TCR still obtain federal eminent domain author-ty? If so, how? Who would have to approve federal eminent domain? Please let me know Thank you	Refer to ED-1.
Wesley Tryon	2/5/2018	Email	I would like to know: What are the political action committees organized by the Japanese, TCR, TCRR? Who have these organizations made contributions to, when and how much? 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	Refer to AQ-1, EU-3, EU-4, GN-4, NE-1 and NE-10.

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			<p>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?</p> <p>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?</p>	
Wesley Tryon	2/6/2018	Email	<p>Please answer the following questions for me.</p> <p>How does the TCR structure shield the Japanese from product liability claims?</p> <p>Catastrophic claims? How are Texans being protected from the Japanese washing their hands of financial losses and insurance claims?</p> <p>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?</p> <p>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?</p>	Refer to NE-1, PI-1, SC-20, SS-5 and SS-21.
Wesley Tryon	2/6/2018	Email	<p>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? Thanks,</p>	Refer to GN-1 and TR-8.
Wesley Tryon	2/12/2018	Email	<p>If a person is licensed to carry concealed handgun will they be able to ride with their weapon from Houston to Dallas?</p>	Refer to SS-9.
Cathy Tucker	3/4/2018	Website	<p>I am the person you would expect to take the bullet train. I live in Houston and my family (parents, brothers and sisters) are in the Dallas area. I make 4 to 6 trips per year, and I could afford the tickets. But it does not make economical sense for me to take the train, and I never see myself doing it. Where on earth did this company come up with their projections of the number of people to take this trip every year. Their primary competition is the airlines, and they project 5x as many people as fly??? It is way too expensive, vs the cost of driving. Make it 2 or more people and the cost is prohibitive. I need a car once I get there. While it may take only 90 minutes to get to Dallas, there is the time to drive to the train, waiting because I don't want to be late, getting on with my luggage, (me and my hundreds of expected fellow passengers), then getting off and proceeding to my destination. I've barely saved any time door to door. And that is assuming no extra security, which is a bad assumption. Meanwhile, you have destroyed the peace and quiet throughout the countryside for those who chose to live there. To sum up, it is too expensive, and will save little time, so I won't be taking the train, and I believe many of my fellow Texans feel the same. It is a bad idea, the company will soon be bankrupt, and we the taxpayers will be left to pick up the debris. It doesn't matter that a private company says they will do it. We must also be sure that they can cover the costs to dismantle their boondoggle if it does not meet the projections.</p>	Refer to GN-2, GN-4, NE-1 and PN-3.
JOE TUCKER	2/28/2018	Website	<p>I AM SUPER EXCITED TO GET ANOTHER WAY TO GET TO HOUSTON OTHER THAN COMMERCIAL AIRLINES OR DRIVING MYSELF IN A CAR. FIRST, COMMERCIAL AIRLINE TRAVEL IS A NIGHTMARE IN TODAY'S WORLD. SECOND, TRAVELING BY VEHICLE IS NOT NEAR AS SAFE OR AS RELAXING AS THIS SUPER TRAIN WILL BE. I DO BUSINESS WITH PARTNERS IN HOUSTON AND MY MOM LIVES THERE SO THIS PROJECT COULDN'T GET TO CHOO CHOO ING SOON ENOUGH. THEREFORE, ALL ABOARD!!!!</p>	Comment noted.
Tommy Tucker	2/7/2018	Email	<p>Me and my wife are 100 % opposed to this project! We want to go on record that we strongly install this project! NO BUILD! NO BUILD! NO BUILD! NO BUILD! NO BUILD! Donna and Tommy Tucker Sent from my iPad Have a blessed day!</p>	Comment noted.
David Tullos	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"> <li>1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.</li> <li>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.</li> <li>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.</li> <li>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</li> <li>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.</li> <li>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.</li> </ol>	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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Submitted By	Date Submitted	Submission Type	Comment	Response
David Tullos	2/6/2018	Oral	Wow. What a tough act to follow right there. Grimes County, can you hear me? My name is David Tullos. I'm a resident of Plantersville, Grimes County, Texas, coordinator for the Grimes County Citizen Advisory Group, and administrator for Stop Texas High-Speed Rail. We support the no build alternative. For those of you-all that aren't aware of it, this project will run right through the city of Plantersville, which just happens to be the newest municipality in the state of Texas, so where our birth is going to end up being our death if this project goes forward. So I'm only given 180 seconds to address the more than 180 shortcomings that can be found in the DEIS. So that being the case, I'm going to sum it up in three words--flawed, irresponsible, incomplete. Flawed survey data. Flawed alignment options. Flawed projected ridership figures. Flawed construction cost assumptions. Flawed economic impact projections. Irresponsible environmental impact analysis. Irresponsible build alternative methodology. Irresponsible noise and vibration studies. Irresponsible traffic countdown. Incomplete socio economic and community impact information. Incomplete public safety and security information. Incomplete coordination efforts with the local governments, as required by NEPA, the National Environmental Policy Act, and the Texas local government code, Chapter 391. Flawed. Irresponsible. Incomplete. Thank you.	Refer to BA-8, GN-1, GN-2, NE-1, NE-8, NE-9 and PI-1.
Rosario Turgeau	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.
Amanda Turner	2/9/2018	Website	This is most ridiculous and unfair proposal for the residents and property owners. I stand firmly against the high speed rail in Waller co or in Texas no bennifitt to the citizens of our state only loss in use and property values and a failure of the whole purpose . only to leave our residents property owners to pay the bill for this failure . no one will use it cost to much and Texas land owners will loose on property values they earned as investments.no to high speed rail Amanda Turner	Refer to GN-2, GN-4, PN-3, SC-19, SC-3 and VA-1.
Linda Turner	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 historic impact.	Refer to LU-5.
Linda Turner	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.
Linda Turner	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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Submitted By	Date Submitted	Submission Type	Comment	Response
Linda Turner	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.
Linda Turner	2/26/2018	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.	Refer to LU-5.
Linda Turner	2/26/2018	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.
Linda Turner	2/26/2018	Website	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.
Tim Turner	2/21/2018	Website	My name is Tim Turner and I am writing to make comments about a proposed portion of the High Speed rail to be located near the intersection of FM 709 and 3194. As contract administrator with Rheinlander Architects I believe I have unique insight about a facility's infrastructure and potential damage to a community by loss of a specialized facility. I would like to point out that the facility located near the above intersection is like no other located in Navarro County and quite frankly anywhere in nearby counties. To summarize Morgan Legacy Farm is composed of a multitude of highly integrated structures and infrastructure able to accommodate a multitude of visitors. Its primary impact on Navarro is the charitable visits allowed to first responders, military, students and many others. Additionally, the size of the facility it provides a significant economic benefit to the community. The uniqueness of the property is related to a multitude of homes and guest houses providing sleeping arrangements for guests in close proximity to the rodeo arena, pavilion, Lodge, stables and other activates. Service utilities for water, electric and communication support is buried entirely unground. The mission of the charitable and support for first responders and other is made possible by the proximity of the improvements and the ability to walk easily to the various venues. If the proposed route is utilized the property will be dissected and there will no ability for the property to function given the damage to the facility by isolation of the various aspects and structures. I would suggest that a move to the north onto an existing utility corridor already covered with high voltage transmission powers lines would be less detrimental to existing lands and more appropriate for a transportation corridor. Further from a construction and access perspective it would be more appropriate to be in close proximity to the existing power lines and infrastructure easing development.	Refer to LU-5.
Rheinlander Architects	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 historic impact.	Refer to LU-5.
Rheinlander Architects	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	Refer to LU-5.

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			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.	
Rheinlander Architects	2/26/2018	Website	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.
Rheinlander Architects	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.
Rheinlander Architects	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.
Rheinlander Architects	2/26/2018	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.	Refer to LU-5.
Rheinlander Architects	2/26/2018	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.
Jefferson Tweed	1/29/2018	Website	In regards to the high speed rail in Texas I would love to see it built. Great for the economy and environment.	Comment noted.
Sam Tyer	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.

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<b>Submitted By</b>	<b>Date Submitted</b>	<b>Submission Type</b>	<b>Comment</b>	<b>Response</b>
Glen Tyler	2/11/2018	Website	Do you realize by the time you drive to the station.(290 and 610) park in high price parking lots then go through security lines and check in then ride 90 minutes. you could already be in Dallas and have a car when you get there and cost a lot less money. And blocked school routes and emergency vehicles from quick access to my parents and others	Refer to PN-3 and SC-7.
Edwin Tyrrell	2/11/2018	Website	This high Speed rail project is a step toward putting the US a little closer to the world leaders in Europe and Asia, and will contribute to improving the environment.	Comment noted.
Joe Tyus	1/31/2018	Website	What the people organizing this travesty needs to know is that we are not talking about a property or eminent domain. We are talking about threatening the cessation of 100 plus years of family heritage and history. There is no dollar amount that can compensate a family for the removal of the history continuation. If you try to take the homestead through eminent domain there will lengthy legal continuations to attempt to stop this. If you go through the property, you have already destroyed it. What else does a property owner have but to fight through the court system to stop this. It may take years, but what else is the only other option. I have heard people say, they would rather fight it legally and lose than willingly allow this to occur. Either way they lose. At least they can say they tried to maintain the family heritage and homestead. My family has owned property in limestone county for five generations. How dare you threaten to take that away from us or our friends. Joe Tyus	Refer to ED-1 and ED-2.

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Submitted By	Date Submitted	Submission Type	Comment	Response
<b>U</b>				
Keith Underriener	3/2/2018	Website	Please reconsider the current route for the hsr, as it currently runs through the beautiful Morgan Creek Legacy Farm. The owners provide their hospitality at no charge to their guests, and exemplify the friendly attitude that we Texans are so proud of. The wildlife and scenery are nothing short of breathtaking, and it would be a shame to impact this ranch that is a shining example of true Texas living. Please help keep this hidden gem alive and well in our state, thank you.	Refer to LU-5.
Reggie Underwood	1/5/2018	Email	This path cuts across One of my farms and I am definitely against this project. Will do all in my power to stop or at least reroute. I do not believe the financial sustainability of this rail.	Refer to NE-1.
Valerie Underwood	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.
Valerie Underwood	3/8/2018	Website	For years, Dr. Robert Morgan has opened up his heart and his property, the Morgan Creek Ranch located at 7750 FM 709 S, Purdon, Texas 75110 to the staff at the Children's Health Children's Medical Center Plano campus. Dr. Morgan invites different groups of us throughout the year to attend for a weekend of fun and relaxation at this unique, historical property. He does this at no expense to us as he is not only one of our physician leaders and/or colleague, he possesses a clear understanding of what it truly means to work in a children's hospital where we face disease and death every day to our most precious population, Dr. Morgan is in the trenches with us and knows we need -- and in some cases must have -- the respite these ranch visits provide so that we can continue doing the work we do and making a difference in the lives of children we care for daily. write you today as it has come to my attention that the Dallas to Houston High Speed Rail and the current Federal Railroad Administration approved route would destroy the Morgan Creek Ranch, The current proposed route will divide the ranch blocking access to the main house and destroying the two guest houses. Additionally, it will block access to the rodeo arena as well as the horse and colt barns. It also appears the route would block watershed needed to fill the lake and several Other bodies of water on the ranch. The train would run in an open trench approximately 30 feet deep travelling underneath FM 709, and then underground in an open trench adjacent to the house until traveling west where it would travel behind a berm in the middle destroying the rifle ranch, several bodies of water, and then travel on an elevated track at the bottom of the ranch. NO. Absolutely NOT. This cannot happen. Ripping apart the Morgan Creek Ranch in this way to accommodate the High Speed Rail system would have such a far-reaching negative impact on not just our hospital community but a huge array of fire and police first responders, and others, that have dedicated their lives to serving people it is just not fathomable especially as is totally unnecessary in that there is a viable rail placement alternative. Due to the topography in this area, construction for the rail would be much better suited north of the ranch along the existing power lines. Perhaps you should visit Morgan Creek Ranch yourself -- maybe even bring a few of your colleagues along; I'm confident Dr. Morgan would oblige. Spend some time in the open Texas air watch sunrise or sunset. Try your hand at bottle-feeding the goats or a newborn calf. Go fishing. Watch a real Texas rodeo. Once you've done all this then ask yourself how the experience changed you -- helped you go back to your life with a different perspective refreshed, centered and at peace. But before you go back to Washington, stop by our hospital and visit our most sick children. Ask their parents about all they've been through. Inquire about the quality of care they've received -- from our most humble of employees to our Chiefs -- each and every one of us are responsible for the hospital experience these kids and families receive, and often for their lives. Then ask yourself you could have made that hospital visit without first having been restored by all Morgan Creek Ranch offered you. I'd bet not. Nothing brings a person to his knees quicker than a dying child. Are you so willing to destroy that ranch now taking with it the comfort it brings so very many of us, many of whom could in no way afford to pay for a such an outing? I'm hoping not.	Refer to LU-5.
Union Pacific Railroad	3/9/2018	Email	Could you please confirm receipt of the note below and the attached letter? I am concerned the letter may exceed the size limitations of your email system. Thank you! Madeline Madeline E. Roebke-Curns Senior General Attorney Union Pacific Railroad [...] Office: [...] [...] Subject: UPRR Comments to the Texas High Speed Rail Draft EIS To the attention of Mr. Kevin Wright: Attached please find Union Pacific Railroad Company's comments to the Draft Environmental Impact Statement for the Dallas to Houston High-Speed Rail Project. The hard copy original letter will be sent to your attention via US mail. Please let me know if you have any trouble opening the attachment. [attachment "UPRR HSR	Comment has been received. Response to the letter is included in this table.

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			DEIS Comment Letter.pdf" deleted by Madeline E. Roebke/UPC] Thank you. Madeline E. Roebke-Curns Senior General Attorney Union Pacific Railroad 1400 Douglas Street STOP [...] Office: [...] [...]	
Union Pacific Railroad	3/9/2018	Letter	<p>Dear Mr. Wright: Union Pacific Railroad Company ("UPRR") appreciates this opportunity to comment on the December 2017 Draft Environmental Impact Statement C 'Draft EIS' or "DEIS") for the Dallas to Houston High-Speed Rail project ("HSR Project" or "Project"), prepared by the Federal Railroad Administration ("FRA") Although UPRR fully understands and appreciates the HSR Project's stated goal of providing reliable and safe high speed passenger rail transportation between Dallas and Houston, the Draft EIS: (1) incorrectly concludes that project impacts to freight rail facilities will fully mitigatable and/or (2) does not fully address the true extent of such impacts beyond grade separation issues. Further, after closely examining the Draft EIS, UPRR believes FRA's environmental review Of the HSR project is flawed and legally deficient. For instance, the Draft EIS does not fully consider the environmental impacts of the HSR Project on freight rail infrastructure and operations, nor does it contain sufficient detail to enable parties to fully understand the HSR Project's potential relevant environmental consequences. In particular, the Draft EIS does not fully analyze the potential disruption to railroad infrastructure and the consequential economic impact to multiple sectors of the national economy. Also, the Draft EIS is silent on construction efforts that are underway for the proposed Brazos Railyard in Robertson County, Texas. This project will promote environmental justice by creating jobs and other economic opportunities for low-income and other disadvantaged individuals in the community. It is conceivable that the proposed action will disrupt or otherwise conflict with these efforts. For these and Other reasons discussed more fully below, UPRR Opposes the HSR Proiect to the extent that it impacts or potentially impacts UPRR rail infrastructure and Operations. Given the Draft EIS's inadequacies and deficiencies, absent obtaining Texas Central Railroad's (TCRR) commitment to comply with UPRR's High Speed Rail Principles. and a timely and satisfactory resolution of the issues identified in this letter. FRA must prepare a Supplemental EIS to take into account the proposed Project' s impacts to existing freight rail lines, rail operations, future infrastructure development projects and upgrades and improvements. I. Project Overview and Freight Rail Considerations The 240-mile long HSR Project would implement a high-speed passenger rail system between Dallas and Houston, with speeds capable Of exceeding 200 miles per hour. The Project includes three stations: two terminal stations (Dallas and Houston) and one intermediate Brazos Valley Station in Grimes County. According to the Draft EIS, minimum right-of-way (ROW) would be 100 feet and would include the track, overhead catenary system, access road and security fencing. (See DEIS, p. 2-2, emphasis added). In addition, the track would utilize a Combination of at-grade, retained fill/embankment, and (for at least sixty percent of the HSR line) viaduct structures. (See id). The "Utility Corridor" has been chosen as the preferred corridor for the Project, though three other corridors have been retained for further consideration in the event that route alternatives were required. (See, DEIS, p. 2-29). The Draft EIS acknowledges that the "Burlington Northern Santa Fe (BNSF) Corridor" and the "UPRR Corridor" were each eliminated from consideration predominantly because BNSF and UPRR declined consent to share ROW for the majority of distance between Dallas and Houston. (See DEIS, p. 2-20). The corridors were also deemed not suitable for high-speed rail operations due to the existing freight rail line design. (See id.). The IH-45 Corridor was rejected due to insufficient ROW and anticipated impacts to neighboring properties. (See id). It is telling that although these corridors were eliminated from future evaluation by TCRR and FRA, the Draft EIS nonetheless states that "Opportunities may exist for TCRR to negotiate with BNSF and UPRR to locate the HSR track adjacent to or within the ROW of the host railroad for short distances in order to minimize potential adverse impacts in certain areas along the route." (DEIS, p. 2-21 , emphasis added). The Draft EIS evaluates a No Build Alternative and six Build Alternatives, with Build Alternative A identified as the preferred Alternative. The Draft EIS does not identify a preferred alternative for the Houston Terminal Station, although TCRR recently announced its preference to build the Houston station at the site of Northwest Mall.'</p>	<p>Refer to BA-3, BA-10, GN-1, GN-7, GN-9, NE-1, NE-9, PI-1. Details of the Project (including design, construction and operational specifications) have been considered in this EIS as proposed by TCRR. Changes to the Project, as presented in the Draft EIS, have occurred as the conceptual engineering design progressed. TCRR has continually refined the design of the Project to reduce the Project footprint, or LOD, in this EIS and avoid or minimize impacts to the socioeconomic, natural, cultural and physical environment. These engineering refinements were based on environmental and engineering surveys, stakeholder engagement, public and agency input, design development, and the findings of FRA's environmental analyses and resulted in modifications to the Project, as well as the overall Project LOD and are detailed in <b>Chapter 2.5.4, Alternatives Considered, Engineering Refinements</b>. Therefore, the Build Alternatives depicted in the Final EIS have evolved from the alignment alternatives originally developed in the Draft EIS. Additional details are located in <b>Appendix F, TCRR Final Conceptual Engineering Design Report</b> and <b>Appendix G, TCRR Final Conceptual Engineering Plans and Details</b>. All Build Alternatives would cross existing freight railroads and light rail transit lines on viaduct. Impacts to these modes of transportation would be limited to temporary disruption of service during construction. As a result of <b>TR-CM #1</b>, described below, no long-term or permanent operational impact to existing freight rail or transit infrastructure would occur. Where the HSR System would run parallel to freight railroads, crash barriers would be constructed to protect the viaduct support columns. <b>TR-CM#1: Freight and Transit Crossing Easements</b>. Prior to construction, TCRR shall coordinate directly with freight railroad operators (BNSF, UPRR, TUEX and TEXU) and the transit agencies (DART) to obtain crossing easements, determine safety requirements during construction, and manage construction schedules to correspond with freight and transit operations. FRA coordinated with UPRR in a meeting on June 29, 2019 to develop the appropriate responses to mitigation measures regarding freight operations. FRA understands TCRR has also had continued coordination with UPRR since the publication of the Draft EIS.</p>
Union Pacific Railroad	3/9/2018	Website	<p>Union Pacific High and Higher Speed Passenger Rail Access Principles                      Union offers the following information to guide passenger rail planners and agencies working with Union Pacific to develop new High Speed Rail passenger service. Union Pacific defines 'Higher Speed' passenger trains that operate in excess of 90mph but less than or equal to 110mph. 'High Speed' are passenger trains that operate in excess of 110mph.                      Intercity Rail service provide substantial benefits to the public, including reducing and avoiding expensive highway construction. At the same tine, Union Pacific has a responsibility to the nation and to its customers to protect the public benefits of freight transportation - energy efficiency, lower emissions, cost-effective cargo transportation for shippers and consumers, and private investment in the nation's infrastructure.                      Union Pacific will consider reasonable proposals for High and Higher Speed passenger rail service that appear to be viable and adequately funded. Future agreements must balance the nation's desire for services With Union Pacific's ongoing, critical role in carrying freight that</p>	<p>Comment noted.</p>

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			<p>would otherwise compete for space on the crowded and underfunded highway network.</p> <p>Separate Freight and Passenger Corridors are Required</p> <ul style="list-style-type: none"> <li>* Many critical freight corridors are already full and will require capacity improvements soon. UP Will not consider proposals that share tracks with freight trains in such corridors sell property that would compromise our ability to add capacity in the future. Passenger rail planners should develop a separate right of way for services in these corridors.</li> <li>*Passenger safety is best protected by separating freight and passenger tracks by 50 feet or more. Despite UP's enormous progress in preventing freight train derailments, derailments will occur and could strike or be struck by passenger trains. Research demonstrates that most train derailments will remain within a 100-foot corridor.</li> <li>*One way to achieve separation is to move the majority of freight trains out of urban corridors entirely. UP will consider publicly funded relocations of freight operations that preserve UP's service, competitive position, and access to current and future customers. Where separation or relocation is not feasible, and freight densities are light, UP will consider proposals to share tracks with Higher Speed Passenger trains. We intend to apply the following principles in evaluating proposals by passenger agencies:</li> </ul> <p>Safety</p> <ul style="list-style-type: none"> <li>* As in all our activities, safety must come first.</li> <li>*Under federal law, all trains and tracks must in future be with interoperable Positive Train Control (PTC) systems if passenger trains are present. The passenger operator must fund PTC if UP not otherwise install it on the track, or contribute the operator's share of equipment and wayside costs if UP would install PTC the track.</li> <li>*Passenger operators should fund all incremental safety requirements attributable to its service including grade crossing warning signal improvements, new grade separations, and fencing.</li> <li>* Passenger stations must meet Union Pacific and FRA design requirements to protect passengers from nearby freight operations.</li> <li>*UP will require existing track to be rebuilt, and new track to be built at the high track construction standards where passenger trains run at higher speeds. This includes concrete ties.</li> <li>* Passenger vehicles must, at a minimum, meet FRA crash standards.</li> <li>* On UP tracks and/or right-of-way passenger trains must utilize conventional locomotive equipment.</li> <li>* UP will not permit the installation of any electrical lines or equipment for the purposes of providing power to non-diesel powered locomotives on, over or beneath UP tracks or right-of-way.</li> </ul> <p>Service</p> <ul style="list-style-type: none"> <li>* Service to Union Pacific's freight customers must also be reliable and protected and should not be compromised by a new passenger service. UP cannot agree to curfews or other restrictions that would impact the quality or reliability of our freight service.</li> <li>* New infrastructure construction must preserve both the ability to operate freight trains on demand and the opportunity to expand freight capacity.</li> <li>* New Infrastructure design must protect UP's ability to serve existing customers and locate new freight customers on our lines.</li> <li>* In order to preserve service quality for all types of UP customers, UP will preserve dispatching and maintenance control over its lines. The parties must agree on standards for reliability.</li> <li>* Passenger operations must provide the flexibility to accommodate track maintenance. This includes a requirement that any new track must be constructed at 20 foot track centers.</li> </ul> <p>Liability</p> <ul style="list-style-type: none"> <li>* UP cannot accept exposure to any additional liability associated with allowing High or Higher Speed passenger service near our freight tracks that would not exist "but for" these operations.</li> <li>* Passenger operations should be prepared to carry and provide evidence of insurance covering liability exposure up to \$200 million, the limit of liability under federal law. Union Pacific expects to be indemnify for or protected against any and all liability resulting from the presence of passenger service.</li> </ul> <p>Capacity</p> <ul style="list-style-type: none"> <li>* All projections call for rail growth to exceed rail capacity in the future. Passenger agencies should understand that existing capacity that UP funded -whether or not now used- is reserved for potential freight growth.</li> <li>* Passenger Agencies therefore must fund all incremental capacity to accommodate Higher Speed passenger operations, as reflected in a study of capacity requirements and a resulting capacity plan.</li> <li>* Because new capacity consumes the least expensive capacity opportunities and usually makes the next increment of capacity more expensive, the capacity plan may include additional agency investment at the outset that Will leave UP cost-neutral when it needs to invest in</li> </ul>	

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			<p>additional freight capacity.                      * Infrastructure requirements be determined by UP or a UP-designated and qualified third party.                      * UP will not agree to host any type of train preemption technology into grade crossing designs, even if it applies to passenger trains only NO trains can be delayed by vehicle detection technology.                      Maintenance                      * Passenger agencies must to agree to maintain the incremental improvements necessary for higher speed operations on UP tracks. This includes expenses related to maintenance of safety appliances such as PTC and 4 Quad gates. UP will limit its contribution to maintenance to what would be necessary for its existing freight operations, generally at FRA Class III or IV.                      * Prior to the new service start-up, UP will require execution of a maintenance agreement to allow the public agencies to fund incremental maintenance for the duration of its commitment to operate higher speed passenger service.                      Compensation                      * The passenger operator should be prepared to pay all costs associated with providing information and studies necessary to develop any Higher Speed Rail proposal, including UP's time and resources.                      * To the extent passenger operations use UP assets and property, they must provide UP with a reasonable return on Union Pacific's investment.                      * UP will seek fair market rates for access. Traditional "incremental cost formulas" are no longer acceptable.                      *If UP's tax liabilities (income, franchise, sales and use, property, or any other tax) increase as a result of UP'S participation in a passenger project, UP expects to be made whole. This will likely require tax indemnification from the public agency or changes to state law.                      Additional Requirements for High Speed Passenger Trains Operating at Greater than 110 MPH                      * The following requirements are in addition to those listed above:                      * UP will not allow High Speed trains on its tracks under any circumstances.                      * NO High Speed Rail (HSR) facilities located on UP's property.                      * Minimum 102 feet of clearance between centerline nearest HSR track and adjacent UP ROW - Almost all freight train derailments can be contained within 100 feet of track centerline and High Speed passenger train derailments have a greater dispersion distance to compensate for.                      * If HSR utilizes electrified equipment, must be designed, constructed, and maintained to prevent any interference with any UP owned or operated facilities or equipment                      * At locations where HSR and UP parallel each other, any at-grade road crossings that are closed or grade separated by HSR must be modified accordingly on UP, at expense of other than UP.</p>	
University of Oklahoma Health Sciences Center	3/2/2018	Website	<p>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.</p>	Refer to LU-5.
University of Oklahoma Health Sciences Center	3/2/2018	Website	<p>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.</p>	Refer to LU-5.
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Health Sciences Center			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.	
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Robert Upchurch	2/6/2018	Email	The Upchurch Family owns various contiguous rural tracts Of land that compose approximately 6000 acres in Grimes County, Texas, south and west Of Bedia. Portions of the property have been in the Upchurch Family for over 100 years. Most of the Upchurch property that Will be affected by the proposed rail route supports a large stand Of native upland woodlands. In fact, it is one of the last heavily forested areas in Grimes County, Texas. The property is under a Wildlife management plan With the Texas Parks and Wildlife Department. Incursion into this hardwood area Will destroy natural habitat and promote soil erosion. The proposed rail route Will run across the water shed whet-e water flows east to the Trinity River basin and west to the Navasota River basin. Construction on or around the water shed will cause potential damage to the natural flow of water utilized by others and municipalities downstream. Bediasites, a type Of tektite thought about 35 million years Old, are a rare form of natural glass formed by the impact Of meteorites Or	Refer to NE-8, NR-5, SG-1, SG-5, WW-1 and WW-2. Approximately, 138 acres of Upchurch Family property occurs within the LOD. This includes various section where the property would be on viaduct or embankment. For information regarding impacts to wildlife please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species Wildlife</b> . Approximately 59 percent of the Build Alternatives in the Trinity River Basin in Navarro County and approximately 54 percent of the Build Alternatives in the Navasota

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			comets. Bediasites are an uncommon find, but known 10 exist in the area of the proposed rail route near Bedias, Texas. A specimen is displayed by the Smithsonian Institute in Washington, D.C.	River Basin in Leon and Limestone counties will be constructed on viaduct (bridge type structure).
Robert Upchurch	2/6/2018	Oral	The Upchurch family owns various contiguous rural tracts of land that compose approximately 6,000 acres in Grimes County, Texas, south and west of Bedias. Portions of the property have been in the Upchurch family for over 100 years. Most of the Upchurch property that will be affected by the proposed rail route supports a large stand of native upland woodlands. In fact, it is one of the last heavily forested areas in Grimes County, Texas. The property is under a wildlife management plan with the Texas Parks and Wildlife Department. Incursion into this hardwood area will destroy natural habitat and promote soil erosion. The proposed rail route will run across the watershed where water flows east to the Trinity River Basin and west to the Navasota River Basin. Construction on or around the watershed will cause potential damage to the natural flow of water utilized by others and municipalities downstream. Bediasites, a type of tektite thought about 35 million years old, are a rare form of natural glass formed by the impact of meteorites or comets. Bediasites are an uncommon find, but known to exist in the area of the proposed rail route near Bedias, Texas. A specimen is displayed by the Smithsonian Institute in Washington, D.C. Supporting information is attached.	Refer to NR-2, NR-5, SG-1, SG-5, WW-1 and WW-2. Approximately 138 acres of Upchurch Family property occurs within the LOD. This includes sections where the property would be on viaduct or embankment. For information regarding impacts to wildlife please see <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . A high-level survey for archaeological resources in the LOD would include identification of such resources; however, resource specific survey and monitoring for tektites would not be performed.
Robert Upchurch	3/5/2018	Oral	The Upchurch family owns various contiguous rural tracts of land that compose approximately 6,000 acres in Grimes County, Texas, south and west of Bedias. Portions of the property have been in the Upchurch family for over 100 years. Most of the Upchurch property that will be affected by the proposed rail route supports a large stand of native upland woodlands. In fact, it is one of the last heavily forested areas in Grimes County, Texas. The property is under a wildlife management plan with the Texas Parks and Wildlife Department. Incursion into this hardwood area will destroy natural habitat and promote soil erosion. The proposed rail route will run across the watershed where water flows east to the Trinity River Basin and west to the Navasota River Basin. Construction on or around the watershed will cause potential damage to the natural flow of water utilized by others and municipalities downstream. Bediasites, a type of tektite thought about 35 million years old, are a rare form of natural glass formed by the impact of meteorites or comets. Bediasites are an uncommon find, but known to exist in the area of the proposed rail route near Bedias, Texas. A specimen is displayed by the Smithsonian Institute in Washington, D.C. Supporting information is attached.	Refer to SG-5, WW-1 and WW-2. Approximately, 138 acres of Upchurch Family property occurs within the LOD. This includes various section where the property would be on viaduct or embankment. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> . A high-level survey for archaeological resources in the LOD would include identification of such resources; however, resource specific surveys and monitoring for tektites would not be performed.
Candi Upchurch Barousse	2/6/2018	Handwritten	I typed my comments at home so I don't have to spend a lot of time writing tonight like I did at Madison C meeting. For well over 100 years, my family has owned property in Grimes County. We are cattle ranchers, operating under the name of Upchurch Land and Cattle. My ancestors started out with just a few acres and continue adding to it as 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, etc.) but we worked extremely hard to succeed because of our determination to hang on to the property for future generations of our family. The current proposed route of HSR through Grimes County will definitely destroy all that my family has worked for. The idea is laughable that Texas Central can "fairly compensate" 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 in addition to immeasurable negative effects on a multitude of environmental issues, including wildlife and watershed. The negative impact of HSR 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. HSR will run through the length of the county, and its elevated track will be built on top of a virtually impassable barrier of fencing and other agricultural-related business. HSR will inevitably destroy much of that way of life, depreciate property values significantly, and in many cases have an undesirable effect on the health (ex:noise and pollution), safety (ex: delayed EMS response due to blocked roads), and welfare (ex: decrease County funds caused by drop in property values) of Grimes County citizens.	Refer to LU-11, LU-12, LU-13, NV-1, SS-1, SS-23, VA-1 and WW-2.
Candi Upchurch Barousse	3/5/2018	Website	CANDI UPCHURCH BAROUSSE: 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	Refer to LU-11, LU-12, LU-13, NR-5, NV-1, SS-1, SS-23, VA-1 and WW-9.

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			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.	
Robert Upchurch III	2/6/2018	Handwritten	The Upchurch Family owns various contiguous rural tracts of land that compose approximately 6000 acres in Grimes County, Texas, south and west of Bedias. Portions of the property have been in the Upchurch Family for over 100 years. Most of the Upchurch property that will be affected by the proposal rail route supports a large stand of native upland woodlands. In fact, it is one of the last heavily forested areas in Grimes County, Texas. The property is under a wildlife management plan with the Texas parks and Wildlife Department. Incursion into this hardwood area will destroy natural habitat and promote soil erosion. The Proposal rail route will run across the water shed where water flows east to the Trinity River basin and west to the Navasota River basin. Construction on or around the water shed will cause potential damage to the natural flow of water utilized by others and municipalities downstream. Bediasites, a type of tektite thought about 35 million years old, are a rare form of natural glass formed by the impact of materites or comets. Bediasites are an uncommon find, but known to exist in the area of the proposed rail route near Bedias, Texas. A specimen is displayed by the Smithsonian Institute in Washington, D.C.	Refer to SG-5, WW-1 and WW-2. Approximately, 138 acres of Upchurch Family property occurs within the LOD. This includes various section where the property would be on viaduct or embankment. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> . Approximately 59 percent of the Build Alternatives in the Trinity River Basin in Navarro County and approximately 54 percent of the Build Alternatives in the Navasota River Basin in Leon and Limestone counties will be constructed on viaduct (bridge type structure). A high-level survey for archaeological resources in the LOD would include identification of such resources; however, resource specific surveys and monitoring for tektites would not be performed.
Travis Updegraff	2/7/2018	Website	Put it along the interstate. They have already Destroyed that area. Stop trying to tear up precious farmland because its more economical.	Refer to BA-9, LU-2 and NE-1.
Bernard Urbanik	1/28/2018	Website	I support the building of a high speed rail line linking Dallas and Houston. We should have done this in 1991. We have to face facts that all modes of transportation will be necessary in the future. I-45 is a parking lot now. How many airplanes will it take in the future? Both Dallas and Houston stand to gain much commerce by such a link. I would take it tomorrow if it was there	Comment noted.
Ursuline Academy of Dallas	3/8/2018	Website	I am writing to request that the portion of the proposed path of the Dallas to Houston High Speed Rail Project through Morgan Creek Ranch be modified to spare destruction Of this much valued facility. We understand that, over the past five years, use Of the ranch has been made available at no cost for approximately 900 first responders, members of the military, and other individuals working in medical services to provide a needed respite from the stresses that accompany their vital and often difficult selTice conditions. In addition, we are keenly aware of another charitable impact of Morgan Creek Ranch, which has been used to help raise over \$50,000 for various non-profit organizations in the Dallas area. Clearly, to lose the benefits of such a facility would have a significant negative impact on our community. Therefore, we ask that you will please consider a modification of the proposed rail pathway at Morgan Creek Ranch located near FM 709 and 3194. As currently planned, the path would destroy many of the existing ranch structures as it cleaves the property, rendering the ranch useless for fulfilling its primary purpose. It also appears that the rail path as currently planned could also create watershed issues that would reduce migratory waters. Moving the rail path north to parallel exiting power lines would be less detrimental to the environment and save a unique, irreplaceable property to continue its operations. Thank you for your attention to this appeal.	Refer to LU-5 and NR-2.
Andrew Utz	1/31/2018	Email	This train would take you from Downtown Dallas to Downtown Houston (or vie versa) and not to an airport far from the central business district. The train would be a convenient option for business and leisure travel since it would allow you to take public transportation in either city once there. Since the railroad would be privately owned, they would pay property taxes, unlike roadways and IH-45. We need this train, thank you.	Comment noted.
Andrew Utz	2/5/2018	Email	Texas needs the high speed rail because the train is more environmentally friendly than cars, buses, or planes. The safety record of the Tokaido Shinkansen is also advantageous, because the more cars/trucks off IH 45 lessens the chances of auto accidents.	Comment noted.

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Andrew Utz	2/6/2018	Email	Air travel has cut down significantly on their trips from Dallas to Houston. People either have to wake up at the crack of dawn and get home well after nightfall to get flights from Dallas to Houston for work. The bullet train would provide consistent service from Dallas to Houston/Houston to Dallas and allow business people to be home in time for family at reasonable hours.	Comment noted.
Andrew Utz	2/15/2018	Website	This train is more environmentally friendly than other modes of transportation. With the potential for frequent trips to/from Dallas/Houston, the Texas economy will be boosted while also minimizing the damage to the environment.	Comment noted.
Andrew Utz	2/20/2018	Website	The high speed rail project will revive economically depressed areas of Dallas and Houston. Not only with this project boost economic development of both metropolitan areas, but it will also serve as a landmark project to be replicated in other areas of the country once complete.	Comment noted.
Andrew Utz	2/21/2018	Website	The high speed rail is being built by a private company. The private company is investing in Texas and is not asking for state or federal funding to build or operate the railroad. This will boost the economy of the entire state, at no cost to taxpayers.	Refer to GN-4.
Andrew Utz	2/22/2018	Website	In addition to relieving the ever increasing traffic on I-45, the station in Brazos Valley will give access to Bryan-College Station. This area is land-locked without an interstate highway connection. This will make trips to the area much easier and safer for fans in Dallas, Houston, and surrounding areas.	Comment noted.
Andrew Utz	2/26/2018	Website	In addition to the time savings and service options, this private project will create permanent, well-paying jobs in the railroad industry.	Comment noted.
Andrew Utz	3/6/2018	Website	The High-Speed Rail will be environmentally preferred to the dozens of cars that travel along the IH 45 corridor right now. The electric system is more environmentally friendly than buses and planes as well.	Comment noted.
Andrew Utz	3/7/2018	Website	The train will take people from downtown to downtown, not a distant airport that forces additional costs to get to the central business district. This will help revive economically depressed areas of both Dallas and Houston.	Comment noted.
Andrew Utz	3/8/2018	Website	The High Speed Rail will use proven technology that is safe and efficient. The technology has proven itself over the past 50 years to be reliable and safe.	Comment noted.

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<b>V</b>				
Sonya Vaden	3/9/2018	Website	My husband and I moved to Houston in 1992. Since that time , we have literally made hundreds of nit a thousand trips seeing relatives and executing business. A high speed train is needed for convenience, tome and safety , I would be willing to speak on behalf of this project if asked.	Comment noted.
Toni Valnn	2/6/2018	Oral	Why don't they have two bullet trains? One that takes off from Magnolia and the other one from downtown Houston because Magnolia is growing in 2,000 divisions, over a thousand homes in one subdivision and probably 5,000 homes off another division off of 1488. They have the train stop and board in Magnolia itself because the traffic is really heavy in the morning and people coming out of the woodworks to get to Tomball downtown or wherever they're going. It starts off at 5:30, 4:00 in the morning. It's heavy, heavy traffic. And if they had a train that they could board in Magnolia, old Magnolia, you would have a gold mine.	Refer to PN-3.
Mike Van Dusen	3/5/2018	Oral	Hello, my name is Mike Van Dusen, and I'm a Houston resident who supports Texas Central Railway's selection of the Northwest Mall as its preferred terminal site. In reading through the Environmental Impact Statement, I notice that the initial service will be two 8-car train sets arriving and departing every 30 minutes during peak period. This means up to 800 passengers arriving and 800 departing every hour. Furthermore, the reports states that peak service could increase to the point where the same train set arrives and departs every 10 minutes. This means 2,400 passenger arrivals and 2,400 departures every hour at its maximum. This level of service begs the questions: Where do the arriving passengers want to go and how will they get there; and how will the departing passengers get to the terminal? For passengers using public transportation, the Northwest Transit Center seems be a logical choice as a passenger's first stop, since it affords access to downtown, Medical Center and Galleria. To support this service, I've heard some suggest that expanding bus service along North Post Oak as a transitway between the mall terminal site and the transit center. I'm not in favor of this routing for the following reasons: One, high-density residential development along Post Oak has occurred and will continue occurring during the terminal construction. Two, recent expansion of Awty School to the east side of Post Oak and the ensuing student traffic between the two campuses that cross Post Oak; and three, the on-grade crossing of freight rail tracks along Hempstead. As an alternative, I encourage TCR to support a possible option of linking the two sites within the 610 transit corridor. The State owns most of the property along the west side of the 610 right-of-way which allows it to implement this 290 design enhancements now being completed. A southbound rapid transit link between the mall terminal site and transit center may already be a reality within the 610 transitways. Finally, for the high-speed rail service to succeed, good secondary transportation is needed so the passengers can get to and from their final desired destination. Thank you.	Refer to TR-4 and TR-5.
Wanda Van Hook	3/9/2018	Website	Ruining homes and properties that have been owed by families for numerous generations is completely RIDICULOUS and asinine. And you should have to pay people what their property was worth before this "scheme" came to fruition instead of making their properties unsellable and depleting their worth. I will bet money this is yet another project for the powers that be to put money in their pockets and another "scheme" which will go bankrupt. I cannot believe there are that many people that will actually use it. It should have gone through the original route. #GOAWAY	Refer to ED-2, GN-2, GN-4 and LU-11.
George Van Houten	2/21/2018	Website	Can we just build the train system now? I will die of old age before this will get completed. There really no good reason why ground breaking cannot get started before this summer. Other countries can get a project like completed in only 2 years after getting started from the drawing board.	Comment noted.
George Vande Werken	2/4/2018	Website	My comments are in support of the proposed Dallas to Houston High Speed Rail Line. Here is a short bullet point list of my comments and observations: 1. The Benefit of Alternatives. The country needs to build alternatives to vehicular travel infrastructure to reduce our dependence on and vulnerability to disruptions of current systems. Our current transportation system is heavily weighted to passenger vehicles and airplanes to move people efficiently. But congestion on our highways and particularly in our urban areas and around airports, as well as potential service disruptions, is placing increasing pressure on us to plan for alternative ways to move people (and materiel). 2. Reduced Dependency on Legacy Systems. Effectively designed high speed rail infrastructure reduces the need for interurban roadway expansion and those related environmental impacts. Opponents of high speed rail often point to actual and potential negative environmental impacts of proposed high speed rail. Although the negative impacts of a particular project can be determined with some precision, the incremental negative environmental impact of expanded use of alternatives is not always appreciated. In our thinking we need to focus not only on what impacts a project may cause, but what benefits in overall impact a new infrastructure might have. Our goal is to reduce the environmental impact of the "whole" transportation system (roads, airplanes, trains, ships, etc.) by making judicious choices when we assemble the "parts." Shifting more weight to new or different infrastructures may have a more beneficial overall effect. 3. New Possibilities. Enhanced collaboration between high speed rail and the airlines should be explored. High Speed Rail that included connections between airports in Dallas and Houston could significantly leverage the benefits of high speed rail. To maximize these benefits the following concepts may need to be explored: a. Post TSA Access. High Speed Rail access at airports behind the TSA security system. b. Airport to airport secure	Comment noted.

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			<p>trains. Trains would depart from behind security at one airport and arrive at gates behind security at another – thus maintaining the security of the system. c. Airline Train Car Operation. Full integration of ticketing, baggage handling, and staffing with other airline service for the high speed rail "cars." Airlines would "fly" on rails as well as in the air. For example, in a particular train departure from the Dallas airport to the Houston airport, United could operate two cars, American the next two, Southwest the next two, and Delta the last two. d. Power Unit Operator/Train Car Operator Collaboration. The power unit operator (Texas Central, Amtrak, or any other entity) would provide power units to pull train cars, deal with all right of way issues, and receive additional revenue from the airlines for hauling cars. (This is akin to the gate lease arrangements with municipal airport operations.) e. Potential Benefits: (1) provides airlines a way to increase passenger traffic without diverting passengers to competitors, (2) allows airline industry to win more passengers as high speed rail is expanded, particularly on shorter haul routes, (3) leverages existing airport infrastructure (parking, mass transit access, location, etc., (4) increases demand for and benefits of enhanced airport light rail, bus and related commuter services, (5) encourages multi modal corridor planning and land use considerations between urban areas, (6) allows introduction and integration of "rail gates" on different concourse levels or adjacent to existing gate structures to fully integrate rail and fee up airplane gates, existing gate structures to fully integrate rail and fee up airplane gates, (7) frees up existing airplane gate slots for more profitable airplane departures and increases overall passenger turnover capacity (airport gates typically get two turns per hour with perhaps 250 passengers whereas rail gates could turnover 4 times per hour with perhaps 1,000 passengers), (8) brings airline industry into advocacy for expanded interurban rail infrastructure, (9) increases rail power unit operator revenue by leveraging airline passenger revenue sharing growth and (10) provides another option for air freight and parcel movement. Thank you for taking my comments.</p>	
Mike VanDusen	1/23/2018	Email	<p>I want to bring to your attention a change in property ownership and usage of a tract within the Northwest Transit Center proposed terminal LOO. The property address is 1110 North Post Oak Road. The DEIS shows this property being commercial in usage. The 5.24 acre tract has been purchased by the Awty International School, and is currently being used as the Awty International School Early Learning Center. Please find supporting reference material indicating the change in usage attached to this email.</p>	<p>The Awty International School is discussed in <b>Section 3.13.4, Affected Environment, Land Use</b> and is within the Study Area near the Northwest Transit Center Terminal Option Site.</p>
Mike VanDusen	3/8/2018	Website	<p>While the proposed selection of the NW Mall as a terminal site may be optimal, it will place a burden on secondary transportation infrastructure, as success of the rail service is realized. The same can be said for either of the other two proposed sites. Passengers departing the terminal in rental vehicles or taxis will likely attempt to use North Post Oak Road to access the Uptown area and 110 to reach their ultimate destination of downtown or the energy corridor. Discussions amongst planners have occurred about enhancing North Post Oak to support rapid transit bus service or light rail that is either on grade or elevated. The Overview map on the last page of this comment shows why this is not a good transit solution, for the following reasons: 1. 2. High density residential development started along North Post Oak about 10 years ago. Most has happened over the last 3 years, and is continuing now. The aging commercial properties continue to give way to residential development, since the City of Houston is actively promoting this development in an effort to increase the urban tax base. The administration also sees the proposed terminal location as a linchpin to revitalization of the surrounding area. The seven residential developments identified on the map (SF1-SF7) represents several thousand homes. Some of the homeowners selected the North Post Oak location because of its proximity to the Awty School. Furthermore, Westview is a thoroughfare that terminates at North Post Oak, and provides access to Hempstead and 110/Transit Center for the thousands of residential property owners in the Spring Branch neighborhood. The AWW School has an enrollment of over 1,600 students, and in 2017 expanded their campus by opening an Early Learning Center on the east side of the intersection of Awty School Road and North Post Oak. While this facility targets pre-K to 1st grade students, a gymnasium at the center is used by middle and high school grade students from the main campus, and is accessed by walking along Awty School Road and crossing North Post Oak. Parking at the Early Learning Center is limited, causing teachers and parents attending school functions to park at the main campus garage, and walk to the Center. There are older students who bus to the NW Transit Center, then walk along North Post Oak and Awty School Road to arrive at the main campus. The school currently contracts three Harris County Constables, during drop-off and pickup times at the signal controlled intersection of North Post Oak and Awty School Road, to help facilitate traffic and insure the safety of students on foot. 4. Beth Yeshurun Cemetery is a 17.5 acre Conservative Jewish cemetery founded in the 1920s, with its main entrance at 1017 North Post Oak. The cemetery has been designated a Historic Texas Cemetery by the Harris County Historical Commission (marker id: HR-C096). Traffic wanting to turn south onto North Post Oak, routinely impedes eastbound traffic on Hempstead because of the grade crossing of the freight tracks at the Hempstead/North Post Oak intersection. Any on grade transit connection on North Post Oak between NW Mall and the NW Transit Center would be impeded in a similar manner. North Post Oak seems to be a logical roadway to link the NW Mall with the NW Transit Center, but its long-term use would negatively impact existing and possible future property owners on the street. A wholly elevated transit way in the North Post Oak right-of-way could mitigate some of the impact, but at much greater cost. A better long-term link between the Mall and Transit Center can be found in the 1610 transit corridor shown in the included map. All transit ways in the corridor are elevated above Hempstead and Old Katy Roads so as to avoid the freight tracks and major thoroughfare intersections. One of these transit</p>	<p>Refer to GN-7, SC-8, TR-4 and TR-5. The Beth Yeshurun-Post Oak Cemetery was designated as a Historic Texas Cemetery in 2006. The cemetery is located adjacent to the Segment 5 limits of disturbance at the Houston Northwest Transit Center Terminal Option. Historic 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. Therefore, the cemetery will be avoided and steps will be taken so that no unmarked burials are impacted. In order to confirm that no unmarked burials would be impacted, additional investigations such as archival research, oral interviews, and ground scraping to locate unmarked burial grave shafts, may be undertaken to verify that the modern cemetery boundary is accurate, relative to the area of ground disturbing activities.</p>

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			ways is the HOV elevated lanes linking US290 with the NW Transit Center. The 1610 service road and HOV lanes may provide a southbound connection between the Mall and Transit Center when construction is complete. This assumes that TOOT adhered to their preliminary design maps for the US290 expansion. The State Of Texas ownership Of the properties along the west side Of the 1610 corridor makes this a preferred option for linking the two locations. Even if new elevated transit lanes need to be built, the ability to COOP a portion Of the elevated HOV lanes means a shorter new elevated transit way would need to be built. This should be a lower-cost option for an elevated link than a wholly new elevated transit way down North Post Oak that might require right-of-way condemnation.	
Eric Varnado	2/16/2018	Website	I am fully in support of this project in Texas for high-speed rail. I have traveled all over Europe on their high-speed rail systems and it's about time this came to the United States and we're better to start and then Texas! While I do enjoy the Amtrak passenger rail system it is not efficient nor is it speedy it is also very rough and it's ride.	Comment noted.
Sheryl Vasek	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.
Ronald Vaughn	1/29/2018	Email	I would like to receive updates	Refer to PI-1.
Andrew Verity	2/12/2018	Website	I am all in favor of this project. Having lived in Europe most of my life, I am a keen user of public transport for so many reasons. To name a few, it is environmentally friendly, it will get people (including me) from Dallas to Houston safely and reliably on time. Since I live downtown, I could get to Houston efficiently (working on the train), without delays or stress. And once this train is up and running, I hope it will pave the way for many other lines throughout the US. For a country that was built on rail, and compared now to the rest of the world, it is embarrassing that we do not already have any such trains!! Please get this moving forward. Thanks,	Comment noted.
Linnaea Vesny	1/24/2018	Website	This is long overdue. We all can benefit from this train. This bullet train will even help the environment as well. Bring it on! Don't wait!	Comment noted.
James Vick	2/6/2018	Website	This critical link is an essential part of our 21st century infrastructure for Texas. Texan's will continue in increasing numbers to depend on the free flow of people, goods and information that are only available in our major cities. Our state economy will be driven by our expanding urban centers. This high-speed rail connection will help optimize and nurture our cities. This is no "no build" option for Texan's to consider.	Comment noted.
John Vick	3/9/2018	Letter	Dear Sirs: Walton Texas, LP ("Walton") owns and/or acts for all other owners of over 1,200 acres of property in Ellis County, Texas that will be significantly impacted by the construction of the proposed Dallas to Houston High Speed Rail line This letter is submitted in response to requests for comments to the Draft Environmental Impact Statement ("DEIS") for the Project. Walton believes the DEIS fails to adequately consider the Project's substantial negative impacts, including those discussed in this letter. Accordingly, Walton requests that the Final Environmental Impact Statement ("Final EIS") for the Project properly reflect all of the Project's impacts, including impacts on planned land uses. Further, Walton requests that upon analysis Of these additional impacts and comments received from others, that you either revise the preferred route to avoid or minimize these impacts, or you select the "NO Build" alternative. Walton owns an interest in and administers large tracts of land in Ellis County planned for development as master-planned communities. The first property n) is a total Of approximately 894 acres generally located south Of FM 664, north of FM 983, and south and east of Bluff Springs Road. The Bluff Springs North property is planned for single-family homes, multi-family residential units, commercial uses, parkland, open space, and schools. The second property ("Bluff-Springs-South N) is a total Of approximately 313 acres generally located south Of Wester Road, east Of Palmyra Road, and west of Trumbull Road. The Bluff Springs South property is planned for single-family residential, parkland, and open space uses. Despite the assertion in the DEIS (page 3.13-1) that the DEIS considered "existing and planned land uses" and evaluated the compatibility Of the Project with "applicable land use plans," that is not the case with respect to the Bluff Springs properties, and presumably other properties benefited by vested development rights under Texas law pursuant to land use plans. For the same reasons, Table 3.13-17 is inaccurate when	Refer to BA-6, BA-8, LU-9, NE-1, NE-9, PN-3, SC-19 and TC-4. The Draft EIS reviewed specific land use information within a half-mile wide area (a quarter-mile on either side of the HSR track centerline) to establish the context of site-specific impacts. Land use information was collected from existing and approved plans, review of aerial photography and windshield surveys. Additionally, the intensity or density of land use in and along the track area was evaluated and the overall character or harmony of the land use was reviewed throughout <b>Section 3.13, Land Use</b> . 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. Bluff Springs has not been platted.

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			<p>it reports there is "no conflict" with local land use plans under any of the "Build" alternatives.</p> <p>The Bluff Springs properties acquiral and significant development entitlements obtained before, to Walton's understanding, there was any generally available public inforrnation that a private company would propose to run a privately and operated high speed rail project through the communities planned for those properties.</p> <p>Bluff Springs North is located in the extra-territorial jurisdiction Of the City Of Ferris, and that property is benefitted by a 2013 Development Agreement with the City entered into pursuant to Chapter 212 Of the Texas Local Government Code. The Development Agreement, which is a public document that can be found in the City and County records, provides for the uses included in the master plan for the property, grants other important development rights, and gives rise to vested rights under Chapter 245 of the Texas Local Government Code with respect to the planned community. Bluff Springs South is not subject to the jurisdiction of any city, which provides exceptional development flexibility. In addition, both properties are contained (collectively) within Municipal Utility Districts (MUDs), governmental entities with all the powers and duties provided by the general law of the state of Texas applicable to municipal utility districts created under Section 59, Article XVI Of the Texas Constitution. MUDs substantially enhance both the ability to develop the properties and the ability to realize the full value potential Of the propaties.</p> <p>As it relates to the Bluff Springs properties, to Walton's understanding, the proposed route for the Project does not follow any existing infrastructure right-of-way; accordingly, the route fails to meet one of the three firnctional criteria for the Project. DEIS at ES-2 (environmental criteria of minimal impacts to the natural and built alvironments by maximizing adjacency to existing infrastructure right-of-way). Without limitation, as Walton understands it, the proposed route of the Project the Bluff Springs properties does not follow the existing BNSF rail line or the existing high-voltage transmission line easements (i.e., the so called "Utility Corridor"). DEIS at ES-4.</p> <p>Instead, the proposed route for the Project the Bluff Springs properties runs through areas planned for residential subdivisions, peen space, a park, and a school site. In addition, it appears the Bluff Springs North property would be further burdened by a permanent maintenance access road in addition to the typical minimum 100 foot wide "sealed corridor. It seems that the Project will materially and negatively affect the human, social and natural environment, including the use, enjoyment, and value of the Bluff Springs properties and the properties of othas, by, for example: subjecting future residents to between 68 and 80 train trips a day, 365 days a year; creating a massive physical, aesthaie, and community divide through planned interrupting planned roads and traffic flows; generating unacceptable levels of light, noise, and vibration inconsistent with planned homes, schools, and parks (salsitive land for these types of impacts); raising safety, security and health concerns that will impact the ability to ftlly develop the properties; requiring substantial buffer areas on both sides ofthe planned route; obstructing natural drainage patterns; requiring unusual, and likely extraordinary, adjustments of utility plans; subjecting future residents and other individuals to the noise, light, and other disturbances Of maintenance activities; causing diminished air quality due to a projected increase, for example, in NOx and VOC emissions in Ellis County during estimated construction activities spanning at least four preventing the efficient development of the properties as master planned communities; diminishing the value of the properties.</p> <p>Accordingly, Walton believes the Project fails to satisfy a Federal Railroad Administration key objective to "[a]void, minimize and mitigate impacts to the human and natural environment," DEIS at ES-3, and fails to "avoid or minimize impacts to the socioeconomic, natural, cultural and physical environment." DEIS at ES-7. To the contrary, as to the Bluff Springs properties, the Project will destroy the very fabric of the planned human and natural environments and cause major impacts to the planned socioeconomic, natural, and physical environment of these master planned communities.</p> <p>Further, it seems that the Project will not provide any direct benefit to the future residents of the Bluff Springs properties as there is no station planned for Ellis County where residents can board the high speed rail. Consequently, a future Bluff Springs resident would need to drive over 25 miles to downtown Dallas, navigate the congested downtown area, and find and pay for parking just to have the opportunity to pay an estimated several hundred dollars to travel to a point outside of the downtown Houston area and then find connecting transportation into Houston with the cost and delay associated with these logistics. When considering the time and costs associated with using the proposed high speed rail, it seems unlikely future Bluff Springs residents traveling to Houston will chose the proposed high speed rail option over the approximately 3 hour drive.</p> <p>For all of the foregoing reasons, Walton respectfully requests that the Final EIS be revised to either select a preferred route to avoid or minimize the impacts discussed above, or to select the "No Build" alternative as the preferred alternative.</p> <p>Thank you for your consideration Of these concerns, many Of which Walton believes are common to other property owners that will be impacted by the Project.</p> <p>Sincerely, Walton Texas, LP, a Texas limited partnership, as owner and for and on behalf of all other owners in its capacity as operator, manager or agent, as applicable.</p>	

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Robert Vickers	2/16/2018	Website	I believe the "bullet train" is highly needed. This is a great alternative to airline travel and should have been considered years ago. I strongly support the development of the "bullet train" and encourage all approvals necessary.	Comment noted.
Christine Vidrick	2/20/2018	Website	I am in favor the high-speed rail, it would be an asset not only for business for leisure as well.	Comment noted.
Mary Viehoefer	3/9/2018	Website	My concerns are many, but mostly I don't understand how a rail line that snakes through the Hill Country is going to directly benefit those in both the Houston and Dallas metro areas. Convenience for the actual ridership is questionable. Price is exorbitant! Do the developers really believe that the average consumer will pay the proposed fare when a flight on Southwest Airlines can be had for far less money? And, not traveling anywhere near IAH is absolutely ludicrous. For those people that are distanced from a major airport hub (both Dallas and Houston), this provides absolutely no benefit for them. In the meantime, you're eating up and extorting land from the true Texans that made our state great. For what? Progress? I, personally, don't call marring our countryside progress. I am absolutely opposed to this venture. I've followed this project from its inception and it progressively gets more and more intrusive. Don't eat up private land for your so-called public benefit. Eminent domain was not intended for that purpose, and the majority of riders that you seem to be courting are the ones who have an abundant amount of cash and seek to crave the thrill of riding on a bullet train. Go to Europe or to Japan if that is their desire. It DOES NOT need to be in our back yard, especially since it will benefit such a minuscule percentage of the population that travels between Houston and Dallas. FYI - I am one of those people that does travel (by car) that interstate route. Daughter that went to UNT and family that lives in Dallas, so I know there is a need - but this is NOT it. Absolutely, this IS NOT the solution. What a mess, and I rue the day if this actually does get built. We will all be sorry. All of us, including the investors - but most especially the landowners who had their property seized and raped for a purported public benefit.	Refer to BA-12, ED-1, GN-2, GN-4, NE-1, PN-3, SC-3 and SC-19.
Larry Villa	1/25/2018	Email	I support the Bullet train 100 percent. What I find lacking at the final Houston destination is a Central Station in Downtown. The train station being planned is in an area bounded by the Katy Freeway, 290 and the West Loop. Three if the state's and nation's most congested freeways. The Northwest Mall station, as with the other two planned location sites are in an area that is far away from Downtown, MidTown and the Texas Medical Center. These means that it will take extra time and money to catch a taxi, bus or uber to these destinations. Why not make the Northwest Mall train station connect with the Southern Pacific tracks in front of the mall to Downtown Houston. The line goes straight into Downtown with an existing train station now being used by Amtrak behind the now abandoned US Post Office. The air or right if way rights could be purchased or leased to construct an elevated bullet train tracks into Downtown.	Refer to GN-6, GN-7 and TC-4.
Larry Villa	1/29/2018	Email	Dallas is putting it's train station South of it's Downtown. Houston is putting it's train station in a rundown area surrounded by three of the state's most congested freeways and intersections. The Katy Freeway, The West Loop and 290 area next to an abandoned mall. While this location might be great for people going to the Energy Corridor or Uptown, it's not so great for those going to Downtown, Midtown and the Texas Mex Center. In addition to this location a Downtown station is mesmerizing existing Southern Pacific right of way above the tracks into Downtown. The track station is already there, by buying or leading the air rights for an elevated track into Downtown, both entities can build a new, bigger train station right behind the Old post office. This Downtown location connects to all light rail lines, bus routes, park and ride, uber and taxis and Downtown troll system.	Refer to GN-6, GN-7, NE-1, TR-4 and TR-5.
Larry Villa	2/6/2018	Website	While the Northwest Mall station is good for commuters in the Energy Corridor and Uptown area. It is not a viable location for commuters going Downtown, Midtown, The Texas Medical Center or destinies beyond. The infrastructure is already in place to extend the Texas Bullet into Downtown Houston. They are already going to use the air rights of Southern Pacific to build the viaducts from Waller County to the Northwest station. Houston really needs two stations, the main one Downtown. The now abandoned US Post Office parcel of land would be a perfect location for hotel, condos, high-rise apartments, retail and entertainment venues. The Amtrak station is there already and a new station could be built that would benefit the Texas Bullet train investors and Amtrak. A downtown station already has connecting light rail lines, all the bus routes, the trolley system plus taxi and uber central locations. The connecting viaducts would be built over the existing Southern Pacific rail tracks going into Downtown. I hope the Texas Bullet Train investors look into building a second Central location for Houston.	Refer to GN-6, GN-7, NE-1 and TC-4.
Larry Villa	2/27/2018	Website	The NW Mall location would be good for passengers going to Uptown or Energy Corridor, the preferred location for the majority of passengers would be a Central Downtown location. The developers want to make money developing the area. Downtown already has a prime location behind the old abandoned U. S. Post Office. The tracks the Bullet Train will use from Waller to NWMall already exist going into Downtown as well. Why can't Houston have two stations like most European and World cities. Amtrak has a small outdated train station already behind the abandoned U.S. Post Office already. The whole parcel of land is perfect for development of apartments, condos, hotels, retail and entertainment venues. Bullet Train Developers will have a better chance in developing that tract of land where all light rail lines meet, all the bus lines and heavy presence of taxis and uber. Not to mention all the major hotels, restaurants, clubs and entertainment venues. The preferred location for most passengers around the world is a Central Downtown location. Downtown would be great for passengers going to	Refer to GN-6, GN-7, TC-4 and TR-4.

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			Midtown, the Texas Medical Center, NRG Stadium, GRBrown Convention Center, Toyota Center, Minutemaid Park, Discovery Green and all points beyond. Houston needs two train stations.	
Larry Villa	2/27/2018	Website	While I support the Bullet Train from Houston to Dallas. The NW Mall location would be good for passengers going to Uptown or Energy Corridor, the preferred location for the majority of passengers would be a Central Downtown location. The developers want to make money developing the area. Downtown already has a prime location behind the old abandoned U. S. Post Office. The tracks the Bullet Train will use from Waller to NWMall already exist going into Downtown as well. Why can't Houston have two stations like most European and World cities. Amtrak has a small outdated train station already behind the abandoned U.S. Post Office already. The whole parcel of land is perfect for development of apartments, condos, hotels, retail and entertainment venues. Bullet Train Developers will have a better chance in developing that tract of land where all light rail lines meet, all the bus lines and heavy presence of taxis and uber. Not to mention all the major hotels, restaurants, clubs and entertainment venues. The preferred location for most passengers around the world is a Central Downtown location. Downtown would be great for passengers going to Midtown, the Texas Medical Center, NRG Stadium, GRBrown Convention Center, Toyota Center, Minutemaid Park, Discovery Green and all points beyond. Houston needs two train stations.	Refer to GN-6, GN-7, NE-1 and TC-4.
Julie Villaescusa	1/16/2018	Email	Third comment test	Comment noted.
Julie Villaescusa	1/16/2018	Email	Where did the ridership numbers of 5 million and 7.2 million come from? What is the FRAS basis for these numbers?	Refer to GN-2 and NE-1.
Julie Villaescusa	1/17/2018	Email	I did not get a response email so I'm repeating my question: Will Texas Sales Tax be charged on Tickets for the HSR?	As of 2020, there are no Texas state laws providing a mechanism for charging a sales tax on TCRR ticket revenue. Ticket revenue may inform the level of corporate taxes assessed; however, corporate tax revenues are subject to fluctuate with tax rates, TCRR revenue, as well as state corporate tax law structures. As such, it is not included in the estimated tax impact reported in the Final EIS <b>Section 3.14.5.2.3, Socioeconomics and Community Facilities, Economic Impacts</b> . The Final EIS has been updated to remove revenue calculations based on ridership and ticket price. The tax revenue estimate provided in Section 3.16.5.2.3 of the Final EIS conservatively reflects only those impacts associated with capital investment, employment, and property tax impacts. More information about tax revenue calculation methodology is available in <b>Section 3.14.3, Socioeconomics and Community Facilities, Methodology</b> .
Julie Villaescusa	1/17/2018	Email	The DEIS states Texas Sales Tax will be paid on Tickets. Is this true?	As of 2020, there are no Texas state laws providing a mechanism for charging a sales tax on TCRR ticket revenue. Ticket revenue may inform the level of corporate taxes assessed; however, corporate tax revenues are subject to fluctuate with tax rates, TCRR revenue, as well as state corporate tax law structures. As such, it is not included in the estimated tax impact reported in the Final EIS <b>Section 3.14.5.2.3, Socioeconomics and Community Facilities, Economic Impacts</b> . The Final EIS has been updated to remove revenue calculations based on ridership and ticket price. The tax revenue estimate provided in <b>Section 3.16.5.2.3, Safety and Security</b> of the Final EIS conservatively reflects only those impacts associated with capital investment, employment, and property tax impacts. More information about tax revenue calculation methodology is available in <b>Section 3.14.3, Socioeconomics and Community Facilities, Methodology</b> .

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

Submitted By	Date Submitted	Submission Type	Comment	Response
Julie Villaescusa	1/19/2018	Email	Good afternoon Kevin, I'm trying to find the "TCRR ridership and revenue report" which is quoted in the DEIS as source for many important data items, such as ridership. Here is a sample quote from Appendix F: According to the TCRR ridership and revenue report: "The majority of Dallas ridership starts/ends in the Downtown area, which is where many businesses are located, and Tarrant [County], which is one of the largest residential zones." Dallas County is shown in dark grey below. The detailed distribution of trips is presented below. The TCRR ridership and revenue report also notes that this opening day distribution "stays reasonably constant through time." I really question the accuracy of the ridership numbers in this report and would like to view this source document. I appreciate you pointing me to this document.	Refer to GN-2.
Julie Villaescusa	1/29/2018	Email	Page 3.14-26 bad link in footnote 15 Texas Central Railway, www.TexasCentralRail.com/Facts (accessed June, 2016) \$2.46 B	The Final EIS has been updated to reflect TCRR's 2019 tax revenue projection of \$2.5 million, and source link: <a href="http://www.texascentral.com/facts">www.texascentral.com/facts</a> .
Julie Villaescusa	2/5/2018	Oral	Hello. My name is Julie Villaescusa, I'm from Houston, and I'm against the proposed high-speed rail. Texas Central has cast doubt on the numbers in the DEIS. How can we, the public, evaluate this document if the numbers are not correct. The DEIS says that the average airfare between Houston and Dallas is \$199. The DEIS also uses this as the average ticket price on the proposed high-speed rail. However, Texas Central claims on their website that the average \$199 high-speed rail ticket price published in the DEIS is a rumor and that the reality is, well, who knows. From their website--rumor: Ticket prices are prohibitively expensive. I read in the DEIS that Texas Central is going to charge \$199 for a one-way ticket. This is going to be a train for rich people. Under reality Texas Central states that the fares used for the purposes of the DEIS were not developed by Texas Central. Texas Central goes on to say that average air fair is \$147. They never actually give an average ticket price for the proposed high-speed rail. Why does the DEIS state that the average one-way airfare between Houston and Dallas is \$199 and Texas Central claim it's \$147? That's a difference of \$52. That's over \$100 round trip. It's worth noting that the DEIS does provide a link to a website that shows average one-way airfare between Houston and Dallas is \$199 while Texas Central has no back-up for their number. The \$199 average ticket price is not inconsequential, as it is used to calculate expected sales tax impacts in the DEIS. The table annual ticket revenue impacts for all build alternative shows an annual local sales tax collection of approximately \$20 million. The DEIS explains this should be split between Houston and Dallas at \$10 million each. This is so important that on Texas Central's website they posted under the heading, "The DEIS findings on the North Texas bullet train stations' many economic benefits", they say \$10 million estimated local sales tax produced from the train's ticket sales in Dallas County is one of only three bullet points. Texas Central is simultaneously saying that Dallas County will receive \$10 million in sales tax calculated at an average of \$199 a ticket, and saying that \$199 a ticket is a rumor and not reality. If the average ticket price is less than \$199, then the sales tax also falls. Texas Central can't have it both ways. If the \$199 train ticket price is a rumor, then the \$10 million in sales tax for Dallas County is an even bigger rumor. An ethical company would not promote data they say is false. An ethical company would provide corrections for all the errors in the DEIS. I have no confidence in either the DEIS or Texas Central. The only option is no build.	Refer to GN-2 and SC-3.
Julie Villaescusa	2/13/2018	Email	Texas Central also disputes the \$199 average airfare the DEIS uses, and says the average airfare is \$147. However, while the DEIS provides a source for the \$199, Texas Central provides no source for their number. At the press conference announcing the preferred Houston Station location, a Texas Central official said that the proposed HRS's ticket price would be sort of an average of 2/3 of airfare. At 2/3 of \$147, the average HSR ticket price would be \$98, or less than half of \$199. Plugging \$98 into Table 3.14-22 will reduce the calculated sales tax revenue by more than half. Texas Central touts the sales tax revenue computed in Table 3.14-22 on their website. Under the heading "The DEIS findings on the North Texas Bullet Train Station's many economic benefits:" they state: "\$10 million – Estimated local sales tax produced from the train's ticket sales in Dallas County." Directly under that they urge people to contact FRA about the DEIS. The \$10 million is calculated using \$199 HSR average ticket price. Patch.com says "[Mayor] Turner said the privately-funded project will nit [sic] cost the taxpayers, but rather the city will benefit from the sales tax — projected at \$12 million a year." Is this number also calculated using an average \$199 HSR ticket price? This is not insignificant. Elected officials and the public both may be influenced by the projected sales tax revenues. It is unethical for Texas Central to simultaneously tout the results of a calculation that uses the \$199 average ticket price and say that the \$199 ticket price is a "rumor". FRA should immediately issue a result of NO BUILD due to Texas Central's lack of ethics. Barring that, FRA should require that Texas Central not only fix the numbers in Table 3.14-22 but all items in the DEIS that they say are incorrect - an errata sheet should be provided - only then should the 60 day period re-start and public meetings should be re-held.	Refer to GN-1, PI-1, SC-3 and SC-17.
Julie Villaescusa	2/14/2018	Email	Texas Central displayed a video with this graphic at the Harris County public meeting (most likely all public meetings) on the proposed HSR: --- --- This video is also on their Facebook page and has, as of now, 29,000 views. This information comes from the DEIS, page 3.14-29: "As shown in Table 3.14-22, HSR ticket sales could generate between \$15 billion and \$39 billion in sales tax for the state plus \$5 billion to \$12 billion in local tax revenue." As flawed as Table 3.14-22 is, it does not show that "HSR ticket sales could generate between \$15 billion and \$39 billion in	Refer to AQ-3 and SC-3.

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Submitted By	Date Submitted	Submission Type	Comment	Response
			<p>sales tax for the state plus \$5 billion to \$12 billion in local tax revenue". According to Table 3.14-22, it would take 694 years to reach \$39 billion in sales tax for the state. This is absurd. 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 the state of Texas getting \$39 billion in sales tax revenue. The DEIS and the DEIS comment period are fatally flawed. FRA should immediately issue a decision of NO BUILD.</p>	
Julie Villaescusa	2/14/2018	Email	<p>The "Dallas to Houston HighSpeed 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.</p> <p>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.</p> <p>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 3.1422, 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.</p> <p>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.</p>	<p>Refer to GN-2 and GN-3.</p> <p>The analyzed incorporated data derived from a project specific travel market-based survey that TCRR commissioned to be independently done. The TCRR forecasted annual ridership of 4.4 million and 7.2 million for 2024 and 2040, respectively, represent averages of occupancy of 44 percent and 62 percent given the planned service levels of 68 and 80 trains per day with trainsets of a 400-passenger capacity. Insofar as calculating associated vehicle emissions reductions, the ridership was physically plausible with the planned level of service and car capacity. With respect to concerns of unrealistically high train occupancy leading to overestimating the vehicle removal emissions benefits, other high speed rail planning literature did not indicate these projections to be either extremely optimistic or pessimistic. Studies of the environmental impact of different travel modes by University of California at Berkeley considered high/low occupancy rates to be 90/10 percent for high speed rail, and 110/25 percent for rail in general for averages of 50 percent and 67 percent, respectively. High speed rail price studies in Spain, which had been experiencing low HSR occupancy rates compared with other European Union countries, used 60 percent as an average planning basis, or cited 66 percent as actual average occupancies targeted for increase through pricing. The TCRR occupancy rates appear to be neither overly optimistic nor pessimistic.</p>
Julie Villaescusa	2/17/2018	Email	<p>Texas Central displayed a video with this graphic at the Harris County public meeting (most likely all public meetings) on the proposed HSR: ---                      --- This video is also on their Facebook page and has, as of now, 29,000 views. This information comes from the DEIS, page 3.14-29: "As shown in Table 3.14-22, HSR ticket sales could generate between \$15 billion and \$39 billion in sales tax for the state plus \$5 billion to \$12 billion in local tax revenue." As flawed as Table 3.14-22 is, it does not show that "HSR ticket sales could generate between \$15 billion and \$39 billion in sales tax for the state plus \$5 billion to \$12 billion in local tax revenue". According to Table 3.14-22, it would take 694 years to reach \$39 billion in sales tax for the state. This is absurd. 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 the state of Texas getting \$39 billion in sales tax revenue. The DEIS and the DEIS comment period are fatally flawed. FRA should immediately issue a decision of NO BUILD.</p>	<p>Refer to AQ-3 and SC-3.</p>
Julie Villaescusa	2/18/2018	Email	<p>Texas Central is still spreading the manure from the DEIS that the HSR will generate \$15-\$39 Billion in sales tax revenue from ticket sales on its website AND telling people to comment on the DEIS Even if every number in the DEIS's Table 3.14-22 were correct (big hint: they are not), it would take over 600 years to reach \$39 billion in sales tax revenue. This process irretrievably broken. The DEIS must be scrapped and FRA must immediately issue a decision of NO BUILD.</p>	<p>Refer to SC-3.</p>
Julie Villaescusa	2/19/2018	Email	<p>From the DEIS: "For the air quality emissions estimation at the full-service level (2040) scenario, the annual ridership of 7.2 million passengers, existing 89 percent share of people using passenger cars to travel between Dallas and Houston and average passenger occupancy of 1.2 passengers per car were then used to calculate the number of annual car trips of 5,340,000 cars per year. It should be noted that this number of vehicles that would no longer travel IH-45 between Houston and Dallas would equate to 14,630 vehicles per day, or about 14 percent of the 2035 annual average daily traffic of 106,475 vehicles per day projected in transportation planning documents for this corridor."</p> <p>The DEIS reverse engineers the number of cars taken off the road due to car drivers and passengers taking the train using a 1.2 passenger per car average occupancy. Where does this number come from? It seems the DEIS pulled this number out of the air. While Appendix F does use a</p>	<p>Refer to AQ-3, AQ-4, GN-2 and GN-3.</p>

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			<p>1.2 passenger per car average occupancy, that is for traffic going to train stations, not traffic between Houston and Dallas.</p> <p>Using a 1.8 average occupancy (as the Reason Foundation report "Texas High Speed Rail: Caution Ahead" from February, 2017 does), and keeping all the other numbers the same, the number of cars taken off the road would be 9,753 a year, or 33% fewer cars taken off the road. This it itself would cause all of the emissions calculations to be flawed.</p> <p>None of the calculations based on the 7.2 million riders can be verified, as the 7.2 million ridership number itself can't be verified.</p> <p>There is no way to know what average passenger occupancy went into the 7.2 million ridership number, as the FRA is using a proprietary, secret document to get the ridership number. Was it 1.2? Was it 1.8? Is the 7.2 million riders even based on cars on the road? This is not open government. The DEIS and the public comment process is fatally flawed and the DEIS should be scrapped and a decision of NO BUILD should be issued immediately.</p>	
Julie Villaescusa	2/21/2018	Website	<p>Texas Central is quoting the DEIS in stating that 14,630 vehicles per day will be taken off the road. This not only unbelievable, it is calculated using Texas Central's proprietary (secret) data of 7.2 million passengers per year. Texas Central is promoting this incredible number while asking people to comment on the DEIS. Based on TxDOT's projected traffic on I45 in 2035, 14,630 vehicles per day would mean a 61% diversion rate from cars to HSR. This is simply absurd. The diversion rate predicted for the HSR is 5%, not 61%. This is not open government. The DEIS must be based on publicly available data, not secret and false Texas Central ridership reports.</p>	Refer to GN-2, GN-4 and PN-3.
Julie Villaescusa	2/21/2018	Email	<p>The DEIS does not mention whether or not guns will be allowed on the HSR. Texas is an open-carry state. Will sidearms be allowed? What about transporting hunting rifles or other long guns? Will that be allowed on the train? Passengers will always have access to their luggage, will people be able to pack guns in their luggage? If guns will not be allowed, how will that be prevented?</p>	Refer to SS-9. Specific screening procedures regarding firearms will be developed through the System Security Plan.
Julie Villaescusa	2/22/2018	Email	<p>"As shown in Table 3.14-22, HSR ticket sales could generate between \$15 billion and \$39 billion in sales tax for the state plus \$5 billion to \$12 billion in local tax revenue." DEIS p 3.14-29 This is complete and utter nonsense.</p> <p>As you can see from Table 3.14-22, the Annual State Tax Impact calculated is \$56,166,750. While this seem like a lot, \$39,000,000,000 / \$56,166,750 = 694.36 years. This would be almost almost SEVEN CENTURIES of tax revenue. Tax revenues measured over CENTURIES? No, this is not how things are done. This misinformation has been widely shared by Texas Central, including on a loop video at the 10 public open houses held by the FRA. This misinformation has been shared by Texas Central on their Facebook page where it has been viewed at least 29,000 times. This misinformation has been shared by Texas Central on their website, on the same page where they ask people to contact the FRA in favor of the HSR project. The fact that Texas Central hasn't caught this error is telling, especially since in other places they state the tax revenue will be \$2.5 billion. <a href="https://www.texascentral.com/rumors-vs-reality/taxes/">https://www.texascentral.com/rumors-vs-reality/taxes/</a></p> <p>Although Texas Central has been promoting the \$2.5 billion figure for years, the fact is, neither the \$39 billion nor the \$2.5 billion figure is correct. A smart company would have caught the error. An ethical company would have exposed the error. Texas Central is neither, which is why they are widely promoting the error. As a result, the DEIS public comment process is fatally flawed. The DEIS itself is fatally flawed. I don't understand why the FRA has not rescinded the DEIS. The only option is NO BUILD!</p>	Refer to SC-3.
Julie Villaescusa	2/25/2018	Email	<p>As shown in an email I sent dated 2/25/2018 and with a Subject of "Texas Central HSR DEIS - VMT Removed Doubled - NEPA Clean Air Act Issue", AECOM has doubled the VMT removed in the DEIS. This has an effect of doubling the Total Fuel Saved (000s) [gallons] shown in Table 3.9-19: Annual Operation Energy Savings Estimate. The 2,553 VMT (Million) shown in the table was calculated using Round Trip Distance (miles) based on the number of cars going one-way, which doubled the VMT. The formula used was "Round trip distance X cars/year = VMT" when it should have been "One way distance X cars/year = VMT". According to the other data in the chart, using the VMT (Million) (based on other data in the DEIS) of 1,276 VMT (Millions) would result in 40,775 (000s) [gallons], or 40.8 million gallons, which is half of 81.5 million gallons. This is so important that Texas Central used the doubled figure in the video that they have shown at all 10 public meetings, that has been viewed at least 29K times on their Facebook page and that they have on their website on the same page where they urge people to contact the FRA about this project:</p>	Refer to AQ-14.
Julie Villaescusa	2/25/2018	Email	<p>The DEIS has doubled the Vehicle Miles Traveled (VMT) removed that they use for the emissions calculations. AECOM uses their calculation of cars per year taken off the road and then inexplicably multiplies that by the number of miles in a ROUNDTRIP between Houston and Dallas. This is a major mistake, as VMT affects emissions calculations. Notwithstanding the fact that the 7.2 million riders is wrong, and the 1.2 passengers per vehicle is probably wrong; here is what they do:</p> <p>They take the 7.2 million riders (which includes all the riders, if I go to Dallas and come back 2 days later, I am 2 of the 7.2 million - THIS IS IMPORTANT!)</p> <p>Then multiply by .89 because they say car passengers make up 89% of the existing market to get the number car passengers diverting to the train</p> <p>Then they divide by 1.2 passengers by car to get the number of cars taken off the road per year like so:</p>	Refer to AQ-3.

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			<p>7,200,000 * .89 = 6,408,000 passengers diverted from cars per year  6,408,000 / 1.2 = 5,340,000 cars removed from road per year  So we get 5,340,000 cars per year taken off the road. This is the total, a single roundtrip would make up 2 of the 5,340,000 cars (You can divide the 5,340,000 by 365 to get the 14,630 cars per day taken off but we don't need that for this - just showing what the number is.) SO to get VMT removed, you would multiply 5,340,000 cars per year by the 239 miles between Dallas and Houston, like so:  5,340,000 * 239 = 1,276,260,000 VMT removed.  BUT then they do this: "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.  Round trip distance X cars/year = VMT" And they come up with a total of 2,552,520,000 VMT. Or double. Because the 7.2 million riders already counts a roundtrip as 2.  pages 3.2-13 to 3.2.14 in the DEIS</p>	
Julie Villaescusa	2/25/2018	Email	<p>Did AECOM even have access to Texas Central's secret ridership report? The hoops they jump through to come up with their incorrect calculations make me think that AECOM didn't review the secret report at all, and were only told there would be 7.2 million riders per year. This is awful. What a waste of everyone's time and resources to produce the horrible DEIS. What a shame that so many Texans have had this awful project hanging over their heads for years and years. How much development has been suppressed in path of this monstrosity? How much stress has been forced on families?  The FRA needs to immediately issue a decision of NO BUILD and tell AECOM and Texas Central to go away and never bother Texans again.</p>	Refer to GN-2 and NE-1.
Julie Villaescusa	3/1/2018	Email	<p>Texas Central is giving away 2 toy trains in a kind of raffle to people who comment on the HSR from their website. This is bribery. Please discount any comments from their website to you. Thanks,</p>	Refer to PI-4.
Julie Villaescusa	3/2/2018	Email	<p>Hi Kevin, Texas Central has this form letter that people can send from their website. It ends:  "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!" However, this is all in great doubt, and emissions may actually increase in the non-attainment counties. The DEIS uses this to obtain the 5,340,000 cars trips per year removed:  "For the air quality emissions estimation at the full-service level (2040) scenario, the annual ridership of 7.2 million passengers, existing 89 percent share of people using passenger cars to travel between Dallas and Houston and average passenger occupancy of 1.2 passengers per car were then used to calculate the number of annual car trips of 5,340,000 cars per year. It should be noted that this number of vehicles that would no longer travel IH-45 between Houston and Dallas would equate to 14,630 vehicles per day, or about 14 percent of the 2035 annual average daily traffic of 106,475 vehicles per day projected in transportation planning documents for this corridor." DEIS p 3.2-13 Why would AECOM be reverse engineering these numbers anyway? Did they not have access to the secret ridership report? The 7.2 million riders per year is in huge doubt. Reason states 1.4 million; TxDOT between 700,000 and 2.7 million. 7.2 million is way out of line.  Why use the 89% existing share in the calculation? Surely millions of the 7.2 million riders are induced. How else would the number be so high?  Why use 1.2 passengers per car? 1.2 passengers per car is used in Appendix F, but that is people going to the station, not between Dallas and Houston. Surely to get to 7.2 million riders, the cars would have to be crammed full. For example, Reason uses 1.8 riders per car. Just changing this variable, the cars per year is taken down to 3,560,000. No one knows what the secret ridership report used - one of the many reasons the ridership report should not be secret. All Aboard Florida had a ridership and revenue study as an appendix to its DEIS.  THEN the DEIS uses roundtrip miles on every emissions calculation. This is wrong, as the 7.2 million riders contains all the trips - a roundtrip would count as 2. The VMT (vehicle miles traveled) is doubled on every calculation, rendering every calculation wrong and useless. The only thing the DEIS "confirms" is that AECOM should be fired and the DEIS trashed.</p>	<p>Refer to GN-2 and GN-3.  The cars removed figures were calculated based on TCRR ridership numbers, trip assumptions, and vehicle occupancy for the Final EIS. The average passenger occupancy of 1.2 passengers/car was a separately used figure employed for planning the station capacity for parking and accommodating riders arriving by various modes of passenger vehicle (i.e. car, taxi etc.) travel to the station and was commensurate with average occupancy used in State transportation planning at the time the Draft EIS was developed. Conceptually this would reflect the numbers of passengers dropped off that would otherwise be using cars, for the share of travel mode that would be using cars without the HSR (89%). Because this was project-specific it was adopted. This is consistent with what was used in state transportation planning (1.25) [Texas A&amp;M Transportation Institute Report PRC 15-40 F, Methodologies Used to Estimate and Forecast Vehicle Miles Traveled (VMT), July 2016 ]. Actual surveyed vehicle occupancy in the state had been falling below 1.2, including in the Dallas-Fort Worth area, as indicated in the sources with state vehicle occupancy rates. A state-specific vehicle occupancy rate was updated only in late 2017 after issuance of the Draft EIS was initiated. This information, used for estimating roadway user delay costs, recommended a revision of the previous rate of 1.2 to 1.5 based on newer national survey data.</p>
Julie Villaescusa	3/3/2018	Email	<p>Frankly, AECOM needs to prove their errors aren't fraud. Funny how all these errors we've uncovered makes the emissions or tax benefits look good.</p>	Refer to NE-1.
Julie Villaescusa	3/7/2018	Website	<p>The DEIS states: "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. As shown in Table 3.14-22, HSR ticket sales could generate between \$15 billion and \$39 billion in sales tax for the state plus</p>	Refer to GN-2 and SC-3.

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Submitted By	Date Submitted	Submission Type	Comment	Response
			\$5 billion to \$12 billion in local tax revenue. Local sales tax is assumed to be collected at the point of sale, roughly split between Dallas and Houston jurisdictions.17 Tax revenue for ticket sales would be identical for all Build Alternatives." Notwithstanding that it would take almost SEVEN CENTURIES based on Table 3.14-22 to reach \$39 billion in sales tax for the state, that 7.2 million riders is way overstated, and the Texas Central says that the \$199 is a "rumor" and not a "reality", Texas does not levy sales tax on transportation. There is no sales tax on airfare, so those numbers in Table 3.14-22 are also wrong. Since Texas does not levy sales tax on transportation, and the proposed HSR is transportation, there is no reason to believe that there would be sales tax on HSR tickets. Therefore, HSR ticket sales could generate \$0 for the state in sales tax, and \$0 in local taxes. Texas Central has touted the \$15 to \$39 billion in state sales taxes on ticket sales in a video that was shown at the FRA's public meetings on the HSR, on Facebook and their website where they asked people to comment to the FRA. Both the DEIS and the DEIS public comment period are fatally flawed. The DEIS should be scrapped and a decision of NO BUILD issued.	
Julie Villaescusa	3/7/2018	Email	The section "Permanent Impacts: Property Premiums" that starts on page 3.14-30 appears to be just a bunch of nonsense. They say property values very near the proposed station locations will increase in value. The DEIS states: "Studies have shown a positive effect between residential and commercial property values and rapid rail/commuter transit in Washington D.C., Atlanta, New York City, San Francisco, Boston, Los Angeles, Philadelphia, Santa Clara County, Portland and San Diego. Rapid/commuter rail systems had a wider sphere of influence for positive land premiums around stations than light rail transit. This is attributed to higher speeds and greater regional access.18 The HSR system would operate at even higher speeds and provide a connection between the two most populous cities in Texas, so it is assumed that property values around station areas would have a similar positive impact." DEIS p 3.14-30 This is based on the report "THE EFFECT OF RAIL TRANSIT ON PROPERTY VALUES: A SUMMARY OF STUDIES". <a href="http://www3.drcog.org/documents/archive/The_effect_of_Rail_Transit_on_Property_Values_Summary_of_Studies1.pdf">http://www3.drcog.org/documents/archive/The_effect_of_Rail_Transit_on_Property_Values_Summary_of_Studies1.pdf</a> This report is about TRANSIT - or rail you would take to work, not rail you would take to a city 240 miles away. While there may be nothing wrong with this report, the report has zero to do with the proposed High-Speed Rail. This report contains statements like "Average home prices decline by about \$2,300 for every 100 feet further from the station areas." when talking about Rapid rail: New York City MTA or "1990 single family home prices decline by \$1.00 to \$2.00 per meter of distance from a BART station in Alameda and Contra Costa Counties" when talking about Rapid rail: BART in San Francisco. They are measuring in meters and feet because they are talking about people walking to a transit stop and going to work. This is just pathetic.	As noted in <b>Section 3.14.3, Socioeconomics and Community Facilities, Methodology</b> , the analysis of property premiums around stations relies on literature documenting the effects of traditional mass transit, as there are currently no studies documenting the effects of high-speed mass transit. Although not an exact replication of the technology proposed for the Project, the primary factors which can influence property values, such as presence or lack of hazardous freight cargo, noise and vibration effects, and the activity generated at a station area, would be of a similar nature. It is correct that traffic volumes would likely be higher around high speed rail stations as compared to traditional rail transit projects. However traffic volumes are positively correlated with property premiums, as more activity would be generated for businesses near the station area. Refer to TR-5 and TR-12 for more regarding traffic congestion and access to stations. The analysis of property value impacts around station areas only includes a growth rate based on current land uses, and does not speculate regarding potential conversion of property to higher productivity uses. Positive property tax impacts are likely to exceed Final EIS estimates as a result of additional build-up around stations.
Julie Villaescusa	3/8/2018	Email	Here is more information on the doubling of the VMT which affects all of the emissions calculations in the DEIS. The following chart from the DEIS at first glance might seem to correct the doubling of the VMT as they divide the 5,340,000 cars between Dallas and Houston (the numbers circled in red): (See attached PDF) BUT then they count the miles 4 times: 1) Dallas vehicle travel miles leaving for Houston 2) Dallas vehicle travels miles returning from Houston 3) Houston vehicle miles arriving 4) Houston vehicle miles departing To end up doubling the VMT for the DFW NAA. The same thing happens for the HGB NAA: (See attached PDF) The HGB NAA has another issue, the Harris County miles aren't to the city center, but are more than to the city center. The DEIS is fatally flawed. These calculations are directly tied to the Air Quality calculations, which is a component of NEPA. The DEIS should be scrapped and the FRA should immediately issue a decision of NO BUILD.	Refer to AQ-2, AQ-3, AQ-12 and AQ-13.
Julie Villaescusa	3/8/2018	Email	The DEIS is fatally flawed. The GHG Calculations are wrong due to doubled VMT (vehicle miles traveled) removed. "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."	The passenger trip assumption associated with the ridership used was clarified with TCRR to mean one-way travel, and VMT and greenhouse gas (GHG) emissions recalculated with this correction. This change halved the VMT, and associated CO2eq reduced by HSR use, but there was still a net reduction. The overall operational CO2eq emissions with the revised assumption show a net reduction of 64,350 metric tons annually that in several years of operation, would still offset those produced during construction.
Julie Villaescusa	3/8/2018	Email	NO BUILD IS THE ONLY OPTION Earlier in the process, Economic Viability was used to remove entire corridors from consideration. The FRA allowed economic viability to trump all NEPA requirements such as the Clean Air Act, Historic Preservation, Economic Justice - which includes protections for minority communities, and Noise and Vibration. Then the FRA removed Economic Viability from the DEIS, even though no proof of Economic Viability	Refer to BA-6, GN-3, NE-1, NE-9 and PN-4.

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

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			<p>was ever provided. In fact, the Reason Foundation report " Texas High Speed Rail: Caution Ahead" from February of 2017 states that the project, regardless of alignment chosen, will lose over \$500 million a year. The DEIS says that "The No Build Alternative would not meet the specified Purpose and Need for this Project".</p> <p>The DEIS says that "The purpose of the privately proposed Project is to provide the public with reliable and safe high speed passenger rail transportation between Dallas and Houston."</p> <p>The DEIS lists THREE functional criteria to support the Purpose and Need:</p> <ul style="list-style-type: none"> <li>• Technological: bullet train vehicle and operating procedures based on the N-700I Tokaido Shinkansen system</li> <li>• Operational: approximate 90-minute travel time between Dallas and Houston, with achievable speeds exceeding 200 mph in a fully sealed corridor</li> <li>• Environmental: minimal impacts to the natural and built environments by maximizing adjacency to existing infrastructure ROW"</li> </ul> <p>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.</p> <p>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.</p> <p>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."</p> <p>The difference between the two statements is that the Step 1 Report includes "economically viable".</p> <p>In the Step 1 Report, there is a FOURTH item listed to "support the Project Purpose and Need of the Project":</p> <p>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.</p> <p>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. "</p> <p>This criterion was used in the Step 1 Report to eliminate at least one proposed corridor from further study because it was "financially unviable".</p> <p>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.</p> <p>Not only is NO BUILD an option, it is the only option. NO BUILD!</p>	
Julie Villaescusa	3/8/2018	Website	Why were "officials" allowed to cut in front of members of the public at the additional meeting on March 5, 2018? And then the "officials" all left. Terrible.	Refer to PI-6.
Julie Villaescusa	3/8/2018	Website	Texas Central had a toy train give a way if you made comments through their website. This is bribery and everyone who comments should get a toy train.	Refer to PI-4.
Julie Villaescusa	3/8/2018	Website	Does I get a reply email if I have a capital letter in my email address?	Refer to PI-3. Comments were accepted via email, including from those including capital letters in the address, to the Project email address (DallasHoustonHSR@urs.com), email directly to FRA, online using the link provided on FRA's webpage for the Project, or by mail to FRA. Each of the comments received during the comment period, in any form has been responded to in Appendix C of the Final EIS.
Julie Villaescusa	3/9/2018	Email	The I-45 corridor was eliminated by the FRA before the DEIS partly due to 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:	Refer to BA-8, BA-9 and PN-3.
Julie Villaescusa	3/9/2018	Website	Hi, here are my first 5 comments attached. Good afternoon Kevin, I'm trying to find the "TCRR ridership and revenue report" which is quoted in the DEIS as source for many important	Refer AQ-3, AQ-12, GN-1, GN-2, PI-1, SC-3 and SC-17.

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			<p>data items, such as ridership. Here is a sample quote from Appendix F: According to the TCRR ridership and revenue report: “The majority of Dallas ridership starts/ends in the Downtown area, which is where many businesses are located, and Tarrant [County], which is one of the largest residential zones.” Dallas County is shown in dark grey below. The detailed distribution of trips is presented below. The TCRR ridership and revenue report also notes that this opening day distribution “stays reasonably constant through time.”</p> <p>I really question the accuracy of the ridership numbers in this report and would like to view this source document.</p> <p>I appreciate you pointing me to this document.</p> <p>Texas Central also disputes the \$199 average airfare the DEIS uses, and says the average airfare is \$147. However, while the DEIS provides a source for the \$199, Texas Central provides no source for their number.</p> <p>At the press conference announcing the preferred Houston Station location, a Texas Central official said that the proposed HRS's ticket price would be sort of an average of 2/3 of airfare. At 2/3 of \$147, the average HSR ticket price would be \$98, or less than half of \$199. Plugging \$98 into Table 3.14-22 will reduce the calculated sales tax revenue by more than half. Texas Central touts the sales tax revenue computed in Table 3.14-22 on their website. Under the heading "The DEIS findings on the North Texas Bullet Train Station's many economic benefits:" they state: "\$10 million – Estimated local sales tax produced from the train's ticket sales in Dallas County." Directly under that they urge people to contact FRA about the DEIS. The \$10 million is calculated using \$199 HSR average ticket price.</p> <p>Patch.com says "[Mayor] Turner said the privately-funded project will nit [sic] cost the taxpayers, but rather the city will benefit from the sales tax — projected at \$12 million a year." Is this number also calculated using an average \$199 HSR ticket price? This is not insignificant. Elected officials and the public both may be influenced by the projected sales tax revenues.</p> <p>It is unethical for Texas Central to simultaneously tout the results of a calculation that uses the \$199 average ticket price and say that the \$199 ticket price is a "rumor".</p> <p>FRA should immediately issue a result of NO BUILD due to Texas Central's lack of ethics. Barring that, FRA should require that Texas Central not only fix the numbers in Table 3.14-22 but all items in the DEIS that they say are incorrect - an errata sheet should be provided - only then should the 60 day period re-start and public meetings should be re-held.</p> <p>Texas Central displayed a video with this graphic at the Harris County public meeting (most likely all public meetings) on the proposed HSR: ---                      --- This video is also on their Facebook page and has, as of now, 29,000 views. This information comes from the DEIS, page 3.14-29: "As shown in Table 3.14-22, HSR ticket sales could generate between \$15 billion and \$39 billion in sales tax for the state plus \$5 billion to \$12 billion in local tax revenue." As flawed as Table 3.14-22 is, it does not show that "HSR ticket sales could generate between \$15 billion and \$39 billion in sales tax for the state plus \$5 billion to \$12 billion in local tax revenue". According to Table 3.14-22, it would take 694 years to reach \$39 billion in sales tax for the state. This is absurd. 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 the state of Texas getting \$39 billion in sales tax revenue. The DEIS and the DEIS comment period are fatally flawed. FRA should immediately issue a decision of NO BUILD.</p> <p>Are the Harris County Miles supposed to be from the Montgomery County line to the City Center? If so, they are way overstated. And then all the miles are doubled. Question: would it be easier to list the numbers in this document that are correct? As always, the DEIS is fatally flawed and should be scrapped. AECOM has made too many significant errors to work on this project any longer. NO BUILD is the only option.</p> <p>Hi Kevin, I submitted 3 comments via the FRA comment page for the DEIS yesterday and only got 2 replies back saying my comments were received.</p> <p>Are you having more issues with the comments page?</p>	
Julie Villaescusa	3/9/2018	Website	<p>Hi, here are my second set of 5 comments, attached.</p> <p>Hi Kevin,</p> <p>Here is more information on the doubling of the VMT which affects all of the emissions calculations in the DEIS.</p> <p>The following chart from the DEIS at first glance might seem to correct the doubling of the VMT as they divide the 5,340,000 cars between Dallas and Houston (the numbers circled in red): BUT then they count the miles 4 times: 1) Dallas vehicle travel miles leaving for Houston                      2) Dallas vehicle travels miles returning from Houston                      3) Houston vehicle miles arriving                      4) Houston vehicle miles departing</p> <p>To end up doubling the VMT for the DFW NAA. The same thing happens for the HGB NAA:</p> <p>The HGB NAA has another issue, the Harris County miles aren't to the city center, but are more than to the city center.</p> <p>The DEIS is fatally flawed. These calculations are directly tied to the Air Quality calculations, which is a component of NEPA. The DEIS should</p>	<p>Refer to AQ-3, AQ-6, AQ-7, GN-2, SC-3, TC-7 and TR-8.</p> <p>The original emissions were estimated under the assumption that passenger numbers from the ridership constituted round trips. Therefore, this was reflected in NAA Conformity calculations for car departure, arrivals and returns from each city at their respective ends. The passenger trip assumption associated with the ridership used was clarified with TCR to mean one-way travel, and a GIS error in the Harris County road length was corrected, and VMT recalculated with these corrections, with results summarized in tons per year below for the largest emission alternative (A). This change halved the vehicle miles traveled (VMT) and vehicle emissions</p>

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			<p>be scrapped and the FRA should immediately issue a decision of NO BUILD.</p> <p>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.</p> <p>The ridership numbers are not unimportant as they inform such things as reduction of vehicle miles traveled (VMT) which informs emissions calculations.</p> <p>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.</p> <p>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.</p> <p>Hi Kevin,</p> <p>The section "Permanent Impacts: Property Premiums" that starts on page 3.14-30 appears to be just a bunch of nonsense. They say property values very near the proposed station locations will increase in value.</p> <p>The DEIS states: "Studies have shown a positive effect between residential and commercial property values and rapid rail/commuter transit in Washington D.C., Atlanta, New York City, San Francisco, Boston, Los Angeles, Philadelphia, Santa Clara County, Portland and San Diego. Rapid/commuter rail systems had a wider sphere of influence for positive land premiums around stations than light rail transit. This is attributed to higher speeds and greater regional access.18 The HSR system would operate at even higher speeds and provide a connection between the two most populous cities in Texas, so it is assumed that property values around station areas would have a similar positive impact."</p> <p>DEIS p 3.14-30</p> <p>This is based on the report "THE EFFECT OF RAIL TRANSIT ON PROPERTY VALUES: A SUMMARY OF STUDIES".  <a href="http://www3.drcog.org/documents/arch_ive/The_effect_of_Rail_Transit_on_Property_Values_Summary_of_Studies_1.pdf">http://www3.drcog.org/documents/arch_ive/The_effect_of_Rail_Transit_on_Property_Values_Summary_of_Studies_1.pdf</a></p> <p>This report is about TRANSIT - or rail you would take to work, not rail you would take to a city 240 miles away. While there may be nothing wrong with this report, the report has zero to do with the proposed High-Speed Rail.</p> <p>This report contains statements like "Average home prices decline by about \$2,300 for every 100 feet further from the station areas." when talking about Rapid rail: New York City MTA or "1990 single family home prices decline by \$1.00 to \$2.00 per meter of distance from a BART station in Alameda and Contra Costa Counties" when talking about Rapid rail: BART in San Francisco.</p> <p>They are measuring in meters and feet because they are talking about people walking to a transit stop and going to work.</p> <p>This is just pathetic.</p> <p>DEIS p 3.14-31</p> <p>This would be more like living next to an airport. Traffic will increase next to the stations. Residential property values will DECREASE being near the stations. The "Property Premium" numbers in Table 3.14-23 should all be negative.</p> <p>The DEIS continues to be fatally flawed. NO BUILD is the only option.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>As a result, the DEIS is fatally flawed and must be rescinded. FRA should immediately issue a decision of NO BUILD.</p> <p><a href="http://www.kcentv.com/article/news/local/verify-would-the-proposed-texas-bullet-train-delay-first-responders/500-525193528">http://www.kcentv.com/article/news/local/verify-would-the-proposed-texas-bullet-train-delay-first-responders/500-525193528</a></p>	<p>removed by HSR use, but there was still a net reduction of operational emissions for all pollutants, except sulfur dioxide, which was positive before the revision. NOx and VOC net emissions in the HGB NAA in 2024 and 2040 are respectively, -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 minimis threshold to determine if general conformity applies, while other years for NOx and VOC show reduction.</p> <p>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.</p> <p>As noted in Section 3.14.3, Socioeconomics and Community Facilities, Methodology, the analysis of property premiums around stations relies on literature documenting the effects of traditional mass transit, as there are currently no studies documenting the effects of high-speed mass transit. Although not an exact replication of the technology proposed for the Project, the primary factors which can influence property values, such as presence or lack of hazardous freight cargo, noise and vibration effects, and the activity generated at a station area, would be of a similar nature. It is correct that traffic volumes would likely be higher around high speed rail stations as compared to traditional rail transit projects. However, traffic volumes are positively correlated with property premiums, as more activity would be generated for businesses near the station area.</p> <p>Refer to TR-5 and TR-12 for more regarding traffic congestion and access to stations. The analysis of property value impacts around station areas only includes a growth rate based on current land uses and does not speculate regarding potential conversion of property to higher productivity uses. Positive property tax impacts are likely to exceed Final EIS estimates as a result of additional build-up around stations.</p> <p>The term "grade-separated" refers to the fact that the HSR would never interact directly with a roadway surface. The HSR would either travel over a road (rail over road) or the road would be above built above the rail (road over rail).</p> <p>No public roads would be closed. Public roads would be crossed by the Project, rebuilt over the HSR (an overpass), or would be rerouted.</p>

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			<p>"Channel 6 then asked Texas Central Partners Regional Vice President David Hagy about the roads issue and got a very different response. "This train is grade separated all the way, It will never cross a road or interact with traffic," Hagy said. "We go over all public roads, we are not allowed to close any public road.""</p> <p>Why is David Hagy saying that "We go over all public roads" when the DEIS shows many "road over rail" in Table 16: Roadways Impacted In EJ Communities, in Appendix C: Roadway Grade Separation Database, and Tables 3.11-43 through 3.11-47?</p> <p>Is this another huge error in the DEIS or is Hagy an uninformed spokesperson? I don't trust either one of them.</p> <p>The only option for this misinformed DEIS or misinformed company is NO BUILD. The DEIS should be scrapped.</p> <p>Texas Central is quoting the DEIS in stating that 14,630 vehicles per day will be taken off the road. This not only unbelievable, it is calculated using Texas Central's proprietary (secret) data of 7 .2 million passengers per year. Texas Central is promoting this incredible number while asking people to comment on the DEIS. Based on TxDOT's projected traffic on 145 in 2035, 14,630 vehicles per day would mean a 61 % diversion rate from cars to HSR. This is simply absurd. The diversion rate predicted for the HSR is 5%, not 61 %.</p> <p>This is not open government. The DEIS must be based on publicly available data, not secret and false Texas Central ridership reports. This process is irretrievably broken. The DEIS must be scrapped and FRA must immediately issue a decision of NO BUILD.</p>	
Julie Villaescusa	3/9/2018	Website	<p>Hi, here is my third set of 5 documents.</p> <p>I was at the Sheraton Monday night and heard many government officials or their spokespeople speak about Texas Central's proposed High-Speed Rail. As the speaker's list was front-loaded with government officials and their spokespeople, members of the public, like myself, had to wait hours to speak. By the time it was my turn, the crowd had thinned quite a bit.</p> <p>Since you may not have been present for my speech, here it is:</p> <p>Hi, my name is Julie Villaescusa. The DEIS is fatally flawed. The DEIS process is fatally flawed.</p> <p>Earlier in the process, Economic Viability was used to remove entire corridors from consideration. The FRA allowed Economic Viability to trump all NEPA requirements such as the Clean Air Act, Historic Preservation, Economic Justice – which includes protections for minority communities, and Noise and Vibration. Then the FRA removed Economic Viability from the DEIS, even though no proof of Economic Viability was ever provided.</p> <p>Ridership is grossly exaggerated and not backed up by any data. The ridership number – 7.2 million riders per year in 2040 - is from Texas Central's own proprietary report. The 7.2 million is an extreme outlier. There are other, publicly available reports that the DEIS could have used – Reason Foundation estimates 1.4 million riders per year and TxDOT estimates 700,000 to 2.7 million riders per year. Using a secret ridership report for the DEIS not open government.</p> <p>Looking at some of the hoops they jumped through to do calculations in the DEIS, I don't think the people who wrote the DEIS got to see the secret ridership report either.</p> <p>The DEIS uses round trip miles instead of one-way trip miles to calculate the VMT, or vehicle miles traveled. Therefore, the VMT removed is doubled and all of the air quality calculations are incorrect. The DEIS says that 81.5 million gallons of gas would be saved each year. That, like the VMT, has been doubled.</p> <p>The DEIS says that the State of Texas will receive \$15 to \$39 billion in sales tax from ticket sales.</p> <p>Texas won't collect \$15 to \$39 billion in sales tax from HSR ticket sales. The state of Texas will collect ZERO DOLLARS in sales tax from HSR ticket sales. Texas does not levy sales tax on transportation. A Texas transportation company would know that. Texas Central is not a Texas transportation company.</p> <p>How can AECOM, who made a \$39 billion-dollar error, be allowed to continue on this project? How can AECOM, who miscalculated all of the emissions calculations be allowed to continue on this project? Air quality is directly related to NEPA.</p> <p>They had 100,000 hours by hundreds of experts to create this flawed document. And we had 75 days to review. All the significant errors in the DEIS have not been caught.</p> <p>The DEIS states that no build is not an option, this, like the ridership, air quality calculations and sales tax is not true. The DEIS is fatally flawed. No build is the only option.</p> <p>I eliminated this line from my speech, but since Controller Brown used the 2.5 billion dollars in tax benefit in his remarks, I am including it here:</p> <p>Texas Central released a summary of a report in October of 2015 that shows a table saying the direct state and local tax impact will be 2.5 billion dollars. It says that the tax forecast includes retail sales tax on ticket sales. (Note: Texas does not levy sales tax on transportation).</p> <p>I would hope that my elected officials and others would join me in requesting that all of the data in the DEIS be reviewed by an outside company. In addition, the DEIS must be based on publicly available data - the public must be able to review how the 7.2 million riders per</p>	Refer to AQ-2, AQ-3, AQ-7, AQ-12, AQ-14, BA-6, GN-2, GN-3, GN-4, NE-1, PN-3, PN-4 and SC-3.

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

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			<p>year was obtained.                      Today is the last day to comment on the DEIS. I hope that my elected officials comment in favor of open government.                      Texas Central displayed a video with this graphic at the Harris County public meeting (most likely all public meetings) on the proposed HSR:                      This video is also on their Facebook page and has, 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,  <a href="https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5930-2.pdf">https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5930-2.pdf</a>                      Table 3. Corridor Traffic Data &amp; 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%).                      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.                      The DEIS and the DEIS comment period are fatally flawed. FRA should immediately issue a decision of NO BUILD.                      Texas Central is still spreading the manure from the DEIS that the HSR will generate \$15 - \$39 Billion in sales tax revenue from ticket sales on its website AND telling people to comment on the DEIS:  <a href="https://www.texascentral.com/itstime/">https://www.texascentral.com/itstime/</a>                      Even if every number in the DEIS's Table 3.14-22 were correct (big hint: they are not), it would take over 600 years to reach \$39 billion in sales tax revenue. This process is irretrievably broken. The DEIS must be scrapped and FRA must immediately issue a decision of NO BUILD.                      Did AECOM even have access to Texas Central's secret ridership report? The hoops they jump through to come up with their incorrect calculations make me think that AECOM didn't review the secret report at all, and were only told there would be 7.2 million riders per year. This is awful.                      What a waste of everyone's time and resources to produce the horrible DEIS. What a shame that so many Texans have had this awful project hanging over their heads for years and years. How much development has been suppressed in path of this monstrosity? How much stress has been forced on families?                      The FRA needs to immediately issue a decision of NO BUILD and tell AECOM and Texas Central to go away and never bother Texans again. As shown in an email I sent dated 2/25/2018 and with a Subject of "Texas Central HSR DEIS - VMT Removed Doubled - NEPA Clean Air Act Issue", AECOM has doubled the VMT removed in the DEIS. This has an effect of doubling the Total Fuel Saved (000s) [gallons] shown in Table 3.9-19: Annual Operation Energy Savings Estimate. The 2,553 VMT (Million) shown in the table was calculated using Round Trip Distance (miles) based on the number of cars going one-way, which doubled the VMT.                      The formula used was "Round trip distance X cars/year = VMT" when it should have been "One way distance X cars/year = VMT".                      According to the other data in the chart, using the VMT (Million) (based on other data in the DEIS) of 1,276 VMT (Millions) would result in 40,775 (000s) [gallons], or 40.8 million gallons, which is half of 81.5 million gallons.                      This is so important that Texas Central used the doubled figure in the video that they have shown at all 10 public meetings, that has been viewed at least 29K times on their Facebook page and that they have on their website on the same page where they urge people to contact the FRA about this project:                      The public process for the DEIS has been fatally compromised. The DEIS itself is worthless, as none of the numbers have any integrity or value. The DEIS should be scrapped. The FRA should immediately issue a decision of NO BUILD. Barring that, AECOM should be fired and competent professionals hired to create a new DEIS.</p>	
Julie Villaescusa	3/9/2018	Website	<p>Did AECOM even have access to Texas Central's secret ridership report? The hoops they jump through to come up with their incorrect calculations make me think that AECOM didn't review the secret report at all. and were only told there would be 7.2 million riders per year. This is awful. What a waste Of everyone's tirne and resources to produce the horrible DEIS. a shame that so many Texans have had this awful project hanging over their heads for years and years. How much development has been suppressed in path Of this monstrosity? How much stress has been forced on families? The FRA needs to immediately issue a decision of NO BUILD and tell AECOM and Texas Central to go away and never bother Texans again. Earlier in the process, Economic Viability was used to remove entire corridors from consideration. The FRA allowed economic viability to trump all NEPA requirements such as the Clean Air Act, Historic Preservation, Economic Justice \u8226 which includes protections for minority communities, and Noise and Vibration. Then the FRA removed Economic Viabilitv from the DEIS, even though no Droof of Economic Viabilitv was ever ovided. In fact. the Reason Foundation reort Texas High Speed Rail: Caution Ahead" from</p>	<p>Refer to AQ-7, BA-5, BA-6, BA-8, BA-10, GN-2, GN-3, NE-1, NE-9, PN-3, PN-4 SC-3, SC-22 and SS-9.                      Addressing the first point, the ridership is not grossly exaggerated. The TCRR forecasted annual ridership of 4.4 million and 7.2 million for 2024 and 2040, respectively, represent averages of occupancy of 44% and 62% given the planned service levels of 68 and 80 trains per day with trainsets of a 400-passenger capacity. Insofar as calculating associated vehicle emissions reductions, the ridership was physically plausible with the planned level of service and car capacity. With</p>

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			<p>February of 2017 states that the project, regardless of alignment chosen, will lose over \$500 million a year. 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 transportation between Dallas and Houston." Crunching the final cost numbers, capital costs total \$17.8 billion and interests payments total \$900 million operating and maintenance costs are expected to be \$8.8 billion over 40 years or \$219 million per year. Based on our numbers, building, operating and maintaining Texas Central's train line would cost \$27.5 billion. Thus the gap between revenue and expenses would be \$21.5 billion, or \$537.27 million each year. Thus Texas Central needs to find at least an additional \$20 billion just to break even on the project, depending on the interest rate." Texas High Speed Rail: Caution Ahead p 49 The DEIS states: "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. As shown in Table 3, 14-22, HSR ticket sales could generate between \$15 billion and \$39 billion in sales tax for the state plus \$5 billion to \$12 billion in local tax revenue, Local sales tax is assumed to be collected at the point Of sale. roughly split between Dallas and Houston jurisdictions. 1 7 Tax revenue for ticket sales would be identical for all Build Alternatives." Table 3.14-22: Annual Ticket u all Build Alternatives DEISp 3.14-29 Notwithstanding that it would take almost SEVEN CENTURIES based on Table 3.14-22 to reach \$39 billion in sales tax for the state, that 7.2 million riders is way overstated, and the Texas Central says that the \$199 is a "rumor and not a 'reality', Texas does not levy sales tax on transportation. There is no sales tax on airfare, so those numbers in Table 3.14-22 are also wrong. Since Texas does not levy sales tax on transpodation. and the proposed HSR is transportation. there is no reason to believe that there would be sales tax on HSR tickets. Therefore, HSR ticket sales could generate SO for the state in sales tax. and SO in local taxes. Texas Central has touted the \$15 to \$39 billion in state sales taxes on ticket sales in a video that was shown at the FRA's public meetings on the HSR, on Facebook and their website where they asked people to comment to the FRA.</p> <p>"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 srnall. 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 O. 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 operationFor the air quality emissions estimation at the full-service level (2040) scenario. the annual ridership of 7.2 million passengers. existing 89 percent share of people using passenger cars to travel between Dallas and Houston and average passenger occupancy of 1.2 passengers per car were then used to calculate the number of annual car trips of 5,340,000 cars per year." DEIS p 32-13 Metro share of VMI DEIS p 3.2-14 trip X = VMT Table 3.2-4: Calculated VMT 82 "028 2040 VMT These calculations, like all calculations that use VMT, are wrong since the VMT calculation is incorrect for 4 reasons: 1) The ridership number Of 7.2 million passengers per year is grossly exaggerated and unsupported by any data 3/9/201 a Gmail - Texas Central HSR DEIS - CHG Calculations VWong Due to doubled VMT Removed 2) the 89% current car market share used to multiply by the 7.2 million passengers is not correct - what about induced passengers, which must number in the millions to get to 7.2 million passengers 3) the 1.2 passengers used to divide the result of 2) above is most likely incorrect - this is just a bad guess on AECOM's part and not taken from the ridership study that produced the 7.2 million passengers in 1) above 4) the VMT is then calculated by using ROUNDTRIP miles of ONE-WAY miles, which is incorrect as the 7.2 million ridership numbers contains all trips, and a roundtrip is already counted as 2 of the 7.2 million riders.</p> <p>The DEIS lists THREE functional criteria to support the Purpose and Need: Technological: bullet train vehicle and operating procedures based on the N-7001 Tokaido Shinkansen system &amp;#8226; Operational: approximate 90-minute travel time between Dallas and Houston, with achievable speeds exceed' ng 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": 3/9/201 a 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</p>	<p>respect to concerns of unrealistically high train occupancy leading to overestimating the vehicle removal emissions benefits, other high speed rail planning literature did not indicate these projections to be either extremely optimistic or pessimistic. Studies of the environmental impact of different travel modes by University of California at Berkeley considered high/low occupancy rates to be 90%/10% for high speed rail, and 110%/25% for rail in general for averages of 50% and 67%, respectively. High speed rail price studies in Spain, which had been experiencing low HSR occupancy rates compared with other European Union countries, used 60% as an average planning basis, or cited 66% as actual average occupancies targeted for increase through pricing. The TCRR occupancy rates appear to be neither overly optimistic nor pessimistic. Also, the ridership study was reviewed by transportation planners from the EIS consultant team in 2018, and was found to employ reasonable travel market forecast methods. Addressing the second point, the comment appears to misstate and misinterpret what 89% constitutes. The 89% was not 89% of the "car market share" which appears to refer to the total share of cars traveling on I-45. The figure of 89% used in the EIS was the travel mode share of people making a Dallas-Houston (or vice versa) trip that use cars to make the trip. This is very different from the share of total cars traveling on I-45. This travel mode share came from an early TCRR station planning memo that had traveler profiles from a preliminary traveler market and ridership study that was referenced in the EIS. That the mode share was 89% car is wholly consistent with literature that documents national travel mode of various distances. In the US, one source cites that for trips in the 240 Km-400 Km range (150-250 miles), car constituted 90 percent. It is unclear what the comment insinuates regarding induced passengers, since it is self-evident that total passengers traveling Dallas-Houston have to umber in the millions if the ridership projected numbers 7.2 million. Addressing the third point, the 1.2 passengers per car occupancy rate was not any bad guess as it was sourced from the TCR station planning memo as cited in the EIS. It was a project-specific occupancy assumed for all passenger vehicle station arrivals (drive and park, rental car, taxi etc.) used by TCRR in planning station traffic and facilities. This number reflects the average number of train passengers expected to arrive by these modes of travel to the station. For the EIS analysis, conceptually this would reflect the numbers of passengers dropped off that would otherwise be using cars, for the share of travel mode that would be using cars without the HSR (89%). Because this was project-specific it was adopted. Also, at the time of the preparation of the Draft EIS, it was consistent with what was used in state transportation planning (1.25). Actual surveyed vehicle occupancy in the state had been falling below 1.2, including in the Dallas-Fort Worth area, as indicated in the sources with state vehicle occupancy rates. A state-specific vehicle occupancy rate was updated only in late 2017 after issuance of the Draft EIS was initiated. This</p>

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			<p>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 corridor 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 economical. 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." DEIS Executive Summary ES-8 "The purpose of the privately proposed Project is to provide the public with reliable and safe high speed passenger rail transportation between Dallas and Houston.. DEIS 1-5 "TCRR identified the Dallas to Houston corridor as an ideal distance to implement high-speed intercity passenger rail that is financially sustainable, constructible and connects two of the largest urban centers 3/9/201 a in the country. ly viable. It's telling that Texas Central and the FRA dropped the economic viability criterion for this project. To achieve TCRR's financial and ridership objectives, TCRR has identified the following functional criteria for the Project:</p> <p>Technological: bullet train vehicle and operating procedures based on the N-7001 Tokaido Shinkansen system. Operational: approximate 90 minute travel time between Dallas and Houston, with achievable speeds exceed'ng 200 mph in a fully sealed corridor; Environmental: minimal impacts to the natural and built environments by maximizing adjacency to existing infrastructure ROW" DEIS 1-6 "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 IH4S, meet current and future transportation needs between Dallas and Houston and would not offer an alternative transportation mode that would connect to existing modes." 2-42 "Consistent with the Purpose and Need of this Project, alternative HSR alignments were developed to minimize impacts to the environment and to existing development. Alignment objectives that every potential route alternative must meet in order to be financially feasible and constructible would include: Configure alignments as a dedicated, fully grade-separated interchanges, two-track alignment to meet safety, service planning, and travel time goals, without shared use of track. Alignments must support operating speeds that would achieve a 90 minute or less travel time to generate ridership and be competitive with air travel. \u8226 Maximize adjacency opportunities with transportation and utility conidors. Minimize relocation of any existing roadways or freight railroad tracks. Optimize the alignment to allow for the desired maximum operating speed, operational efficiency, and design best practices. \u8226 Minimize crossings of existing freight tracks, major roadways, and transmission line corridors. Minimize expected impacts of construction to tramc and freight operations. Minimize expected environmental impacts and constructability concerns. \u8226 Minimize expected right-of-way (ROW) and construction costs associated with heavy infrastructure requirements." The following are the key goals and objectives of the Project that underpinned the development of the DCE and the BOD, and that 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. Technological: Deploy a state-of-the-art HSR system for service based upon the Tokaido Shinkansen. TCRR would adapt the rolling stock, systems, and operating and maintenance procedures as required to comply with applicable regulatory, environmental, and operational conditions of the Project corridor. Operational: Achieve a travel time of 90 minutes or less between Dallas and Houston. Environmental: Minimize impacts to the natural and built environment along the corridor and at stations through context-sensitive design, adjacency to existing infrastructure ROW, and stakeholder coordination as appropriateCrunching the final cost numbers, capital costs total \$17.8 billion and interests payments total \$900 million operating and maintenance costs are expected to be \$8.8 billion over 40 years or \$219 million per year. Based on our numbers, building, operating and maintaining Texas Central's train line would cost \$27.5 billion. Thus the gap between revenue and expenses would be \$21.5 billion, or \$537.27 million each year. Thus Texas Central needs to find at least an additional \$20 billion just to break even on the project, depending on the interest rate." Texas High Speed Rail: Caution Ahead p 49</p> <p>"Per the FRAs Report, the "FRA is obligated to avoid and minimize impacts to the human and natural environment." 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." Step 1 Screening of Corridor Alternatives Report: Frequently Asked Questions p 3 "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 proposed action will provide a convenient alternative to automobile travel on 11-1-45 or air travel between the two major metropolitan areas and introduces rail capacity in the corridor. Furthermore, to achieve TCR's economic viability and safety requirements, the Project must meet the following</p>	<p>information, used for estimating roadway user delay costs, recommended a revision of the previous rate of 1.2 to 1.5 based on newer national survey data. Addressing the 4th point, 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 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.</p> <p>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 = -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 ". Specific screening procedures regarding firearms will be developed through the System Security Plan.</p>

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			<p>criteria: Economic: achieve a favorable return on investment when weighing expected c ridership and revenue against estimated project capital investments, project delivery schedule, and long-term operations and maintenance expenses. Technological: bullet train vehicle and operating procedures based on the N700-I, the international version of the Tokaido Shinkansen. Operational: approximate 90 minute travel time between Dallas and Houston, with achievable speeds exceeding 200 mph in a fully sealed corridor.</p> <p>Environmental: minimal impacts to the natural and built environments through context sensitive design and adjacency to existing infrastructure rightof- way (ROW) as appropriate." Step 1 p 5 "While the BNSF Option 1 alignment was initially found to be the early leader in the evaluation with respect to these issues, risk mitigation and indemnification requirements identified by the freight railroads later indicated that an alignment that closely follows the existing BNSF freight line over a significant length would prove unreasonable and financially unviable." "FRA eliminated a potential corridor alternative or other potential transportation alternative if it failed to meet Project purpose and need. FRA carried forward into the fine screening analysis only those potential corridor alternatives or other potential transportation alternatives that meet Project purpose and need, as defined below. C Purpose and Need: 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-I Tokaido Shinkansen in a fully sealed and grade-separated corridor" "The cost of an approximately 240-mile barrier wall exceeds TCR's purpose in that the Project would not be economically viable. " p 13 "Because it was deemed economically infeasible by the Proponent, FRA eliminated the 145 Greenfield Corridor from further consideration. FRA also determined that the 145 Greenfield Corridor fails under the Physical Characteristics, Operational Feasibility, and Environmental Constraints screening criteria."</p> <p>The DEIS does not mention whether or not guns will be allowed on the HSR. Texas is an open-carry state. Will sidearms be allowed? ivWhat about transporting hunting rifles or other long guns? Will that be allowed on the train? passengers Will always have access to their luggage, Will people be able to pack guns in their luggage? If guns will not be allowed, how will that be prevented?</p>	
Julie Villaescusa	3/9/2018	Website	<p>Julie Villaescusa Here are 2 more comments. Hi Kevin, Texas Central has this form letter that people can send from their website. It ends: "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!" However, this is all in great doubt, and emissions may actually increase in the non-attainment counties. The DEIS uses this to obtain the 5,340,000 cars trips per year removed: "For the air quality emissions estimation at the full-service level (2040) scenario, the annual ridership of 7.2 million passengers, existing 89 percent share of people using passenger cars to travel between Dallas and Houston and average passenger occupancy of 1.2 passengers per car were then used to calculate the number of annual car trips of 5,340,000 cars per year. It should be noted that this number of vehicles that would no longer travel IH-45 between Houston and Dallas would equate to 14,630 vehicles per day, or about 14 percent of the 2035 annual average daily traffic of 106,475 vehicles per day projected in transportation planning documents for this corridor." DEIS p 3.2-13 Why would AECOM be reverse engineering these numbers anyway? Did they not have access to the secret ridership report? The 7.2 million riders per year is in huge doubt. Reason states 1.4 million; TxDOT between 700,000 and 2.7 million. 7.2 million is way out of line. Why use the 89% existing share in the calculation? Surely millions of the 7 .2 million riders are induced. How else would the number be so high? Why use 1.2 passengers per car? 1.2 passengers per car is used in Appendix F, but that is people going to the station, not between Dallas and Houston. Surely to get to 7.2 million riders, the cars would have to be crammed full. For example, Reason uses 1.8 riders per car. Just changing this variable, the cars per year is taken down to 3,560,000. No one knows what the secret ridership report used - one of the many reasons the ridership report should not be secret. All Aboard Florida had a ridership and revenue study as an appendix to its DEIS. THEN the DEIS uses roundtrip miles on every emissions calculation. This is wrong, as the 7 .2 million riders contains all the trips - a roundtrip would count as 2. The VMT (vehicle miles traveled) is doubled on every calculation, rendering every calculation wrong and useless. The only thing the DEIS "confirms" is that AECOM should be fired and the DEIS trashed. Thanks, Julie Villaescusa</p>	<p>Refer to AQ-4.</p> <p>The annual car trips removed were not reverse engineered, because the TCRR ridership report does not calculate these numbers. It only forecasts numbers of passengers expected to ride the HSR. The cars removed was calculated based on TCRR ridership numbers, trip assumptions, and vehicle occupancy for the Draft EIS.</p>
Julie Villaescusa	3/9/2018	Website	<p>Texas Central is giving away 2 toy trains in a kind of raffle to people who comment on the HSR from their website. This is bribery. Please discount any comments from their website to you. Thanks Julie Villaescusa</p>	<p>Refer to PI-4.</p>
Julie Villaescusa	3/9/2018	Website	<p>Julie Villaescusa another comment.</p> <p>From the DEIS: "For the air quality emissions estimation at the full-service level (2040) scenario, the annual ridership of 7.2 million passengers, existing 89 percent share of people using passenger cars to travel between Dallas and Houston and average passenger occupancy of 1.2 passengers per car were then used to calculate the number of annual car trips of 5,340,000 cars per year. It should be noted that this number of vehicles that would no longer travel IH-45 between Houston and Dallas would equate to 14,630 vehicles per day, or about 14 percent of the 2035 annual average daily traffic of 106,475 vehicles per day projected in transportation planning documents for this corridor." The DEIS reverse engineers the number of cars taken off the road due to car drivers and passengers taking the train using a 1.2 passenger per</p>	<p>Refer to AQ-4.</p> <p>The annual car trips removed were not reverse engineered, because the TCRR ridership report does not calculate these numbers. It only forecasts numbers of passengers expected to ride the HSR. The cars removed was calculated based on TCRR ridership numbers, trip assumptions, and vehicle occupancy for the Draft EIS.</p>

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			<p>car average occupancy. Where does this number come from? It seems the DEIS pulled this number out of the air. While Appendix F does use a 1.2 passenger per car average occupancy, that is for traffic going to train stations, not traffic between Houston and Dallas.</p> <p>Using a 1.8 average occupancy (as the Reason Foundation report "Texas High Speed Rail: Caution Ahead" from February, 2017 does), and keeping all the other numbers the same, the number of cars taken off the road would be 9,753 a year, or 33% fewer cars taken off the road. This it itself would cause all of the emissions calculations to be flawed.</p> <p>None of the calculations based on the 7.2 million riders can be verified, as the 7.2 million ridership number itself can't be verified.</p> <p>There is no way to know what average passenger occupancy went into the 7.2 million ridership number, as the FRA is using a proprietary, secret document to get the ridership number. Was it 1.2? Was it 1.8? Is the 7.2 million riders even based on cars on the road? This is not open government.</p> <p>The DEIS and the public comment process is fatally flawed and the DEIS should be scrapped and a decision of NO BUILD should be issued immediately.</p> <p>Thanks, Julie Villaescusa</p>	
Julie Villaescusa	3/9/2018	Website	<p>Julie Villaescusa another one</p> <p>Gmail - Texas Central HSR DEIS - VMT Removed Doubled - NEPA Clean Air Act Issue Texas Central HSR DEIS - VMT Removed Doubled - NEPA Clean Air Act Issue The DEIS has doubled the Vehicle Miles Traveled (VMT) removed that they use for the emissions calculations. AECOM uses their calculation of cars per year taken off the road and then inexplicably multiplies that by the number of miles in a ROUNDTRIP between Houston and Dallas. This is a major mistake, as VMT affects emissions calculations. Notwithstanding the fact that the 7.2 million riders is wrong, and the 1.2 passengers per vehicle is probably wrong; here is what they do: They take the 7.2 million riders (which includes all the riders, if I go to Dallas and come back 2 days later, I am 2 of the 7.2 million - THIS IS IMPORTANT!) Then multiply by .89 because they say car passengers make up 89% of the existing market to get the number car passengers diverting to the train Then they divide by 1.2 passengers by car to get the number of cars taken off the road per year like so: <math>7,200,000 * .89 = 6,408,000</math> passengers diverted from cars per year <math>6,408,000 / 1.2 = 5,340,000</math> cars removed from road per year So we get 5,340,000 cars per year taken off the road. This is the total, a single roundtrip would make up 2 of the 5,340,000 cars. (You can divide the 5,340,000 by 365 to get the 14,630 cars per day taken off but we don't need that for this - just showing what the number is.) SO to get VMT removed, you would multiply 5,340,000 cars per year by the 239 miles between Dallas and Houston, like so: <math>5,340,000 * 239 = 1,276,260,000</math> VMT removed. BUT then they do this: "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. Round trip distance X cars/year = VMT" And they come up with a total of 2,552,520,000 VMT. Or double. Because the 7.2 million riders already counts a roundtrip as 2. pages 3.2-13 to 3.2.14 in the DEIS This is BIG because it is NEPA - Clean Air Act is number one in the list on the FRA website. VMT removed directly affects all the emissions calculations. This isn't minor, this is a MAJOR mistake. It's unclear if the division between Houston and Dallas is some sort of smoke-screen to hide the doubling of the VMT. There is no obvious reason to divide travelers as to originating in Dallas or Houston as both would be counted towards VMT in both Dallas and Houston. The DEIS should immediately be rescinded. FRA should immediately issue a decision of NO BUILD. Barring that, AECOM has proven that they are not qualified to create a DEIS for the FRA. AECOM should be fired from the project - the DEIS must be reviewed by competent professionals or thrown out. Thanks, Julie Villaescusa</p>	Refer to BA-9, ED-1, NE-1, NV-9, PN-3, TC-3, TR-6 and TR-7.
Julie Villaescusa	3/9/2018	Website	<p>The I-45 corridor was eliminated by the FRA before the DEIS partly due to 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</p> <p>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 re-routing 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.</p>	Refer to ED-1, NV-9, TC-3, TR-6 and TR-7. The first step in the alternatives screening process is to determine if an alternative does not meet the purpose and need. If it doesn't then it is not carried forward for detailed study. That is in line with NEPA.

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

Submitted By	Date Submitted	Submission Type	Comment	Response
Julie Villaescusa	3/9/2018	Oral	<p>Hi, my name is Julie Villaescusa. The DEIS is fatally flawed. The DEIS process is fatally flawed. Earlier in the process, Economic Viability was used to remove entire corridors from consideration. The FRA allowed Economic Viability to trump all NEPA requirements such as the Clean Air Act, Historic Preservation, Economic Justice - which includes protections for minority communities, and Noise and Vibration. Then the FRA removed Economic Viability from the DEIS, even though no proof of Economic Viability was ever provided. Ridership is grossly exaggerated and not backed up by any data. The ridership number - 7.2 million riders per year in 2040 - is from Texas Central's own proprietary report. The 7.2 million is an extreme outlier. There are other, publicly available reports that the DEIS could have used - Reason Foundation estimates 1.4 million riders per year and TxDOT estimates 700,000 to 2.7 million riders per year. Using a secret ridership report for the DEIS not open government. Looking at some of the hoops they jumped through to do calculations in the DEIS, I don't think the people who wrote the DEIS got to see the secret ridership report either. The DEIS uses round trip miles instead of one-way trip miles to calculate the VMT, or vehicle miles traveled. Therefore, the VMT removed is doubled and all of the air quality calculations are incorrect. The DEIS says that 81.5 million gallons of gas would be saved each year. That, like the VMT, has been doubled. The DEIS says that the State of Texas will receive \$15 to \$39 billion in sales tax from ticket sales. Texas won't collect \$15 to \$39 billion in sales tax from HSR ticket sales. The state of Texas will collect ZERO DOLLARS in sales tax from HSR ticket sales. Texas does not levy sales tax on transportation. A Texas transportation company would know that. Texas Central is not a Texas transportation company. How can AECOM, who made a \$39 billion-dollar error, be allowed to continue on this project? How can AECOM, who miscalculated all of the emissions calculations be allowed to continue on this project? Air quality is directly related to NEPA. They had 100,000 hours by hundreds of experts to create this flawed document. And we had 75 days to review. All the significant errors in the DEIS have not been caught. The DEIS states that no build is not an option, this, like the ridership, air quality calculations and sales tax is not true. The DEIS is fatally flawed. No build is the only option. ---- I eliminated this line from my speech, but since Controller Brown used the 2.5 billion dollars in tax benefit in his remarks, I am including it here: Texas Central released a summary of a report in October of 2015 that shows a table saying the direct state and local tax impact will be 2.5 billion dollars. It says that the tax forecast includes retail sales tax on ticket sales. (Note: Texas does not levy sales tax on transportation). ---- I would hope that my elected officials and others would join me in requesting that all of the data in the DEIS be reviewed by an outside company. In addition, the DEIS must be based on publicly available data - the public must be able to review how the 7.2 million riders per year was obtained. Today is the last day to comment on the DEIS. I hope that my elected officials comment in favor of open government.</p>	<p>Refer to AQ-2, AQ-3, AQ-7, AQ-8, BA-6, BA-8, GN-2, GN-3, NE-1, PI-3, SC-3 and SC-17.</p>
Julie Villaescusa	3/5/2018	Email	<p><a href="http://www.kcentv.com/article/news/local/verify-would-the-proposed-texas-bullet-train-delay-firstresponders/500-525193528">http://www.kcentv.com/article/news/local/verify-would-the-proposed-texas-bullet-train-delay-firstresponders/500-525193528</a>                      "Channel 6 then asked Texas Central Partners Regional Vice President David Hagy about the roads issue and got a very different response. "This train is grade separated all the way, It will never cross a road or interact with traffic," Hagy said. "We go over all public roads, we are not allowed to close any public road." Why is David Hagy saying that "We go over all public roads" when the DEIS shows many "road over rail" in Table 16: Roadways Impacted In EJ Communities, in Appendix C: Roadway Grade Separation Database, and Tables 3.11-43 through 3.11-47?                      Is this another huge error in the DEIS or is Hagy an uninformed spokesperson? I don't trust either one of them. The only option for this misinformed DEIS or misinformed company is NO BUILD. The DEIS should be scrapped.</p>	<p>Refer to BA-6, TC-7 and TR-8.</p>
Julie Villaescusa	3/2/2018	Email	<p>Hi Kevin, Texas Central has this form letter that people can send from their website. It ends: "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!"                      However, this is all in great doubt, and emissions may actually increase in the non-attainment counties. The DEIS uses this to obtain the 5,340,000 cars trips per year removed:                      "For the air quality emissions estimation at the full-service level (2040) scenario, the annual ridership of 7.2 million passengers, existing 89 percent share of people using passenger cars to travel between Dallas and Houston and average passenger occupancy of 1.2 passengers per car were then used to calculate the number of annual car trips of 5,340,000 cars per year. It should be noted that this number of vehicles that would no longer travel IH-45 between Houston and Dallas would equate to 14,630 vehicles per day, or about 14 percent of the 2035 annual average daily traffic of 106,475 vehicles per day projected in transportation planning documents for this corridor." DEIS p 3.2-13                      Why would AECOM be reverse engineering these numbers anyway? Did they not have access to the secret ridership report? The 7.2 million riders per year is in huge doubt. Reason states 1.4 million; TxDOT between 700,000 and 2.7 million. 7.2 million is way out of line.                      Why use the 89% existing share in the calculation? Surely millions of the 7.2 million riders are induced. How else would the number be so high? Why use 1.2 passengers per car? 1.2 passengers per car is used in Appendix F, but that is people going to the station, not between Dallas and Houston. Surely to get to 7.2 million riders, the cars would have to be crammed full. For example, Reason uses 1.8 riders per car.</p>	<p>Refer to GN-2 and GN-3.                      The cars removed figures were calculated based on TCRR ridership numbers, trip assumptions, and vehicle occupancy for the Final EIS. The average passenger occupancy of 1.2 passengers/car was a separately used figure employed for planning the station capacity for parking and accommodating riders arriving by various modes of passenger vehicle (i.e. car, taxi etc.) travel to the station and was commensurate with average occupancy used in State transportation planning at the time the Draft EIS was developed. Conceptually this would reflect the numbers of passengers dropped off that would otherwise be using cars, for the share of travel mode that would be using cars without the HSR (89%). Because this was project-specific it was adopted. This is consistent with what was used in state transportation planning (1.25) [Texas A&amp;M Transportation Institute Report PRC 15-40 F, Methodologies Used to Estimate and Forecast Vehicle Miles Traveled (VMT), July 2016 ]. Actual surveyed vehicle</p>

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			Just changing this variable, the cars per year is taken down to 3,560,000. No one knows what the secret ridership report used - one of the many reasons the ridership report should not be secret. All Aboard Florida had a ridership and revenue study as an appendix to its DEIS. THEN the DEIS uses roundtrip miles on every emissions calculation. This is wrong, as the 7.2 million riders contains all the trips - a roundtrip would count as 2. The VMT (vehicle miles traveled) is doubled on every calculation, rendering every calculation wrong and useless. The only thing the DEIS "confirms" is that AECOM should be fired and the DEIS trashed. Thanks,	occupancy in the state had been falling below 1.2, including in the Dallas-Fort Worth area, as indicated in the sources with state vehicle occupancy rates. A state-specific vehicle occupancy rate was updated only in late 2017 after issuance of the Draft EIS was initiated. This information, used for estimating roadway user delay costs, recommended a revision of the previous rate of 1.2 to 1.5 based on newer national survey data.
Julie Villaescusa	3/5/2018	Email	Are the Harris County Miles supposed to be from the Montgomery County line to the City Center? If so, they are way overstated. And then all the miles are doubled. Question: would it be easier to list the numbers in this document that are correct? As always, the DEIS is fatally flawed and should be scrapped. AECOM has made too many significant errors to work on this project any longer. NO BUILD is the only option.	Refer to AQ-3, AQ-12 and SC-3.
Roberto Villalobos	1/17/2018	Email	This is a waste of money and backward thinking. Trains are old technology. Why bother with taking a train when planes are far more efficient and aren't tied down to specific stops. I would rather drive from Dallas to Houston so I don't have to rent a car. This train is no advantage over flying. Not to mention all of the eminent domain needed to steal peoples land.	Refer to ED-1, PN-3 and TC-2.
Jose Villanueva	2/20/2018	Website	I am a Texas resident and a US Army soldier currently stationed in South Korea. I've been stationed in Japan and I am a huge advocate for high speed trains. I've had many opportunities to ride the Shinkansen and can say firsthand that there are a serious amount of benefits to having this train. The ride is very smooth, safe, and environmentally friendly. I never saw or read any incidents of accidents. The train never impeded on anyone's land or public roads and in Japan, those are at a premium. As an American, I've always wanted to be proud of our country and have always wished that we could live in more efficient healthy city, just as many developed Asian cities such as Tokyo and Seoul. Why not us? In these cities, walking and public transportation is the norm. It leads to a healthier and more active society and culture. Please, I implore you, let's build this train and lead the way for the rest of America. I still believe that Texas is the leader and best state in America!	Comment noted.
Edmund Von Nordeck	3/8/2018	Website	In both Dallas and Houston, the importance of connectivity must be keep in mind for the user. The hi-speed project must not become an "island" system without proper connections to other public transportation. Otherwise it losses its value as a true option of the user. In the built up city centers its difficult and expensive, but without taking into account the needs of the transportation user, it looses its value to reduce the congestion and environmental issues plagued by our metropolitan cities. The often referenced to, how convenient public transit is in Europe, Japan and China, is only available by providing each form of transit a common connecting point.	Refer to GN-8, TR-3 and TR-4.
Karen Vosdoganes	2/16/2018	Website	Please help move Texas into the 21st century by moving forward on construction of the Dallas to Houston high speed train. The 4 1/2 hour drive by car becomes more congested and dangerous each month to say nothing of the inconvenience and time wasted. Business people, senior citizens, families, and multiple other stakeholders need affordable, modern, rapid transportation between these two cities.	Comment noted.
Leon J. Vosek	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.

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<b>W</b>				
Miguel W.	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"> <li>1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.</li> <li>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.</li> <li>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.</li> <li>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</li> <li>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.</li> <li>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.</li> </ol>	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.
Dana Wade	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"> <li>1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.</li> <li>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.</li> <li>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.</li> <li>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</li> <li>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.</li> <li>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.</li> </ol>	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 Wade	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"> <li>1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.</li> <li>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.</li> <li>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.</li> <li>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</li> <li>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.</li> <li>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.</li> </ol>	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.
Kim Wade	2/24/2018	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.
Kim Wade	2/28/2018	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.	
Kim Wade	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 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.
Kim Wade	2/28/2018	Email	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.
Kim Wade	2/28/2018	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.
Kim Wade	2/28/2018	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.
Michael Wade	1/31/2018	Email	I am lodging an objection to the proposed high speed rail line between Houston and Who would choose to use this rail system? Unless you live within walking distance of the downtown areas of Houston or Dallas, you would have to take some form of transportation to the stations, undergo security screening in the same way as using the airports, limit what baggage you could manage and absorb transportation costs at your destination The airlines now perform this same function without taking private lands. I can make the same trip in an automobile for \$25 and not undergo security screening and carry 1000 pounds of baggage. Added transportation is not needed. I think the typical passenger would not be the average person. Any estimate on ridership must be carefully examined. It would not be just to have the landowning Texan to pay for the few train riders that would benefit. Is there a public need????	Refer to GN-2, NE-1 and PN-3.
Mike Wade	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 rail corridor will divide communities, Cut roads, and divide emergency response centers. The local county officials would be required to reinvent the local road systems, build additional county health and emergency fire facilities. These affected communities will be burdened for years with infrastructure redesign. It is highly unlikely the cities of Dallas and Houston will help with these costs. While the TCRR hopes to make a profit, the terrible cost to mitigate the speed rail's environmental damage will be left to the small communities.	Refer to SS-23.
Renee Wade	2/6/2018	Website	I am looking forward to the bullet train. This will help those here in Houston that need to travel to Dallas for medical, job, educational, and entertainment reasons.	Comment noted.
Suzanne Wade	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	Refer to LU-5.

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			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.	
Suzanne Wade	2/24/2018	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.
Suzanne Wade	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 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. 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.
Suzanne Wade	2/24/2018	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. Rerouting the train further north with the power lines or down I 45 would be a better option.	Refer to LU-5.
Suzanne Wade	2/24/2018	Website	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. 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.
Suzanne Wade	2/24/2018	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 by the Morgan Legacy Farm 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 and NR-2.
Suzanne Wade	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. 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.
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Suzanne Wade	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.
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Suzanne Wade	3/1/2018	Website	I am writing to ask you to please save the Morgan Legacy Farm and have the proposed route for the high-speed rail moved off the ranch. Almost 1,000 people have visited the ranch at no charge over the last five years, including many families, physicians, nurses and other health care providers, police, military, firemen and members of the YMCA, Y-GUIDES and Boy Scouts. Not only have these groups and children benefited from the opportunity to experience Texas farm and ranch life, but some of them have also used it as a place of respite for emotional and physical healing. The Morgan family has raised significant amounts of money for local charities by offering the use of the ranch in numerous charity auctions, including Catholic Charities, Ursuline Academy of Dallas and Our Lady of Perpetual Help School. So many individuals and charities have benefited and will continue to benefit from this unique and irreplaceable property. Please move the line north of the existing power line easement so that the Morgan Legacy Farm will be saved and the charitable, economic and cultural benefits of this property which have been enjoyed by hundreds of children and adults can continue to be enjoyed now and by future generations	Refer to LU-5.
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Suzanne Wade	3/2/2018	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. Rerouting the train further north with the power lines or down I 45 would be a better option.	Refer to LU-5.
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Suzanne Wade	3/9/2018	Website	I would like to take this opportunity to express my concern about the proposed high-speed rail in Navarro County traveling through the intersection of FM 709 and 3194 which would cleave the Morgan Legacy Farm and cause the destruction of most of the structures on the property. In addition to the negative environmental and ecologic impact that the rail would have in this location, the benefits of the Farm for charitable fundraising will be destroyed forever. As a volunteer with a number of charitable organizations in the Dallas area, I have seen firsthand how the Morgan Legacy Farm has been used to raise many thousands of dollars for local schools and charities. On March 3 of this year, I volunteered for the annual gala of Our Lady of Perpetual Help, a Dallas elementary school with 90% of its students living at or below the poverty line. Because virtually all of its 201 students require tuition assistance, the funds raised from the gala are vital for covering tuition and related costs. The Morgan family graciously allowed the Morgan Legacy Farm to be auctioned off at the gala for two separate weekends, raising a significant sum for OLPH and directly benefiting the families who want their children to enjoy a quality, faith-based education in a safe and caring environment. Not only was the use of the property itself donated, but all food, beverages and activities are provided completely free of charge, with the Morgan Legacy Farm covering 100% of the cost. The ability of schools and charitable organizations to use the Morgan Legacy Farm to raise money for children and other worthy causes is an invaluable asset that will be lost forever if the high-speed rail is built along the proposed route. I personally know of so many individuals and charities that have benefited from this unique and irreplaceable property. Please move the line north of the existing power line easement so that the Morgan Legacy Farm will be saved and the charitable, economic and cultural benefits of this property which have been enjoyed by hundreds of children and adults in the past can continue to be enjoyed by future generations.	Refer to LU-5.
Suzanne Wade	3/9/2018	Website	I would like to take this opportunity to express my concern about the proposed high-speed rail in Navarro County traveling through the intersection of FM 709 and 3194 which would cleave the Morgan Legacy Farm and cause the destruction of most of the structures on the property. In addition to the negative environmental and ecologic impact that the rail would have in this location, the benefits of the Farm for charitable fundraising will be destroyed forever. As a volunteer with a number of charitable organizations in the Dallas area, I have seen firsthand how the Morgan Legacy Farm has been used to raise many thousands of dollars for local schools and charities. On March 3 of this year, I volunteered for the annual gala of Our Lady of Perpetual Help, a Dallas elementary school with 90% of its students living at or below the poverty line. Because virtually all of its 201 students require tuition assistance, the funds raised from the gala are vital for covering tuition and related costs. The Morgan family graciously allowed the Morgan Legacy Farm to be auctioned off at the gala for two separate weekends, raising a significant sum for OLPH and directly benefiting the families who want their children to enjoy a quality, faith-based education in a safe and caring environment. Not only was the use of the property itself donated, but all food, beverages and activities are provided completely free of charge, with the Morgan Legacy Farm covering 100% of the cost. The ability of schools and charitable organizations to use the Morgan Legacy Farm to raise money for children and other worthy causes is an invaluable asset that will be lost forever if the high-speed rail is built along the proposed route. I personally know of so many individuals and charities that have benefited from this unique and irreplaceable property. Please move the line north of the existing power line easement so that the Morgan Legacy Farm will be saved and the charitable, economic and cultural benefits of this property which have been enjoyed by hundreds of children and adults in the past can continue to be enjoyed by future generations.	Refer to LU-5.
Suzanne Wade	3/9/2018	Website	I would like to take this opportunity to express my concern about the proposed high-speed rail in Navarro County traveling through the intersection of FM 709 and 3194 which would cleave the Morgan Legacy Farm and cause the destruction of most of the structures on the property. In addition to the negative environmental and ecologic impact that the rail would have in this location, the benefits of the Farm for charitable fundraising will be destroyed forever. As a volunteer with a number of charitable organizations in the Dallas area, I have seen firsthand how the Morgan Legacy Farm has been used to raise many thousands of dollars for local schools and charities. On March 3 of this year, I volunteered for the annual gala of Our Lady of Perpetual Help, a Dallas elementary school with 90% of its students living at or below the poverty line. Because virtually all of its 201 students require tuition assistance, the funds raised from the gala are vital for covering tuition and related costs. The Morgan family graciously allowed the Morgan Legacy Farm to be auctioned off at the gala for two separate weekends, raising a significant sum for OLPH and directly benefiting the families who want their children to enjoy a quality, faith-based education in a safe and caring environment. Not only was the use of the property itself donated, but all food, beverages and activities are provided completely free of charge, with the Morgan Legacy Farm covering 100% of the cost. The ability of schools and charitable organizations to use the Morgan Legacy Farm to raise money for children and other worthy causes is an invaluable asset that will be lost forever if the high-speed rail is built along the proposed route. I personally know of so many individuals and charities that have benefited from this unique and irreplaceable property. Please move the line north of the existing power line easement so that the Morgan Legacy Farm will be saved and the charitable, economic and cultural benefits of this property which have been enjoyed by hundreds of children and adults in the past can continue to be enjoyed by future generations.	Refer to LU-5.

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William Wade	2/21/2018	Website	The automatic email to the FRA I just sent is set up where it does not explain that what I was sending was in support of the high speed train from Houston to Dallas. I am strongly opposed as this semi-government company was granted the right of eminent domain (in my opinion illegally). In addition, when the project fails Texas taxpayers will be responsible financially for this unneeded folly.	Refer to ED-1 and GN-4.
William Wade	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.
William Wade	2/24/2018	Website	"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.
William Wade	2/24/2018	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.
William Wade	3/9/2018	Website	This Semi Government entity has somehow been given the right of eminent domain. I can't believe that is legal. This proposed project is not necessary and will fail leaving the taxpayers to pay the cost. This project is a folly of the worst kind. William Wade	Refer to ED-1, GN-4 and PN-3.
Vicki Wagner	2/27/2018	Website	This high speed rail will affect my community negatively. My neighborhood's property values will plummet with a high speed rail line barreling through it. I moved to the county for peace and quiet in an acreage community and now this. This will benefit no one in the long run and is becoming a ridiculous plan that will not be able to be funded privately. This plan for high speed rail needs to be eliminated.	Refer to VA-1.
Gerald Wagnon	2/6/2018	Website	I look forward to the jobs, tax and other benefits that the Grimes County HSR station will bring to the north part of Grimes County. The utility corridor route has the benefit of displacing fewer residents from their homes and has far less of an environmental impact than, for example a tolled highway or conventional rail line along the same route. It should also provide economic benefits far beyond the investment by Texas Central for the area along Texas Highway 30 and adjacent areas. I have talked to a number of people who share this view but have been afraid to speak out due to opposition by a vocal minority.	Refer to BA-5, BA-7 and SC-19.
Raphael Wakefield	2/3/2018	Website	I support the Utility Corridor routing.	Comment noted.
Linda Waldrop	1/31/2018	Handwritten	1) Put it on I-45 where you don't have to take people's land!! 2) We support if it goes up I-45 corridor. 3) We will support no other routes. 4) This project does not seem well though at out - Who is TCRR/ Where are their trains & rails?? Spanish speakers & Are they citizens of the u.s?	Refer to BA-9, ED-1, NE-1 and PN-3.
Marianne Waldrop	2/19/2018	Website	Build it!	Comment noted.
William Waldrop	2/18/2018	Website	I am extremely excited about this project and the benefits it will bring to all of Texas in ways of commerce and a safe and efficient travel option. I have ridden high-speed rail in Europe and it is amazing! The fact that is a privately financed project with no government taxpayer money is great news for all Texans. Please approve this project and let Texas entrepreneurship show the rest of the country that Texas can build it with private money, and make it a success!	Comment noted.
William Waldrop	3/5/2018	Website	WILLIAM WALDROP: My name is William Waldrop. I was born and raised in Houston and I'm a proud Houstonian and proud Texan. I have had the distinct opportunity in my life to ride passenger trains, not only all over this country but in Europe. So I speak from experience on my positive look towards this project. I also understand the opposition to it. But I look back to what has developed in Texas since the 1800s, such as the oil industry. The oil boom was in Texas. We have the world's first domed stadium in the Astrodome. We have the world's biggest and best medical center. We have NASA. Texas is a big state with passionate people that love to create and make a success of anything they put their mind to and this train will be no different. I believe the train will be a great benefit to not only people that live in Houston and in Dallas, it will be a benefit to everybody in the state of Texas, including the landowners affected because it will increase taxes for their county to go to	Comment noted.

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			<p>the schools and the roads and however they want to use those taxes. I'm thrilled with the fact that it is funded by private money. It is not a government project and that's a real win-win for everybody. If it fails, it think everybody else needs to, also. If you look at the current infrastructure of Texas -- strike that. Looking back, all of Texas has grown tremendously in the population growth, in the weathering growth. We are a leader in the world for building revenue, being business positive, low taxes, a good business climate and that's why so many businesses and people move here because of that great climate to exceed in Texas and you can do it well in Texas. To me, in my mind, I see the infrastructure of Texas of millions of people as a busted can of biscuits because you bust that can and it's bulging at the seams and that's our infrastructure right now. We can't build bigger airports. We can't build wider highways. We need to lead with technology in this country in using high-speed rail. Anybody that has ridden high-speed rail in other countries knows how amazing it is, how quiet, safe, comfortable. It's truly a mind-changing event because although I like trains, it was mind blowing on how amazing it was and people I talk to on those trains are like -- from America are, like, why don't we have this in America. Amtrak has not been successful because it was a government project and it depended on freight railroads to run their passenger trains. This is a whole different system. It will have its own rail, its own track systems and won't interchange with the freeways. They're not dependent on other railroads. This is their own in-house system. It's a proven technology that is safe. After 50 years of use in Japan, they've never had an accident or injury or crisis. That makes this train safer than you walking down the street right now. It's the safest mode of transportation in the world. If you look at North America, actually, the western hemisphere from Alaska to the tip of South America, there is nobody in those tens of hundreds of miles that has high-speed rail, but other advanced countries in Europe do. Yes, they're smaller, but we have the population to support it more than they do. Texas was first in the oil industry and many other things that we have developed in this state and have led the world in things. I want to lead this country with this train and let us prove, once again, how great Texas is in starting something new, being bold, doing it right, making it successful, making it profitable and changing the face of transportation not only in the state at first but eventually in the entire country. The thing that would make my day and that I hope to hear one day are these six words: Welcome aboard the Texas bullet train. Thank you.</p>	
William Waldrop	3/5/2018	Oral	<p>My name is William Waldrop. I was born and raised in Houston and I'm a proud Houstonian and proud Texan. I have had the distinct opportunity in my life to ride passenger trains, not only all over this country but in Europe. So I speak from experience on my positive look towards this project. I also understand the opposition to it. But I look back to what has developed in Texas since the 1800s, such as the oil industry. The oil boom was in Texas. We have the world's first domed stadium in the Astrodome. We have the world's biggest and best medical center. We have NASA. Texas is a big state with passionate people that love to create and make a success of anything they put their mind to and this train will be no different. I believe the train will be a great benefit to not only people that live in Houston and in Dallas, it will be a benefit to everybody in the state of Texas, including the landowners affected because it will increase taxes for their county to go to the schools and the roads and however they want to use those taxes. I'm thrilled with the fact that it is funded by private money. It is not a government project and that's a real win-win for everybody. If it fails, it think everybody else needs to, also. If you look at the current infrastructure of Texas -- strike that. Looking back, all of Texas has grown tremendously in the population growth, in the weathering growth. We are a leader in the world for building revenue, being business positive, low taxes, a good business climate and that's why so many businesses and people move here because of that great climate to exceed in Texas and you can do it well in Texas. To me, in my mind, I see the infrastructure of Texas of millions of people as a busted can of biscuits because you bust that can and it's bulging at the seams and that's our infrastructure right now. We can't build bigger airports. We can't build wider highways. We need to lead with technology in this country in using high-speed rail. Anybody that has ridden high-speed rail in other countries knows how amazing it is, how quiet, safe, comfortable. It's truly a mind-changing event because although I like trains, it was mind blowing on how amazing it was and people I talk to on those trains are like -- from America are, like, why don't we have this in America. Amtrak has not been successful because it was a government project and it depended on freight railroads to run their passenger trains. This is a whole different system. It will have its own rail, its own track systems and won't interchange with the freeways. They're not dependent on other railroads. This is their own in-house system. It's a proven technology that is safe. After 50 years of use in Japan, they've never had an accident or injury or crisis. That makes this train safer than you walking down the street right now. It's the safest mode of transportation in the world. If you look at North America, actually, the western hemisphere from Alaska to the tip of South America, there is nobody in those tens of hundreds of miles that has high-speed rail, but other advanced countries in Europe do. Yes, they're smaller, but we have the population to support it more than they do. Texas was first in the oil industry and many other things that we have developed in this state and have led the world in things. I want to lead this country with this train and let us prove, once again, how great Texas is in starting something new, being bold, doing it right, making it successful, making it profitable and changing the face of transportation not only in the state at first but eventually in the entire country. The thing that would make my day and that I hope to hear one day are these six words: Welcome aboard the Texas bullet train. Thank you.</p>	Comment noted.
C. Robert Walker	2/7/2018	Website	THIS POTENTIAL EXPANSION OF PASSENGER RAIL IS WHAT THE NATION NEEDS TO SHOW HOW WE CAN MOVE PEOPLE RAPIDLY AND SAFELY OFF THE HIGHWAYS WITH RELIABILITY AND COMFORT. WHAT WE NEED IS LOTS MORE INITIATIVES LIKE THE TEXAS RAIL TO HELP AMTRAK	Comment noted.

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			AND OTHER PASSENGER RAIL PROGRAMS GET MOMENTUM MOVING FORWARD. THE STATE AND FEDERAL GOV'Ts SPEND HUNDREDS OF MILLIONS OF TAXPAYERS DOLLARS ON THE HIGHWAYS AND AIRPORTS WITH A PITTANCE GOING TO THE RAILROAD PASSENGER INDUSTRY. THAT IS MORE WASTE THAN WE CAN IMAGINE! ALL SECTORS OF THE USA NEED EXPANDED PASSENGER RAIL SERVICE AND HERE IN PITTSBURGH, PA THE PARTICIPATION WOULD BE EXTRAORDINARY ESPECIALLY WHEN CONSIDERING THE CONDITION OF THE HIGHWAY SYSTEM ( PENNDOT ) AND ENDLESS WEATHER RELATED DELAYS IN AIR TRAFFIC.	
Colvin Walker	12/28/2017	Email	My family owns property and homes in Madison County within the proposed route of the Dallas to Houston High Speed Rail Project. This property was purchased in 1967, and on which we built our residence in 1970. Now we find we will be directly impacted by the route cutting our properties in half which will disrupt our ranching operation as well as discount the value of land as well as homes and improvements, if we were willing to sell to private buyers. Also, our property is directly on the South side of FM 2289 across the road from the Ten Mile Cemetery where we own cemetery lots and adjacent to Union Baptist Church which just recently rebuilt a new church facility which is in the path of the railroad. As you would expect, we are highly opposed to any project that disrupts our country way of life, particularly the TCR High Speed Rail Project.	Refer to CR-8, LU-11 and VA-11. 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.
Colvin Walker	1/30/2018	Oral	I'm Colvin Walker. I am your neighbor over here in Madison County We live about two miles where the crow flies across OSR and what's called the 10 mile community. Now the way that is going to affect us — we have been there 50 years. We have lived on the property 48 years and it's a family operation. We have cattle and we have hay production and things that relate to farming and ranching. North of our property which extends on the south side of farm road 289. Adjacent to that is a cemetery and according to the maps that I looked at here this afternoon that preferred route just passes right over the corner of the church: right past the cemetery: right across the center of our land. Which also has that high high voltage lines which crosses there. There is also 30 plat lines that crosses in the right-of-way that high voltage line. It appears to me that might be a conflict as far as passing my line and across the corner of the church and right directly by the cemetery. You know we chose to have this kind of life. The people that came out and spoke and were interested in getting information about the environmental study. You know I understand that was their job but we asked them if the train is going to cross this property? If this property was exactly what you wanted would you buy it? No, they wouldn't. It is going to affect not only the environmental aspect of this but look at the economic effect it is going to have on our property. Property values are going to be devalued. Nobody is going to want to buy it. If that high-speed rail crosses anywhere in the vicinity of where they might want to buy a home or have a place. I am about to turn 85 years old and I hope to live to be 100 years old and I hope that the rest of my life I never see this train across our property.	Refer to CR-8 and VA-1.
Colvin Walker	1/30/2018	Oral	I'm Colvin Walker. I am your neighbor over here in Madison County. We live about two miles where the crow flies across OSR and what's called the 10 mile community. Now the way that is going to affect us -- we have been there 50 years. We have lived on the property 48 years and it's a family operation. We have cattle and we have hay production and things that relate to farming and ranching. North of our property which extends on the south side of farm road 289. Adjacent to that is a cemetery and according to the maps that I looked at here this afternoon that preferred route just passes right over the corner of the church, right past the cemetery, right across the center of our land. Which also has that high -- high voltage lines which crosses there. There is also 30 plat lines that crosses in the right-of-way that high voltage line. It appears to me that might be a conflict as far as passing my line and across the corner of the church and right directly by the cemetery. You know we chose to have this kind of life. The people that came out and spoke and were interested in getting information about the environmental study. You know I understand that was their job but we asked them if the train is going to cross this property? If this property was exactly what you wanted would you buy it? No, they wouldn't. It is going to affect not only the environmental aspect of this but look at the economic effect it is going to have on our property. Property values are going to be devalued. Nobody is going to want to buy it. If that high-speed rail crosses anywhere in the vicinity of where they might want to buy a home or have a place. I am about to turn 85 years old and I hope to live to be 100 years old and I hope that the rest of my life I never see this train across our property.	Refer to ED-2, VA-1, SC-9 and CR-8.
Colvin Walker	2/5/2018	Letter	Feb 5, 2018 Madisonville, Tx Please see attached comments and photos. 1. Comments 2. Photos of Union Baptist Church - Ten mile Church is identified as Historical Church 3. Photos of ten mile Cemetery - copy of Plaque and certificate verifying Texas Historical Cemetery. * Property acquisition - I am told that TCRR does not have the Right of Eminent Domain to acquire your land and other properties at this time. However, if Eminent Domain is obtained, the train track constructors can condemn up to 2 miles either side of the track to obtain material for building the foundation for the track. * Financial impacts to farmers and ranchers deriving their livelihood from their land and other assets. * Road crossings and access to other property cut off by train track: Movement of livestock and farm equipment to other side of track. Will the County be responsible for maintain crossings on county roads? There are 3 county roads in our immediate area that will be affected. * If the train goes through our property it will tremendously reduce property values. Who wants to buy property that a train crossing cuts the land in half? * There is a High Voltage Electrical Transmission Line that crosses our property directly on the West side of a county road and the Union	Refer to CR-8, ED-1, ED-2, EU-1, EU-2, LU-11, LU-14, TR-7, TR-8, TR-10 and VA-1.

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Colvin Walker	2/5/2018	Oral	Listening to the comments that have already been made tonight, I'd just be restating some of those and the people that have just spoken here, is my neighbor just across the road there. I am a member of cemetery board of the 10-mile Cemetery and serve with Jimmy Caldwell. My property is 10 miles west of here which we purchased in 1957. We built our home on that place 48 years ago, and we have basically spent our career earnings purchasing land building a home doing all the improvement and investments and equipment that go with that. Now, the high speed train directly crosses our property right in the vicinity of where 10-Mile Carrington Cemetery is. We are directly across the road from that property. And I think it's shameful that we're in that route which is the proposed route. The line crosses our property and the pipelines that have been placed there, one of them was about 35 years ago and one of them was five years ago. And a lot of reason why we feel like this is this is not a suitable location for that high speed rail to fall on. There are a lot of other that they say we've heard about here tonight is environmental impact, but there are a lot of other concerns that we have as citizens of the county landowners; people that are here because we want to live in the rural area. And we don't want to have to give our property up and make a change, move, go somewhere else. Financially it's going to be a big impact. I would advise you, I'm going to take my comments that I've prepared here and I'm going to send those in. And I would ask that you do the same thing. Get one of those sheets, you can go online and do that, but please give some response to your feelings and how you feel like this is going to impact our community. Thank you.	Refer to CR-8.
Danielle Walker	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.
Harry Walker	2/6/2018	Oral	I'm Harry Walker. I'm the Grimes County road and bridge engineer. And while Mr. Mannina has stolen most of my points already, I am responsible for trying to maintain the roads that will be used to access this project during construction, and I can tell you with certainty there is not a road in Grimes County that will withstand this kind of traffic, particularly for this period of construction duration. There's going to be a tremendous negative impact on the county due to the construction just in terms of trying to maintain our roads. The same impacts I'm also concerned about on our drainage because most of the waterways that are transversed by this project are not in studied flood plains, but they will be impacted, and they do not have the protections that FEMA provides under the National Flood Insurance Program. I'm also very concerned about the effect of the tremendous borrow pits that will have to be built to provide the materials for construction of this project and what impacts those will have on our ground water tables. Beyond that, I'll ask Mr. Mannina if he's got anything left to say. All right.	Refer to FP-1, LU-10, LU-14, TR-7, WW-1, WW-2 and WW-6.
Jennifer Walker	2/21/2018	Website	I can't wait for this project to become a reality. It's so stressful and tiring to visit Dallas and the train would change that. More tourism, less traffic is a great improvement.	Comment noted.
Thea Walker	2/16/2018	Website	I support the content in the EIS	Comment noted.
Sharock Wall	2/19/2018	Website	I support the privately funded HSR project and look forward to other cities being connected. I do think the Dallas station is not positioned properly - it would be best suited adjacent Dallas Union Station served by Amtrak/DART now. The adjoining property is vacant, owned by the city of Dallas and has substantial parking structure in place left unused since the demolition of Reunion Arena. The proposed station 1 mile away will negate many transit options and cause much more congestion as it is not easily accessed. It is owned by a TCRR investor who should work out a land swap w/city to put the North terminus in the city center where anyone intelligent (and honestly concerned w/connectivity) would want it to be. thank you Sharock Wall	Refer to GN-7, GN-8 and TR-3.
Waller Economic Development Corporation	2/6/2018	Oral	Good evening. I'm John Isom with the Director of City of Waller Economic Development Corporation. I'd like to say first I agree with all the concerns that have been expressed about the lack of financial feasibility of this project and the concerns it's going to end up back on the taxpayers. And also: it's going to have a permanent detrimental effect on agricultural land that in many cases: as we just heard, have been in family hands for many: many years. In addition: the City of Waller: Waller Council specifically has concerns about the (inaudible) effect on	Refer to ED-2, GN-4, LU-2, LU-3, LU-4, LU-11, NE-1, PI-1 and TR-1.

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			major commercial development, the Waller Town Center. The Waller Town Center has been planned for several years now. The City has had the State Legislature create a management district for it as a part of our acknowledged strategy plan: and it is planned to be a 460-acre development northeast of the intersection of 290 and FM 2920 that will have nearly a \$300 million investment in retail: hotel: theater: medical: and housing development. So as you can imagine: this is a very important project to the City of IVA11er_ And the developers are at the Texas and the national conferences each year of the International Council of Shopping Centers, discussing with the national retailers the timing of this project. The problem is: the planned route of rail goes right through the middle of this planned development. The detrimental effects on this development have been reported twice now to FRA through the TXDOT meetings with the Waller County Sub-Regional Planning Commission in February 2016 and May 2017 _ Those detrimental effects on the whole project were ignored in the DEIS_ We believe that the DEIS NEPA process is flawed because of ignoring these important city plans, and we and it should result in a solution of no-build.	
Leslie Wallrath	1/30/2018	Oral	Leslie Wallrath I'm new to Leon County. Only been here about seven years. I'm a lawyer and I read through this. Number four, they want you to pay money if their sound barriers are not feasible or desirable You could put building sound installation. That would be a better choice for you to reduce your indoor noise. This is the federal government helping us tonight. You realize that: right? Number eight: they talk about endangered species so that is going to cost money because if there are any they are going to relocate them. Can the electric grid support the project? Did you read this? They are talking about adding capacity _ They might do it. That is going to cost money. The power that they might be able to give you h.wuld be what they are gomg to add, not what they haven't added yet. Well: hopefully it serves the needs of the train. They can't promise you that. Will the project require abandonment or closure of oil wells? Yes, it will This is going to cost you money not them. Will public roads be permanently closed? Not permanently: but you are going to pay to reroute your road. They're not Number 17 is the biggest lie of all. I am not even a rancher or a farmer. It says that this study comes with the land that we use to farm in Texas. In Texas is approximately 3% of the total acres of all the farmers in the state of Texas. Tha€s a lot. That's a whole lot and they tell you that the adverse impact on overall food production would not occur. That's a lie. They tell you the reason it won't occur is because there are other agricultural capacities within the study area. So your suppose to move your farm for them to have a train. Please remember, eminent domain. You're entitled to a jury trial no matter what they tell you. I'd like to be your lauyer_ Higher lawyers pay us. Don't pay them.	Refer to ED-2, EU-2, EU-4, LU-2, LU-11, NV-1, TR-7 and TR-8. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> . No public roads would be closed as a result of the Project.
C.W. Walsh	2/16/2018	Website	We need this train. It will connect families, create lots of jobs and bolster the Texas economy. Let's lead and not follow. Win not lose. Thank you.	Comment noted.
Catherine Walsh	2/6/2018	Handwritten	No this is not profitable. Will be too noisy will block roads & access against as cost will end up & citizens paying for it even though won't ride it. It will be easier & in some ways cheaper to drive to Dallas than take train since will have to drive to houston (takes 1-2 hr) or even Bryan - it takes about 1-1 1/2 hr might as well drive to Dallas - less time.	Refer to BA-4, GN-4, NE-1, NV-1 and TR-8.
Randall Walton	1/22/2018	Email	This train is designed to make money for the investors and cost taxpayers enormously. This boondoggle will not be able to meet his projections and the taxpayers have to take it over after it's ruined the rural way of life we moved to Grimes County in order to enjoy.	Refer to GN-4, NE-1 and PN-3.
Randall Walton	2/6/2018	Oral	My name is Randall Walton. I live in lola. I have a few notes I wanted to share with you-all. A lot of what I wanted to say has already said, so I don't want to be redundant. I recently moved to Grimes County. I don't have a long history with family owning anything. We moved out here in July, so pretty new. But we love it. We love the country around us. You know, we love the people we live near and around. One of the big things I've found about this--okay?--they put this train through, which is not actually going to go across my property, but if it goes anywhere near lola, what's going to happen to the property values in lola and lola ISD? You know, whatever supposedly taxes are going to pay towards the school district, will it offset the loss in property values and property taxes that we need to educate our kids? Additionally, this Shinkansen train--I probably mispronounced that, but sorry--they want to import from Japan has a 100 percent failure rate in sustaining itself without government bailouts anywhere in the world. Even the supposedly profitable Japanese line was built by the Japanese government and then gifted to the train. Moving on, you-all remember the Solyndra scandal a few years back? That was like \$535 million. Okay? That's chump change compared to this. Same thing, though--government funded loans guaranteed by who? The taxpayers, which is everybody here. All right? Again, we had to educate our kids. Right? To pay for roads. How are we going to do that when we're paying of this train? Actually, correction. Paying off the millionaire investors who bought in early, and they bought in because they knew they could get the taxpayers to pay them off. It's a project designed to fail, classic crony capitalism where the well-connected get paid off with taxpayer funding. I'm wanting to know when is the U.S. taxpayer going to come take over my mortgage on my and pay it off for me. It's fair, isn't it? This route is by far not the best route for connection Houston and Dallas. TxDOT already figured that out. It's called I-45. Fewer curves, fewer grade changes. I mean, the engineers can definitely attest to that. I'm not an engineer. But they chose this route because one of the initial investors owned land at the terminals in Dallas and in Houston. Surprise? And then bought land in Roans Prairie. But again, he has basically worthless land south of Dallas that was the ghetto. Not anymore. This is last thing I want to say. This is a 19th century solution looking for a problem in the 21st century. That's me.	Refer to BA-5, BA-9, GN-2, GN-4, GN-7, NE-1, TC-2 and VA-1.

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

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Walton Texas GP, LLC	3/9/2018	Email	<p>Walton Texas, LP ("Walton") owns and/or acts for all other owners of over 1,200 acres of property in Ellis County, Texas that will be significantly impacted by the construction of the proposed Dallas to Houston High Speed Rail line ("Project"). This letter is submitted in response to requests for comments to the Draft Environmental Impact Statement ("DEIS") for the Project.</p> <p>Walton believes the DEIS fails to adequately consider the Project's substantial negative impacts, including those discussed in this letter. Accordingly, Walton requests that the Final Environmental Impact Statement ("Final EIS ") for the Project properly reflect all of the Project's impacts, including impacts on planned land uses. Further, Walton requests that upon analysis of these additional impacts and comments received from others, that you either revise the preferred route to avoid or minimize these impacts, or you select the "No Build" alternative. Walton owns an interest in and administers large tracts of land in Ellis County planned for development as master-planned communities. The first property ("Bluff Springs North") is a total of approximately 894 acres generally located south of FM 664, north of FM 983, and south and east of Bluff Springs Road. The Bluff Springs North property is planned for single-family homes, multi-family residential units, commercial uses, parkland, open space, and schools. The second property ("Bluff Springs South") is a total of approximately 313 acres generally located south of Wester Road, east of Palmyra Road, and west of Trumbull Road. The Bluff Springs South property is planned for single-family residential, parkland, and open space uses. Despite the assertion in the DEIS (page 3.13-1) that the DEIS considered "existing and planned land uses" and evaluated the compatibility of the Project with "applicable land use plans," that is not the case with respect to the Bluff Springs properties, and presumably other properties benefited by vested development rights under Texas law pursuant to land use plans. For the same reasons, Table 3.13-17 is inaccurate when it reports there is "no conflict" with local land use plans under any of the "Build" alternatives.</p> <p>The Bluff Springs properties were acquired and significant development entitlements obtained before, to Walton's understanding, there was any generally available public information that a private company would propose to run a privately owned and operated high speed rail project through the communities planned for those properties.</p> <p>Bluff Springs North is located in the extra-territorial jurisdiction of the City of Ferris, and that property is benefitted by a 2013 Development Agreement with the City entered into pursuant to Chapter 212 of the Texas Local Government Code. The Development Agreement, which is a public document that can be found in the City and County records, provides for the uses included in the master plan for the property, grants other important development rights, and gives rise to vested rights under Chapter 245 of the Texas Local Government Code with respect to the planned community. Bluff Springs South is not subject to the jurisdiction of any city, which provides exceptional development flexibility. In addition, both properties are contained (collectively) within Municipal Utility Districts (MUDs), governmental entities with all the powers and duties provided by the general law of the state of Texas applicable to municipal utility districts created under Section 59, Article XVI of the Texas Constitution. The MUDs substantially enhance both the ability to develop the properties and the ability to realize the full value potential of the properties.</p> <p>As it relates to the Bluff Springs properties, to Walton's understanding, the proposed route for the Project does not follow any existing infrastructure right-of-way; accordingly, the route fails to meet one of the three functional criteria for the Project. DEIS at ES-2 (environmental criteria of minimal impacts to the natural and built environments by maximizing adjacency to existing infrastructure right-of-way). Without limitation, as Walton understands it, the proposed route of the Project through the Bluff Springs properties does not follow the existing BNSF rail line or the existing high-voltage transmission line easements (i.e., the so called "Utility Corridor"1). DEIS at ES-4.</p> <p>Instead, the proposed route for the Project through the Bluff Springs properties runs through areas planned for residential subdivisions, green space, a park, and a school site. In addition, it appears the Bluff Springs North property would be further burdened by a permanent maintenance access road in addition to the typical minimum 100 foot wide "sealed corridor." It seems indisputable that the Project will materially and negatively affect the human, social and natural environment, including the use, enjoyment, and value of the Bluff Springs properties and the properties of others, by, for example:</p> <ul style="list-style-type: none"> <li>• subjecting future residents to between 68 and 80 train trips a day, 365 days a year;</li> <li>• creating a massive physical, aesthetic, and community divide through planned neighborhoods;</li> <li>• interrupting planned roads and traffic flows;</li> <li>• generating unacceptable levels of light, noise, and vibration inconsistent with planned homes, schools, and parks (sensitive land for these types of impacts);</li> <li>• raising safety, security and health concerns that will impact the ability to fully develop the properties;</li> <li>• requiring substantial buffer areas on both sides of the planned route;</li> <li>• obstructing natural drainage patterns;</li> <li>• requiring unusual, and likely extraordinary, adjustments of utility plans;</li> <li>• subjecting future residents and other individuals to the noise, light, and other disturbances of night-time maintenance activities;</li> <li>• causing diminished air quality due to a projected increase, for example, in NOx and VOC emissions in Ellis County during estimated</li> </ul>	<p>Refer to BA-6, BA-8, LU-9, NE-1, NE-9, PN-3, SC-19 and TC-4.</p> <p>The Draft EIS reviewed specific land use information within a half-mile wide area (a quarter mile on either side of the HSR track centerline) to establish the context of site-specific impacts. Land use information was collected from existing and approved plans, review of aerial photography and windshield surveys. Additionally, the intensity or density of land use in and along the track area was evaluated and the overall character or harmony of the land use was reviewed throughout <b>Section 3.13, Land Use</b>. 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. Bluff Springs has not been platted.</p>

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			<p>construction activities spanning at least four years;</p> <ul style="list-style-type: none"> <li>• preventing the efficient development of the properties as master planned communities; and</li> <li>• diminishing the value of the properties.</li> </ul> <p>Accordingly, Walton believes the Project fails to satisfy a Federal Railroad Administration key objective to "[a]void, minimize and mitigate impacts to the human and natural environment," DEIS at ES-3, and fails to "avoid or minimize impacts to the socioeconomic, natural, cultural and physical environment." DEIS at ES-7. To the contrary, as to the Bluff Springs properties, the Project will destroy the very fabric of the planned human and natural environments and cause major impacts to the planned socioeconomic, natural, and physical environment of these master planned communities.</p> <p>Further, it seems that the Project will not provide any direct benefit to the future residents of the Bluff Springs properties as there is no station planned for Ellis County where residents can board the high speed rail. Consequently, a future Bluff Springs resident would need to drive over 25 miles to downtown Dallas, navigate the congested downtown area, and find and pay for parking just to have the opportunity to pay an estimated several hundred dollars to travel to a point outside of the downtown Houston area and then find connecting transportation into Houston with the cost and delay associated with these logistics. When considering the time and costs associated with using the proposed high speed rail, it seems unlikely future Bluff Springs residents traveling to Houston will chose the proposed high speed rail option over the approximately 3 hour drive.</p> <p>For all of the foregoing reasons, Walton respectfully requests that the Final EIS be revised to either select a preferred route to avoid or minimize the impacts discussed above, or to select the "No Build" alternative as the preferred alternative.</p> <p>Thank you for your consideration of these concerns, many of which Walton believes are common to other property owners that will be impacted by the Project.</p>	
Leslie Wang	2/5/2018	Website	A Texas High Speed Rail/ bullet train would be a tremendous asset to our area, making commutes to Dallas much quicker and easier than they are now. Setting a station along Hwy 290 would be a great location; easily accessible. It could even improve property values for homeowners out here in the Cypress area, as many would like easy access to the train. I can't wait to ride the bullet train!	Refer to GN-7.
Peter Wang	2/5/2018	Website	I am very much IN FAVOR of the Houston-Dallas high speed rail project. The need is so great, it cannot be built quickly enough. Please proceed as quickly as possible.	Comment noted.
Daniel Ward	1/30/2018	Email	I have land that will be affected by this unnecessary piece of garbage. It does not serve me, my community, or the other taxpayers in Texas who do not live in Dallas or Houston. It is projected to cost too much build, maintain, and ride at risk of the tax payers, it will disrupt and restrict access and travel through my area at the expense of our county, a great portion of the data submitted for the report was collected illegally or by speculation, a private entity should not be able to acquire private citizens property through eminent domain. There is no need for this!	Refer to ED-1, GN-1, PN-3 and TR-8.
Frank J. Ward	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"> <li>1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.</li> <li>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.</li> <li>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.</li> <li>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</li> <li>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.</li> <li>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.</li> </ol>	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.
Imogene Ward	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"> <li>1. I support the "No Build Alternative" on the Texas Central Railway High Speed Rail in Texas.</li> <li>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.</li> <li>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.</li> <li>4. I support the "No Build Alternative" because there is no mitigation for loss of agricultural land or evaluation of such impact.</li> </ol>	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>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>	
Jelks Ward	3/9/2018	Website	As a citizen of Irving, Texas I am in favor of HSR from Houston to Dallas but NOT in favor of a plan to continue the route through Irving to Ft. Worth using the TRE alignment with an above grade track speeding through my city. Additionally a route connecting Dallas and Ft. Worth aligned along I-30 makes the most sense. Should there be a stop along I-30 , in my opinion, it would be a city that is a "regional player", one that participates in a agency such as DART or a similar agency in Tarrant County.	Refer to BA-1.
William Ward	1/30/2018	Email	<p>If allowed to be built, the Texas High Speed Rail system will not benefit the majority of Texas. The ridership predictions are extremely exaggerated, the cost has been greatly underestimated and will no doubt cost much more than they predict (look what happened in California). I do not believe it will ever be capable of paying for itself without government subsidies and it's unfair to ask citizens to pay for something that will only benefit a Japanese Train company and a few fat investors.</p> <p>Additionally, it would disrupt the lives of the people who live and work along the route. Many roads would necessarily be closed and/or re-routed, farms literally cut in half, school buss services disrupted and the noise would be almost unbearably to those living in close proximity. THE BULLET TRAIN IS UNNEEDED AND A BAD IDEA.</p>	Refer to GN-2, GN-4, LU-11, NE-1, NV-1, SC-6, SC-7, SC-19 and TR-8.
David Warren	1/29/2018	Oral	I am David Warren, better known as Butch Warren. I am a former county commissioner, Precinct 3 retired. And what I'd like to touch on tonight is the devastation to county roads. Now, I know that most of you-all live on a gravel or a dirt road, and just by experience I have witnessed, you know I mean, we've had floods, you know, natural disasters, and things like that, but when you have a man-made disaster, that's a whole different ball game. And a lot of these companies I mean, you know, I've seen oil pipelines and drilling equipment and stuff like that, and I know that all these I know that Jason had derailment in his precinct, and I know it probably took them a year to get that thing done sort of right, you know. But what I'm -- I've seen drilling equipment that was pulled in, and it had been raining, it had steadily rained for a number of days, and they got three trucks, I mean, big heavy equipment trucks stuck. And they decided they'd use a bulldozer to pull those things to the location. And we had ruts for probably a mile down that county road, and it rendered the road useless. I mean, the residents, the people that lived there, they didn't care one way or the other about how those people were going to get to and from their homes. And I was the one that got the calls. And, you know, everybody gets irate. Everybody has feelings. And I went out there first thing, and when I got my first call I got out there and I just couldn't believe what I was seeing. I was driving a four-wheel-drive Rubicon, in other words, I had a Jeep, and I couldn't even get that Jeep in there. It was ridiculous. But anyway, I just want to kind of touch base with you-all to make you aware of what can happen, and I guarandamtee you, you give them an inch and they'll take a mile. And God bless Texas.	Refer to TR-7.
David Warren	2/6/2018	Website	If this project comes to Texas, who do you think will be riding this HSR ? What security will there be in the stations, and on the HSR? How are you going to prevent undesirables, human traffickers, Thugs, Drug runners, Terrorists, from creating havoc, at 200 mph? What strategic locations will the HSR be routed across? Derailment? Not to mention the totally negitive affect on the Texas Counties it crosses. Food For Thought. We do not want HSR in Texas.	Refer to BA-8, GN-7 and TR-8.
Garrett Warren	2/19/2018	Website	Please consider the highspeed rail option between Houston and Dallas. This project offers our state and nation so much that we do not have already. It will offer citizens transportation mobility and improved infrastructure that can last for years. In addition, this opportunity will create thousands of jobs and offer so much economic power into the regions. Creating jobs for Texans more than 10,000 direct jobs per year during construction and more than 1,500 jobs permanently when operational at least 25% o them in rural counties along the route. It will also bring in \$6.5-\$7 billion net positive tax impact by 2040. This is a no-brainer for Texas and will offer us so much. I firmly support this project and believe this technology is the right choice for us.	Comment noted.
Jennifer Warren	3/9/2018	Website	I am firmly opposed to the Dallas to Houston high speed rail. It's infrastructure impact to the private property owners is not right. Texas does not need this project no matter where the money is sourced today. Furthermore the infrastructure and sound will negatively impact native, migratory and farm animals. Please stop this project before it's too late. Thank you.	<p>Refer to NR-1 and NR-2.</p> <p>For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b>. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b>.</p>
Kevin Warzoic	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>	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>	
Heather Washburn	2/6/2018	Oral	<p>Hi. Thank you very much. Hi. My name is Heather Washburn, and I'm here on behalf of Congressman Brady representing the 8th District of Texas in the United States Congress in the House of Representatives. I'm his district director in Conroe. Congressman Brady sends his regrets that he could not be here tonight as he is in Washington, D.C. for legislative business and votes, and asks that I provide a brief update. "I remain committed" -- these are in his quotes. "I remain committed to making sure that Texas Central Rail does not complete this project between Houston and Dallas against the wishes of a majority of the residents of Grimes, Madison, and Leon counties. "While I don't oppose high-speed rail as a concept and strongly support infrastructure that addresses the dynamic growth of Texas, transportation improvements need to work for local communities, not against them. "Landowners in my district have made it clear they have grave concerns with this project and the land grab it represents. This route fractures our rural lifestyle without any direct benefits to our communities. "The only acceptable option for the TCR High-Speed Rail Project belongs alongside the already developed I-45 route. For this reason, I strongly oppose the route as designated by TCR and any attempt by TCR to use eminent domain to take away land from hard-working Texans or use federal dollars to fund this project. "Along with the strong message the Texas legislature sent last year by prohibiting state funds from going to this project, I introduced legislative language that would accomplish the same goal at the federal level. Your tax dollars should not go to split your land in half. "This isn't my first high-speed rail dispute. As a Texas state legislator representing many of these same rural counties, I helped lead the successful 1990s fight against the proposed bullet train which cut through much of the same rural countryside. It was a difficult battle, but in the end we prevailed. "The TCR is privately funded and wholly within Texas. It is not a federal project, has no federal funding, and is not regulated as a railroad under federal law. However, my staff and I are working with state and local officials to ensure anything that can be done is being done to prevent this project from advancing along this current route. "I look forward to learning more from tonight's conversation and, as always, my staff and I are available to discuss or answer any questions you may have." And I am here and available. I do have cards. And I am in the Conroe office. I handed out some tonight. Thank you.</p>	Refer to BA-9, ED-1, GN-4 and NE-1.
Joel Wasinger	2/20/2018	Website	<p>Traffic between Dallas and Houston is heavy and continues to increase. Indeed, connectivity and ongoing positive relationships between these two vibrant, tech-friendly cities is unquestionably a good thing. Without high-speed rail, this traffic will continue to be predominantly automobiles, many of which are single occupant. High speed rail offers the opportunity of greater efficiency and a lower environmental impact over the status quo. Please keep that in mind as you evaluate the environmental impact of the project. It's incumbent on us to not only implement high-speed rail expeditiously for its obvious transportation value and other immediate benefits (including, as mentioned, direct benefit to the environment), but so that we can contribute to the development of this vital transportation alternative.</p>	Comment noted.
Mary Waters	2/22/2018	Website	<p>I am a resident of Grimes County, I am opposed to the High-Speed Rail Project that is to be built in the middle of my county. I call it my county because I live and work here as well as pay taxes here. I feel that this is a project that is doomed to fail leaving taxpayers stuck with the financial burden that will be left behind. If you want to build this High Speed Rail do so in a manner that it does not destroy a county. We already have been bombarded with transmission and pipe lines through our county. Fortunately with these we can still use our property, we can move about within our property and the county as we have in the past. With your project you will cut many properties in half. If you build your project without elevating it from point A to point B you are limiting the use of our land. Our land! That we have worked hard to acquire or that has been in families for generations.</p> <p>The only options that I see are NO Build or build it in the 1-45 corridor.</p> <p>Thank You</p>	Refer to BA-6, BA-9, GN-3, GN-4, LU-11, NE-1, NR-6 and TR-8.
Mary Ann Waters	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 it's</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.

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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>	
Leslie M. Watson	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.
Carol Weatherford	1/25/2018	Email	<p>I am lodging an objection to the proposed high speed rail line between Houston and Dallas for the following reason:</p> <p>Who would chose to use this rail system? Unless you live within walking distance of the downtown areas of Houston or Dallas, you would have to take some form of transportation to the stations, undergo security screening in the same way as using the airports, limit what baggage you could manage and absorb transportation costs at your destination. The airlines now perform this same function without taking private lands. I can make the same trip in an automobile for \$25 and not undergo security screening and baggage checks. Added transportation is not needed. I think the typical passenger would not be the average person. Any estimate on ridership must be carefully examined. It would not be just to have the landowning Texan to pay for the few train riders that would benefit. Is there a public need????</p> <p>The rail corridor will divide communities, cut roads, and divide emergency response centers. The local county officials would be required to reinvent the local road systems, build additional county health and emergency fire facilities. These affected communities will be burdened for years with infrastructure redesign. It is highly unlikely the cities of Dallas or Houston will help with these costs. While the TCRR hopes to make a profit, the terrible costs to mitigate the high speed rail's environmental damage will be left to the small communities. The TCRR has been adversarial and secretive regarding their plans and proposed routes both from the general public and officials of the counties that could have been affected. As a result, some land owners, along the several proposed routes, have sold their land based on fears that they would be immersed in Eminent Domain proceedings and be forced to sell at below market values. These actions (land grabs) should be recognized as a possible motive in implementing the TCRR's operational plan. History proves that the cost of building high speed rails cost many times the projected costs. If the business plan would lead to bankruptcy, and a government bailout is offered, the taxpayer and local communities will be the ones burdened with this horrible mistake.</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-2, GN-4, NE-1, PI-1, PN-3, SS-23, SS-26, TR-6 and TR-8.
Sharon Webb	2/5/2018	Oral	<p>I'm Sharon Webb, and I have been concerned about the ridership projections, and apparently I'm not the only one. Judge Duhon told you about the Reason Foundation, and I just wanted to share with you the findings of Baruch Feigenbaum from the Reason Foundation. He says, "The biggest error in Texas Central's calculation appears to be its ridership projections. Texas Central predicts 5.9 million riders will use high-speed rail per year. To put that higher number into perspective, only 3.2 million passengers use Amtrak's busy Northeast Corridor, which serves multiple cities including New York City, Boston, Philadelphia, Baltimore, and Washington, D.C. Those cities have more than four times the population of Dallas and Houston, but the established rail system is getting just over half the ridership that is being predicted for two cities in Texas."</p> <p>We need the no build option.</p>	Refer to GN-2 and GN-3.
Dennis Webb	3/9/2018	Website	<p>The City of Irving, Texas, passed a resolution against the Trinity Railway Express,(TRE), Line being used as a connector to the Texas Central Rail Line discussed in this draft EIS. The TRE already serves as a connector between Dallas and Ft Worth and we believe it is detrimental to the City of Irving and it's citizen's to add another train to this corridor.</p>	Refer to BA-1, NE-1 and NE-9.

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			To add another train to that alignment and disrupt the existing DART and T rail service provided in that corridor should not be considered at all . The USDOT and FRA should consider that the citizens of Irving have been a member of DART from their creation paying 1% of sales tax to do so. Arlington, which would benefit the most from this rail line, has never been a member of DART nor the T in Ft Worth and has not contributed financially in any way to transit. To use a rail line that has been paid for by the citizens of Irving for thirty five years and allow a train that benefits a city that has never been a member of a transit system and still is not, would be totally unconscionable to the taxpayers. While the east/west connector alignment is not a part of the current EIS for Texas Central High Speed Rail from Houston to Dallas, there has been continuous discussion at RTC about including it with that project. We want to insure that our position is well documented and understood by the USDOT and FRA.	
Dr. Patty Weber	3/1/2018	Website	If the current route of the HSR is maintained, it will cause great difficulty for the residents near 3194. This can be avoided by moving the route to the proposed 3Z route. This should save money on construction and maintenance as well.	Refer to LU-5.
Dr. Patty Weber	3/1/2018	Website	Morgan Family Legacy Farm provides a beautiful place to enjoy nature and history. Moving the route north of the power lines to the existing easement will preserve the benefit of the ranch without harming the project itself. Moving the route makes sense economically and from the standpoint of the community. 3Z is the way to be!	Refer to LU-5.
Gregg Weber	2/21/2018	Website	I disapprove of the current route dissecting the Morgan Creek Legacy Farm in Navarro County. I feel the current route is an avoidable issue to wildlife and watershed issues by moving the route north to run along current "power line" access.	Refer to LU-5.
Gregg Weber	2/21/2018	Website	I would like to minimize the aesthetic impact of the route in Navarro county by avoiding the Morgan Creek Legacy farm near 709 and 3194 by shifting the route north of the power lines. Thank you	Refer to LU-5.
Gregg Weber	2/22/2018	Website	please consider an alternate route that does not dissect the Morgan Creek Farm Legacy located in Navarro county at hwy 709 and hey 3194. The ranch has been used to entertain multitudes of people from all walks of life at no cost and generosity like that is a Texas treasure that should be maintained. Please adjust the route to north of the power lines crossing 709.	Refer to LU-5.
Gregg Weber	2/22/2018	Website	I am a veterinarian and a business owner and I have concerns about the path chosen for the HSR, specifically as it affects the Morgan Creek Legacy Farm in Navarro County. The farm functions as a game bird release area and as such, is increasing the native quail population. The ranch also serves as a breeding area for the Mexican fulvous whistling duck and a feeding location for many other migratory waterfowl. The chosen route would affect these important wildlife functions both by the presence of the train and the effect on the watershed. If a simple diversion of the train to north of the power lines across hwy 709 could prevent this damage, I believe it should be considered. Thank you.	Refer to LU-5 and NR-2.
Gregg Weber	2/23/2018	Website	please consider another route for the HSR that does not affect the Morgan Legacy Farm in Navarro County Near 709 and 3194. The impact on the Navarro country side would be less if the train were to travel north of the power lines and parallel to the power lines.	Refer to LU-5.
Gregg Weber	2/24/2018	Website	I feel that the current route of the HSR should be altered. Traveling alongside hwy 3194 in Navarro county, I believe quite a number of land owners would be adversely affected. Crossing the Morgan Creek Ranch, I feel would be a transgression on a historically important point in the county. Please consider alternatives.	Refer to LU-5.
Gregg Weber	2/25/2018	Website	I think the Hsr route dissecting Morgan creek ranch in Navaro county will adversely affect the wildlife in the area. Breeding pairs of Mexican Fulvous Whistling Ducks have been seen on the property as well as many other species of ducks feeding and resting on the lakes on the property. Reports of Bald Eagles in the area have been noted also. The route as is will affect these waters and the population of waterfowl using them. Please consider a route north of the power lines as an alternative.	Refer to LU-5 and NR-3.
Gregg Weber	2/26/2018	Website	Please consider the alternate route submitted as 3z running north of Morgan Creek legacy farm in Navarro county near 709 and 3194 as it would be a safer route for the public with less ground contacts.	Refer to LU-5.
Gregg Weber	2/26/2018	Website	Please consider an alternate route for the HSR avoiding the Morgan Creek Legacy Farm in Navarro County adjacent to hwy 709. The ranch has been used to entertain everyone from international guest to first responders all at the generosity of the owners. The ranch is about Texas hospitality and should be preserved to continue its mission. Please consider an alternate route north of the power lines.	Refer to LU-5.
Gregg Weber	2/27/2018	Website	An alternate route circumventing Morgan Creek Legacy Farm in Navarro county off hwy 709 should be considered. The current route has more point of contact with the ground than a proposed 3z route both of the power lines. The 3z route would be safer and more economical.	Refer to LU-5.
Gregg Weber	2/28/2018	Website	Please change the route for the HSR where it affects the Morgan Creek Legacy Farm in Navarro county off hwy 709. The ranch is a home for wildlife that could be less affected by diverting the ranch north of the ranch parallel to the power lines.	Refer to LU-5.
Gregg Weber	2/28/2018	Website	I am a veterinarian with a concern. The current HSR route bisects the Morgan Creek Legacy Farm in Navarro county. I have treated and seen the care first hand that the owners extend to pets, livestock, and wildlife on this property. They have provided nesting boxes for waterfowl and set aside a portion of their property as a wildlife release area. They are good stewards of the land and a simple alteration of the route to north of the property and parallel to the power lines ( optional route 3c) should be considered. Thank you.	Refer to LU-5 and NR-2. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in

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				<b>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.</b>
Gregg Weber	3/1/2018	Website	Morgan Creek Legacy Farms in Navarro county off hwy 709 is an excellent example of multi use land that all Texas land owners should take notice of. I have observed the practice management towards the livestock and wildlife on the property and believe that the ranch is a significant contributor to the State of Texas. The ranch not only is an economic benefit to the local community through commerce and employment, but is an example of hospitality in how it is used to entertain and educate a great number of people about "the outdoors". Please consider another route and save this ranch for future generations of Texans. Thank you.	Refer to LU-5.
Gregg Weber	3/2/2018	Website	Please consider changing the route of the hsr and avoid the Morgan Creek Legacy Farm in Navarro county near the intersection of hwys 709 and 3194. An alternate route north of the property and parallel to the power lines would disturb the country side and wildlife less. Thank you.	Refer to LU-5.
Gregg Weber	3/2/2018	Website	Please consider altering the HSR route in Navarro County to avoid Morgan legacy farm at the intersection of 709 and 3194 because the alternative route called 3z along the power lines would avoid damaging the watershed and waterfowl using the property.	Refer to LU-5.
Gregg Weber	3/3/2018	Website	Please minimize the impact of the hsr in Navarro County by avoiding the Morgan Creek ranch and following a route north of the property parallel to the power lines.	Refer to LU-5.
Gregg Weber	3/4/2018	Website	Please consider changing the hsr route to avoid theMorgan. Creek Legacy farm in Navarro County because the alternate route3z running parallel to the power lines north of the property is a safer and more economical route.	Refer to LU-5.
Gregg Weber	3/4/2018	Website	Avoiding the Morgan creek ranch in Navarro county by using a route north of the property and parallel to the power lines will affect the looks of the countryside less and be safer with less affect on the road system.	Refer to LU-5.
Gregg Weber	3/4/2018	Website	Please consider an alternate route for the hsr to avoid Morgan Creek Legacy Farms in Navarro County. Using an alternate route parallel to the existing power lines would save a property that is beneficial to wildlife and used charitably by many	Refer to LU-5.
Gregg Weber	3/4/2018	Website	Please consider an alternate route for the hsr to avoid Morgan Creek Legacy Farms in Navarro County. Using an alternate route parallel to the existing power lines would save a property that is beneficial to wildlife and used charitably by many	Refer to LU-5.
Gregg Weber	3/4/2018	Website	The current route of the HSR bisects the Morgan Creek Legacy Farm off hwy 709 in Navarro County. The wildlife waterfowl and quail populations on the property should be maintained by altering the course to north of the power lines.	Refer to LU-5 and NR-2. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Gregg Weber	3/7/2018	Website	Please Consider an alternate route for the HSR that avoids bisecting the Morgan Creek Legacy Farm in Navarro County near the intersection of hwy 709 and 3194. The ranch has been and can continue to be a spectacular example of Texas hospitality as it has served as a respite used at no charge to first responders, boy scouts, multiple charitable organizations and guest from as far away as Okinawa Japan. The ranch has been a haven for wildlife such as Mexican fulvus whistling ducks, quail, deer and others. The presence of the rail would alter drainage and affect the watershed and habitat for this wildlife. The safety of the citizens in Navarro would be better served also if a more elevated route was taken north of the adjacent power lines as less ground to rail points and interference with existing roadways was taken. Thank you for your consideration.	Refer to LU-5.
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Gregg Weber	3/8/2018	Website	I would like to comment on the current route of the HSR. The current route would dissect the Morgan Creek Lagacy Farm on FM 709 in Navarro County. This farm has had significant impact on me, employees of mine and national and international friends I have hosted at the ranch. The ranch was used to host Karate masters visiting the United States from both Canada and Okinawa. The ability to extend friendship and courtesy, at no cost, to international dignitaries has been and hopefully can continue to be an important consideration in route selection for the HSR. These Okinawan masters returned to their country extremely grateful for the hospitality and experiences they were shown at the Morgan Creek Ranch. The wildlife they saw, and outdoor experiences they had at the Ranch connected them in a new way to Texas and America. Traveling with the karate masters from Okinawa were senior teachers from Missouri, Florida, and California. Again, the ranch served as a bonding experience of national and international significance.  I have experienced the beauty and tranquility of Texas outdoors at the Morgan Creek Ranch. I am an avid duck hunter and have observed the many different species of ducks that utilize thewaters on the ranch. I have seen Mexican Fulvous Whistling Ducks, Mallards, Gadwalls, Teal, Ringnecks, Scaup, and Widgeon on the lakes on this property and I have concerns that the proposed route could destroy many of these bodies of water used by this abundant waterfowl. A route north of the proposed line through Morgan Creek Ranch could utilize the existing easement of power lines and mitigate the impact on the waterfowl of the ranch. The Morgan Creek Ranch is an ongoing ambassador for Texas Hospitality that should be cherished and preserved. Route selection for the HSR has many factors influencing it, obviously. But, the role the ranch as planed and will play in connecting people world wide should be considered. Thank you for your time and consideration.	Refer to LU-5, NR-3, WW-1 and WW-2.
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Gregg Weber	3/9/2018	Website	Please Consider an alternate route for the HSR that avoids bisecting the Morgan Creek Legacy Farm in Navarro County near the intersection of hwy 709 and 3194. The ranch has been and can continue to be a spectacular example of Texas hospitality as it has served as a respite used at no charge to first responders, boy scouts, multiple charitable organizations and guest from as far away as Okinawa Japan. The ranch has been a haven for wildlife such as Mexican fulvus whistling ducks, quail, deer and others. The presence of the rail would alter drainage and affect the watershed and habitat for this wildlife. The safety of the citizens in Navarro would be better served also if a more elevated route was taken north of the adjacent power lines as less ground to rail points and interference with existing roadways was taken. Thank you for your consideration.	Refer to LU-5.

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			a haven for wildlife such as Mexican fulvus whistling ducks, quail, deer and others. The presence of the rail would alter drainage and affect the watershed and habitat for this wildlife. The safety of the citizens in Navarro would be better served also if a more elevated route was taken north of the adjacent power lines as less ground to rail points and interference with existing roadways was taken. Thank you for your consideration.	
Gregg Weber	3/9/2018	Website	Please Consider an alternate route for the HSR that avoids bisecting the Morgan Creek Legacy Farm in Navarro County near the intersection of hwy 709 and 3194. The ranch has been and can continue to be a spectacular example of Texas hospitality as it has served as a respite used at no charge to first responders, boy scouts, multiple charitable organizations and guest from as far away as Okinawa Japan. The ranch has been a haven for wildlife such as Mexican fulvus whistling ducks, quail, deer and others. The presence of the rail would alter drainage and affect the watershed and habitat for this wildlife. The safety of the citizens in Navarro would be better served also if a more elevated route was taken north of the adjacent power lines as less ground to rail points and interference with existing roadways was taken. Thank you for your consideration.	Refer to LU-5.
Gregg Weber	3/9/2018	Website	Please Consider an alternate route for the HSR that avoids bisecting the Morgan Creek Legacy Farm in Navarro County near the intersection of hwy 709 and 3194. The ranch has been and can continue to be a spectacular example of Texas hospitality as it has served as a respite used at no charge to first responders, boy scouts, multiple charitable organizations and guest from as far away as Okinawa Japan. The ranch has been a haven for wildlife such as Mexican fulvus whistling ducks, quail, deer and others. The presence of the rail would alter drainage and affect the watershed and habitat for this wildlife. The safety of the citizens in Navarro would be better served also if a more elevated route was taken north of the adjacent power lines as less ground to rail points and interference with existing roadways was taken. Thank you for your consideration.	Refer to LU-5.
Gregg Weber	3/9/2018	Website	Please Consider an alternate route for the HSR that avoids bisecting the Morgan Creek Legacy Farm in Navarro County near the intersection of hwy 709 and 3194. The ranch has been and can continue to be a spectacular example of Texas hospitality as it has served as a respite used at no charge to first responders, boy scouts, multiple charitable organizations and guest from as far away as Okinawa Japan. The ranch has been a haven for wildlife such as Mexican fulvus whistling ducks, quail, deer and others. The presence of the rail would alter drainage and affect the watershed and habitat for this wildlife. The safety of the citizens in Navarro would be better served also if a more elevated route was taken north of the adjacent power lines as less ground to rail points and interference with existing roadways was taken. Thank you for your consideration.	Refer to LU-5.
Gregg Weber	3/9/2018	Website	Please Consider an alternate route for the HSR that avoids bisecting the Morgan Creek Legacy Farm in Navarro County near the intersection of hwy 709 and 3194. The ranch has been and can continue to be a spectacular example of Texas hospitality as it has served as a respite used at no charge to first responders, boy scouts, multiple charitable organizations and guest from as far away as Okinawa Japan. The ranch has been a haven for wildlife such as Mexican fulvus whistling ducks, quail, deer and others. The presence of the rail would alter drainage and affect the watershed and habitat for this wildlife. The safety of the citizens in Navarro would be better served also if a more elevated route was taken north of the adjacent power lines as less ground to rail points and interference with existing roadways was taken. Thank you for your consideration.	Refer to LU-5.
Pat Weber	3/6/2018	Website	The current proposed route for the HSR creates unnecessary hardship for the Morgan Family Legacy Farm. Such a project is always going be divisive but there is no reason for the rail to go straight through the ranch. This property provides a valuable asset to the state of Texas and Navarro county and can be preserved by a simple route change. Move the rail north of the power lines to the existing easement. Consider the 3Z route for everyone's benefit!	Refer to LU-5.
Pat Weber	3/6/2018	Website	The current proposed route for the HSR creates unnecessary hardship for the Morgan Family Legacy Farm. Such a project is always going be divisive but there is no reason for the rail to go straight through the ranch. This property provides a valuable asset to the state of Texas and Navarro county and can be preserved by a simple route change. Move the rail north of the power lines to the existing easement. Consider the 3Z route for everyone's benefit!	Refer to LU-5.
Patricia Weber	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. 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 resident wildlife such as bald eagles, ducks and other species of birds.	Refer to LU-5 and NR-3.
Patricia Weber	2/23/2018	Website	I am opposed to the proposed route of the HSR, going through Morgan Family Legacy Farm near FM 709 and 3194. That location will destroy a valuable resource that is currently used by myriad individuals as an escape from stress, it is used most every weekend and many week days by	Refer to LU-5.

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			first responders, medical professionals and charity groups and would be a significant loss to the community. Moving the route to north of the power lines would preserve the benefits of the HSR as well as an irreplaceable benefit to Texas and Navarro County.	
Patricia Weber	2/25/2018	Website	The current route for the Dallas to Houston high speed rail is going to disrupt the ability of many homeowners to access their property on 3194. This can be avoided by moving the route north of the power lines where there is already an easement. Please move the line.	Refer to LU-5.
Patricia Weber	2/26/2018	Website	The 3Z route makes much better sense for the new HSR, it avoids several air to ground maneuvers, saving building costs and maintenance costs as well. It can avoid disrupting family properties and homeowner access from 3194 and more closely follows the existing easement. Please move the rail route!	Refer to LU-5.
Patricia Weber	2/28/2018	Website	The Morgan Family Legacy Farm is a bright spot in Navarro county. The Morgans have shared this resource with myriad groups such as nurses, doctors, first responders and charitable organizations to allow them to decompress and enjoy the calm quiet beauty of our state. The HSR tearing through the center of the buildings will destroy this haven but that can be avoided by moving the route north of the power lines. Please help save this wonderful oasis!	Refer to LU-5.
Patricia Weber	3/2/2018	Website	Morgan Family Legacy Farm offers a unique and irreplaceable resource for Navarro county. Putting the HSR right through the beating heart of this property makes no sense from a community perspective, nor is the best choice for water flow, wildlife or traffic concerns. Please move the route north of the power lines to the existing easement where both the county and the rail can peacefully coexist.	Refer to LU-5.
Patricia Weber	3/9/2018	Website	Please move the HSR route to avoid cutting directly through the Morgan Family Legacy Farm and the surrounding roads. The rail can be accomplished without the destruction of the ranch by moving the route north of the power lines to the existing easement.	Refer to LU-5.
Patricia Weber	3/9/2018	Website	Please move the HSR route to avoid cutting directly through the Morgan Family Legacy Farm and the surrounding roads. The rail can be accomplished without the destruction of the ranch by moving the route north of the power lines to the existing easement.	Refer to LU-5.
Patricia Weber	3/9/2018	Website	Please move the HSR route to avoid cutting directly through the Morgan Family Legacy Farm and the surrounding roads. The rail can be accomplished without the destruction of the ranch by moving the route north of the power lines to the existing easement.	Refer to LU-5.
Patricia Weber	3/9/2018	Website	Please move the HSR route to avoid cutting directly through the Morgan Family Legacy Farm and the surrounding roads. The rail can be accomplished without the destruction of the ranch by moving the route north of the power lines to the existing easement.	Refer to LU-5.
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Patricia Weber	3/9/2018	Website	Please move the HSR route to avoid cutting directly through the Morgan Family Legacy Farm and the surrounding roads. The rail can be accomplished without the destruction of the ranch by moving the route north of the power lines to the existing easement.	Refer to LU-5.
Patricia Weber	3/9/2018	Website	Please move the HSR route to avoid cutting directly through the Morgan Family Legacy Farm and the surrounding roads. The rail can be accomplished without the destruction of the ranch by moving the route north of the power lines to the existing easement.	Refer to LU-5.
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Patricia Weber	3/9/2018	Website	Please move the HSR route to avoid cutting directly through the Morgan Family Legacy Farm and the surrounding roads. The rail can be accomplished without the destruction of the ranch by moving the route north of the power lines to the existing easement.	Refer to LU-5.
Patricia Weber	3/9/2018	Website	Please move the HSR route to avoid cutting directly through the Morgan Family Legacy Farm and the surrounding roads. The rail can be accomplished without the destruction of the ranch by moving the route north of the power lines to the existing easement.	Refer to LU-5.
Patricia Weber	3/9/2018	Website	Please move the HSR route to avoid cutting directly through the Morgan Family Legacy Farm and the surrounding roads. The rail can be accomplished without the destruction of the ranch by moving the route north of the power lines to the existing easement.	Refer to LU-5.
Patricia Weber	3/9/2018	Website	Please move the HSR route to avoid cutting directly through the Morgan Family Legacy Farm and the surrounding roads. The rail can be accomplished without the destruction of the ranch by moving the route north of the power lines to the existing easement.	Refer to LU-5.
Patricia Weber	3/9/2018	Website	Please move the HSR route to avoid cutting directly through the Morgan Family Legacy Farm and the surrounding roads. The rail can be accomplished without the destruction of the ranch by moving the route north of the power lines to the existing easement.	Refer to LU-5.
Patricia Weber	3/9/2018	Website	Please move the HSR route to avoid cutting directly through the Morgan Family Legacy Farm and the surrounding roads. The rail can be accomplished without the destruction of the ranch by moving the route north of the power lines to the existing easement.	Refer to LU-5.
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Patricia Weber	3/9/2018	Website	Please move the HSR route to avoid cutting directly through the Morgan Family Legacy Farm and the surrounding roads. The rail can be accomplished without the destruction of the ranch by moving the route north of the power lines to the existing easement.	Refer to LU-5.
Patricia Weber	3/9/2018	Website	Please move the HSR route to avoid cutting directly through the Morgan Family Legacy Farm and the surrounding roads. The rail can be accomplished without the destruction of the ranch by moving the route north of the power lines to the existing easement.	Refer to LU-5.
Patricia Weber	3/9/2018	Website	Please move the HSR route to avoid cutting directly through the Morgan Family Legacy Farm and the surrounding roads. The rail can be accomplished without the destruction of the ranch by moving the route north of the power lines to the existing easement.	Refer to LU-5.
Patty Weber	2/21/2018	Website	I am opposed to the new high speed train destroying a culturally, economically, historically, and charitably valuable property referred to as Morgan Legacy Farm located near FM 709 and 3194. A better placement is available if the train were to move north of the power lines paralleling the existing lines. That is already an established easement and would create the same benefits without the harm to the environment and the loss of a unique and irreplaceable property. By bisecting the property and 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. Every visit to Morgan Creek Ranch provides an opportunity to see and enjoy a sanctuary of wilderness that has been a part of Navarro county for decades. There is no need to destroy this oasis when a simple move to a better location is available.	Refer to LU-5.
Patty Weber	2/21/2018	Website	Please change the proposed route for the HSR. The project can go forward if the route is relocated to the north of the power lines adjacent to Morgan Creek Legacy Farm at FM 709 and 3194. The ranch provides an irreplaceable area for sharing the beauty of Texas with a wide variety of individuals, companies and charities and the HSR would destroy this ability. Morgan Creek Ranch is a unique jewel in Texas and must be preserved. Thank you for your consideration.	Refer to LU-5.
Patty Weber	2/22/2018	Website	I am writing to protest the current path of the HSR, going through Morgan Creek Legacy Farm at FM 709 and 3194. This is an area of beautiful undeveloped land that allows natural water flow and houses extensive wildlife and birds. Please relocate the path to the north above the existing power lines. That is a small adjustment that would allow for the preservation of a valuable property that is used for entertainment, recreation and relaxation by many diverse groups from Texas, the surrounding areas and even international visitors. Thank you.	Refer to LU-5.
Patty Weber	2/22/2018	Website	The HSR path is currently scheduled to go directly through the Morgan Creek Legacy Farm, near FM 709 and 3194. This property is a fantastic ambassador for Texas, it has been utilized free of charge by people and organizations from Texas, many other states and as far away as Japan	Refer to LU-5.

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			and Canada. This property is unique and irreplaceable but its benefits could be saved by merely moving the proposed path to the north of the existing power lines. Please reconsider and save this valuable asset to Texas.	
Patty Weber	2/23/2018	Website	The current proposed route of the HSR would damage a significant charitable, environmental and recreational property, the Morgan Family Legacy Farm at 709 and 3194. This property is a natural preserve where bald eagles, ducks, deer and many other wildlife species are present. Moving the route to the existing easement north of the power lines would preserve the benefits of the ranch and also serve the needs of the HSR. Please reconsider the location of the rail.	Refer to LU-5.
Patty Weber	2/24/2018	Website	I oppose the current route of the HSR, this route is going to impact homeowners along 3194 and may disrupt water flow as well. A better route would be north of the power lines along the existing easement. Please consider changing the route. Vpy	Refer to LU-5.
Patty Weber	2/24/2018	Website	I oppose the plan for the HSR as it now stands. The proposed route bisects the Morgan Family Legacy Farm. This will disrupt a ranch that has been a beautiful part of Navarro county for decades. Moving the route to north of the power lines would keep this ranch of historical value and also preserve the new project. Please reconsider the route. K2r6	Refer to LU-5.
Patty Weber	2/25/2018	Website	The Morgan Family Legacy Farm is a boon to Navarro county and Texas. It is extensively used for first responders , medical personal, charitable organizations and others for stress relief and enjoyment. The Morgans never charge she tbt use of the property and share with hundreds and hundreds of people every year. Move the route to the north of the power lines, to the existing easement and preserve this valuable asset.	Refer to LU-5.
Patty Weber	2/26/2018	Website	Please consider the 3Z route for the proposed rail. The advantages are self evident in cost savings over the previous route, decreased maintenance costs long term, and better noise abatement with decreased disruption to the families along the route. This is a better plan for everyone.	Refer to LU-5.
Patty Weber	2/26/2018	Website	The high speed rail is going to inconvenience many people along the path, that is simply the nature of such a project. However it behooves the creators to do the best job they can to minimize disruption. Moving the route north of the power lines would be well worth the cost to preserve the ability of those who live along 3194 to enjoy their property. Route 3Z provides a viable alternative.	Refer to LU-5.
Patty Weber	2/27/2018	Website	Please reconsider the route for the HSR. The current route unnecessarily runs through a valuable property frequently used for charitable purposes, the Morgan Family Legacy Farm. This property generates enormous good will and benefit to Texas and Navarro county. Moving the route north of the power lines, to the proposed 3Z route, would allow the continuation of the benefits of the Morgan ranch as well as the rail.	Refer to LU-5.
Patty Weber	2/28/2018	Website	The current placement of the HSR is going to create major difficulties for the residents near 3194. These property owners need access to their property without the interference of the Rail. The problem could be solved by changing the route to the 3Z proposal, moving the rail north of the power lines. Please help us gain the most benefit with the least loss by relocating this project the small amount needed.	Refer to LU-5.
Patty Weber	2/28/2018	Website	Morgan Family Legacy Farm has seen amazing wildlife, including bald eagles as well as many other bird species. Disruption of the water flow pattern so essential to the continued diversity of the property will be a consequence of the current proposed route of the HSR. This impact can be mitigated by moving the route to the existing easement area north of the power lines. Please move this section and save this important property.	Refer to LU-5, NR-2 and NR-3.
Patty Weber	3/1/2018	Website	The current route of the HSR needlessly disrupts the Morgan Family Legacy Farm. The route could go north above the power lines and benefit both the project and the local neighborhoods. Please move the route!	Refer to LU-5.
Patty Weber	3/1/2018	Website	I oppose the current route of the HSR, it cuts through a ranch that has been used as stress relief and relaxation by many medical personnel, charitable organizations, both local and international, and others, always free of charge. Morgan Family Legacy Farm provides good will for Texas and Navarro county and it is ridiculous to run the HSR through the main buildings on the property when moving it north of the power lines could preserve the property and the rail.	Refer to LU-5.
Patty Weber	3/2/2018	Website	The proposed route of the HSR does unnecessary damage to a valuable area of Texas. There is no need for the rail to cut straight through the Morgan Family Legacy Farm, if the route is moved north of the power lines then it goes through an existing easement and decreases construction and maintenance costs as well, the 3Z route is the only one that makes economic and community sense. Please consider a change in the route	Refer to LU-5.
Patty Weber	3/2/2018	Website	The high speed rail track going through Navarro county is unnecessarily disruptive to the local population. There is no reason to compromise the use of FM 3194 and to make access to the local homeowners difficult. Move the rail to the proposed 3Z track, north of the power lines and to the already existing easement. Thank you.	Refer to LU-5.
Patty Weber	3/2/2018	Website	Please change the route for the Dallas to Houston HSR. There are currently several unnecessary elevations that will cost additional money to build and maintain and it cuts through property that can be avoided by staying with the existing easement. Do not disrupt the community near FM 709 and 3194, move the rail north of the power lines.	Refer to BA-8 and LU-5.

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Patty Weber	3/2/2018	Website	The current route of the HSR is much more disruptive to the community than it needs to be. The Rail is a worthy cause but it should be accomplished in the most economical fashion and with as little destruction to the community and surrounding properties as possible. Move the route north of the power lines to the existing easement, along the 3Z route, and this rail can be a good addition to the area.	Refer to BA-7, BA-8 and TR-8.
Patty Weber	3/2/2018	Website	The HSR is currently slated to go through the Morgan Family Legacy Farm, destroying the beauty and tranquility of the area. The current plan unnecessarily runs in the 75 yards between the main house and the rodeo arena and guest houses. This rodeo arena has been built for decades and provides a peek into the history of Navarro county as well as being functional for horseback riding at the ranch. Please move the route to north of the power lines, near the existing easement. Thank you for your consideration.	Refer to LU-5.
Patty Weber	3/2/2018	Website	There is a preferred alternative route for the HSR that would be simpler, easier to maintain and easier to build than the current route. Alternative 3Z allows the rail to proceed with fewer elevation changes and therefore a smaller impact on the surrounding water flow and natural areas. It would decrease traffic impact for the residents near 3194 and offers many advantages. Please consider this new route.	Refer to LU-5.
Patty Weber	3/4/2018	Website	I would ask that the 5-7 mile portion of the HSR scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable and historic impact on the county that would occur if Morgan Legacy Farm is transected. Morgan Legacy Farm provides a place for respite for first responders, nurses, children and charitable organizations and others, always at no charge from the Morgans. This ranch provides a valuable and irreplaceable service, preserves the history of Texas and Navarro county, maintains the natural waterflow and serves as a home for wildlife in addition to being a working hay farm. A small change in the plans can preserve all of this and still serve the rail's needs.	Refer to LU-5.
Patty Weber	3/4/2018	Website	Please consider moving the section of the HSR planned to parallel 3194; I ask that this section be moved north of the existing power lines to lessen the environmental, economic, charitable and historic impact on the county that would occur if Morgan Legacy Farm is transected. Morgan Legacy Farm provides a place for respite for first responders, nurses, children and charitable organizations and others, always at no charge from the Morgans. This ranch provides a valuable and irreplaceable service, preserves the history of Texas and Navarro county, maintains the natural waterflow and serves as a home for wildlife in addition to being a working hay farm. A small change in the plans can preserve all of this and still serve the rail's needs.	Refer to LU-5.
Patty Weber	3/4/2018	Website	Please relocate the small stretch of the HSR that is scheduled to parallel 3194, this section can be moved north of the existing power lines to the 3Z route, in order to lessen the environmental, economic, charitable and historic impact on the county that would occur if Morgan Legacy Farm is transected. Morgan Legacy Farm provides a valuable service as an ambassador for the state county to groups all over Texas, the US and internationally. It provides a place for respite for first responders, nurses, children and charitable organizations and others, always at no charge from the Morgans. This ranch provides a valuable and irreplaceable service, preserves the history of Texas and Navarro county, maintains the natural waterflow and serves as a home for wildlife in addition to being a working hay farm. A small change in the plans can preserve all of this and still serve the rail's needs.	Refer to LU-5.
Patty Weber	3/4/2018	Website	The high speed rail is a valuable project that can benefit many people, however I would ask that the 5-7 mile portion of the rail scheduled to parallel 3194 be moved north of the existing power lines to lessen the negative impact on the immediate community. Property owners along 3194 will have a much harder time accessing their homes. Moving the rail to the existing easement would alleviate that problem and still allow the benefits of the rail in the county.	Refer to LU-5.
Patty Weber	3/4/2018	Website	Eminent domain has its place but when a small change in the proposed project can make a colossal change in the damage done by it, then it behooves a government to try to mitigate the harm while preserving the public good. IN the case of the HSR, moving the route to the easement north of the power lines will make a saving difference for the Morgan Family Legacy Farm. The current route will destroy enjoyment of the farm but this small move could make all the difference. Please move the route to the 3Z route.	Refer to LU-5.
Patty Weber	3/4/2018	Website	The Dallas to Houston HSR currently is planned to cut directly through the living areas of the Morgan Family Legacy Farm. I would ask that the 5-7 mile portion of the HSR scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable and historic impact on the county that would occur if Morgan Legacy Farm is transected. Morgan Legacy Farm provides a place for respite for first responders, nurses, children and charitable organizations and others, always at no charge from the Morgans. This ranch provides a valuable and irreplaceable service, preserves the history of Texas and Navarro county, maintains the natural waterflow and serves as a home for wildlife in addition to being a working hay farm. A small change in the plans can preserve all of this and still serve the rail's needs.	Refer to LU-5.
Patty Weber	3/4/2018	Website	The principle of eminent domain is a necessary one but it should be pursued with the least damage possible for the greater good of everyone. The proposed route of the HSR sends it directly through the main use area of the Morgan Family Legacy Farm. There is no reason to use this route when moving the rail north of the power lines will allow the railroad to proceed with far less damage to this property and the economy of Navarro county. Please reroute the railroad!	Refer to LU-5.

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Submitted By	Date Submitted	Submission Type	Comment	Response
Patty Weber	3/4/2018	Website	The Morgan Family Legacy Farm has been used for charitable purposes and for stress relief for many medical personnel, charitable organization, children's groups, sports groups and many others. It is used every weekend, often by patrons of local markets and businesses, bringing a boost to the local economy. Running the HSR right through the center of the ranch will destroy that use and damage the economy and goodwill of Navarro county. Please move it north of the power lines.	Refer to LU-5.
Patty Weber	3/4/2018	Website	Any time new development is considered for an area there will be disagreements as to how to proceed. Personal bias is impossible to avoid; at the same time, common sense should prevail. If there is a small change to be made to a project that can mitigate the damage and still allow for the project's benefits, then that change should be made. The 3Z route for the HSR saves money, decreases maintenance and still preserves the function of the Morgan Family Legacy Farm. Consider the best option and change the route!	Refer to LU-5.
Patty Weber	3/4/2018	Website	The rugged beauty of the Navarro country side is sure to be disturbed by a HSR rocketing through, but it will be much worse if that rail dips and rises and dips and rises. Noise pollution will be worse, costs will be higher and maintenance will be more difficult. Move the rail to the existing easement north of the power lines. Let's at least do the least damage possible as this project goes forward.	Refer to LU-5 and NV-1.
Patty Weber	3/4/2018	Website	Please consider a change to the course of the HSR. I would ask that the 5-7 mile portion of the HSR scheduled to parallel 3194 be moved north of the existing power lines to lessen the environmental, economic, charitable and historic impact on the county that would occur if Morgan Legacy Farm is transected. Morgan Legacy Farm provides a place for respite for first responders, nurses, children and charitable organizations and others, always at no charge from the Morgans. This ranch provides a valuable and irreplaceable service, preserves the history of Texas and Navarro county, maintains the natural waterflow and serves as a home for wildlife in addition to being a working hay farm. A small change in the plans can preserve all of this and still serve the rail's needs.	Refer to LU-5.
Patty Weber	3/4/2018	Website	For heaven's sake! There is no need for the HSR to completely destroy the Morgan Family Legacy Farm. The rail can be built north of the power lines in the existing easement without the complete destruction of this one of a kind property that has been generously shared with so many, never with any charge or profit for the Morgans. Please move to the 3Z route.	Refer to LU-5.
Patty Weber	3/5/2018	Website	Eminent domain is a treasured principle of our country but the spirit of the law requires us to do the least damage possible in pursuit of the greater good. Transecting the Morgan Family Legacy Farm is not necessary to further the railroad, moving the route north of the power lines provides the same benefit to the HSR yet preserves this unique and irreplaceable ranch that is so frequently used for benefit of children's organizations, medical personnel, charitable groups and more. Please move to the 3Z route for everyone's benefit.	Refer to ED-1 and LU-5.
Patty Weber	3/5/2018	Website	Eminent domain is a treasured principle of our country but the spirit of the law requires us to do the least damage possible in pursuit of the greater good. Transecting the Morgan Family Legacy Farm is not necessary to further the railroad, moving the route north of the power lines provides the same benefit to the HSR yet preserves this unique and irreplaceable ranch that is so frequently used for benefit of children's organizations, medical personnel, charitable groups and more. Please move to the 3Z route for everyone's benefit.	Refer to ED-1 and LU-5.
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Patty Weber	3/5/2018	Website	The proposed route of the HSR uses eminent domain to take the property in its path but the spirit of the law requires us to do the least damage possible in pursuit of the greater good. Transecting the Morgan Family Legacy Farm is not necessary to further the railroad, moving the route north of the power lines provides the same benefit to the HSR yet preserves this unique and irreplaceable ranch that is so frequently used for benefit of children's organizations, medical personnel, charitable groups and more. Please move to the 3Z route for everyone's benefit.	Refer to LU-5.
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Patty Weber	3/5/2018	Website	The proposed route of the HSR uses eminent domain to take the property in its path but the spirit of the law requires us to do the least damage possible in pursuit of the greater good. Transecting the Morgan Family Legacy Farm is not necessary to further the railroad, moving the route north of the power lines provides the same benefit to the HSR yet preserves this unique and irreplaceable ranch that is so frequently used for benefit of children's organizations, medical personnel, charitable groups and more. Please move to the 3Z route for everyone's benefit.	Refer to LU-5.
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Patty Weber	3/5/2018	Website	The residents of Navarro county will be negatively impacted by the HSR running right through 3194. A better plan has been proposed that will be easier to build and maintain and would benefit property owners along 3194, decreasing the burden the railroad places on them. Please consider the 3Z route, as the best plan for the majority of interested parties.	Refer to BA-7 and LU-5.
Patty Weber	3/5/2018	Website	The residents of Navarro county will be negatively impacted by the HSR running right through 3194. A better plan has been proposed that will be easier to build and maintain and would benefit property owners along 3194, decreasing the burden the railroad places on them. Please consider the 3Z route, as the best plan for the majority of interested parties.	Refer to BA-7 and LU-5.
Patty Weber	3/5/2018	Website	The current route of the proposed HSR is unnecessarily damaging to the properties along that route. It sends the train directly through the vital heart of the Morgan Family Legacy Farm when moving a short section of the rail could avoid that problem and stay within the existing easement. Move the train north of the power lines and preserve this wonderful and unique ranch. 3Z is the route to be!	Refer to LU-5.
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Patty Weber	3/6/2018	Website	Please reconsider the route of the Dallas to Houston rail, currently scheduled to cut right through the middle of the Morgan Family Legacy Farm. This rail's needs can be met even if the route is moved to north of the power lines, to the existing easement. The Morgan Farm will be devastated if the route is not changed, it will cease to operate as the charitable and historical and working ranch that currently exists. Please move to the 3Z route!	Refer to LU-5.
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Patty Weber	3/7/2018	Website	Please consider changing the route of the HSR. The Morgan Family Legacy Farm has been used for the benefit of many children's groups, charitable organizations, international sports groups and medical personnel, always at no charge. It houses the first rodeo arena in Navarro county, there have been historic arrowheads discovered and eagles and other bird and wildlife species have been seen. Move the route to the proposed 3Z route, north of the power lines to benefit the rail without destroying this unique and irreplaceable property.	Refer to LU-5.
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			Navarro county. It has been used for charities, children's organizations, medical personnel and first responders, all at no charge to them. Please help save this valuable asset!	
Patty Weber	3/8/2018	Website	I am writing in the hopes that a change could be made to the proposed route for the Dallas to Houston High Speed Railway. The current plan the directly through an exceptional bright in Texas: the Morgan Creek Legacy Farm, near FM 3194. In addition to being a working ranch producing hay and contributing to the Of Navarro County. this wonderful spot provides an idyllic retreat. Or, Bob Morgan and his wife have created a spot of beauty and relaxation which they freely share with family and personal friends but also with many, many other groups and individuals. The Ranch has hosted diverse groups and organizations including Service providers such as first responders, nurses and doctors, charitable organizations and international groups. The goodwill extending from this One unique place extends literally across the world, making Texas and Navarro County a place highly regarded and esteemed by a wide variety of people. The Morgans have never charged for use of the property and have provided many amenities such as horseback fishing, skeet shooting as well as a place to enjoy nature in a quiet, reflective walk or observation of the glorious Texas sunset from one Of the many porches. A high speed train rocketing through the middle of the property, screaming through the 75 yards that separate the main house from the arena and some of the guest houses will destroy any possibility of experiencing what is a beautiful and irreplaceable asset of Our state. I have witnessed children who have never had such an opportunity to communicate with nature be mesmerized by watching the deer, trying to see a raccoon as it scurries across a trail, Seeing the swooping hawk as it descends. These children and adults are the future of conserving the beauty and resources of our State and our world. Certainly deciding the exact location of such a project is a challenge and certainly there will be disagreement as to the best route. However, by moving this project north of the power lines to the existing easement (following the suggested AZ route) both the project itself and the invaluable resource that is Morgan Creek Ranch can be saved. This Ranch is priceless and irreplaceable and it is worth saving. Please reconsider the route.	Refer to LU-5.
Patty Weber	3/9/2018	Website	Please change the proposed route of the HSR as it approaches FM 709 and 3194. The current route is going to cause much more property damage than needed, particularly destroying the Morgan Family Legacy Farm. Moving the route to the 3Z route, north of the power lines, will serve both the residents and the railroads. Thank you.	Refer to LU-5.
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Patty Weber	3/9/2018	Website	Please change the proposed route of the HSR as it approaches FM 709 and 3194. The current route is going to cause much more property damage than needed, particularly destroying the Morgan Family Legacy Farm. Moving the route to the 3Z route, north of the power lines, will serve both the residents and the railroads. Thank you.	Refer to LU-5.
Patty Weber	3/9/2018	Website	Please change the proposed route of the HSR as it approaches FM 709 and 3194. The current route is going to cause much more property damage than needed, particularly destroying the Morgan Family Legacy Farm. Moving the route to the 3Z route, north of the power lines, will serve both the residents and the railroads. Thank you.	Refer to LU-5.
Patty Weber	3/9/2018	Website	Please change the proposed route of the HSR as it approaches FM 709 and 3194. The current route is going to cause much more property damage than needed, particularly destroying the Morgan Family Legacy Farm. Moving the route to the 3Z route, north of the power lines, will serve both the residents and the railroads. Thank you.	Refer to LU-5.
Patty Weber	3/9/2018	Website	Please change the proposed route of the HSR as it approaches FM 709 and 3194. The current route is going to cause much more property damage than needed, particularly destroying the Morgan Family Legacy Farm. Moving the route to the 3Z route, north of the power lines, will serve both the residents and the railroads. Thank you.	Refer to LU-5.
Patty Weber	3/9/2018	Website	Please change the proposed route of the HSR as it approaches FM 709 and 3194. The current route is going to cause much more property damage than needed, particularly destroying the Morgan Family Legacy Farm. Moving the route to the 3Z route, north of the power lines, will serve both the residents and the railroads. Thank you.	Refer to LU-5.
Patty Weber	3/9/2018	Website	Please change the proposed route of the HSR as it approaches FM 709 and 3194. The current route is going to cause much more property damage than needed, particularly destroying the Morgan Family Legacy Farm. Moving the route to the 3Z route, north of the power lines, will serve both the residents and the railroads. Thank you.	Refer to LU-5.

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

Submitted By	Date Submitted	Submission Type	Comment	Response
Patty Weber	3/9/2018	Website	Please change the proposed route of the HSR as it approaches FM 709 and 3194. The current route is going to cause much more property damage than needed, particularly destroying the Morgan Family Legacy Farm. Moving the route to the 3Z route, north of the power lines, will serve both the residents and the railroads. Thank you.	Refer to LU-5.
Robn Weber	3/6/2018	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.
ROBN WEBER	3/7/2018	Website	I oppose the proposed route in Navarro County at fm 709 and 3194 as it blocks the horse stables from the rodeo arena on the Morgan Creek Ranch. As veterinary student, the stress from the construction would be overwhelming detrimental to the horses, cows, deer, and waterfowl that reside on the property. Moving the construction north a few miles would be a better route.	Refer to LU-5.
Robyhn Weber	3/6/2018	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.
Robyn Weber	2/21/2018	Website	I have concerns about the high speed rail in Navarro Couty traveling through the intersection of 709 and 1394 cleaving the Morgan Creek Ranch and Farm. I am opposed to the train destroying the economically, culturally, charitable ranch. There would be significant damage that would destroy the water areas of the land, which would lead to destroying the migratory waters of the US. The train will be cutting directly through the main land of the ranch and completely destroy the purpose of it. I have spent many times reconnecting with my family meeting in the middle here at the Ranch. My schedule is extremely busy being in Veterinary school down at Texas A&M and the managers of the Morgan Creek Ranch have always been able to help plan a good trip and work with the schedules of many people to make it possible. If the proposed route is relocated just a few miles north of the utility lines the damage to the water shed, meaningful family ranch, will be lessened and this irreplaceable ranch and it's charitable mission could be spared.	Refer to FP-1, LU-5, WW-1 and WW-2.
Robyn Weber	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.
Robyn Weber	2/22/2018	Website	I am a Veterinary student at Texas A&M University and I am opposed to the picked route through the Morgan Creek Ranch. The ranch holds the benefit of the large open area as a licensed bird release and deer release property which is an important aspect of the Texas agriculture and lifestyle.	Refer to LU-5.
Robyn Weber	2/22/2018	Website	I oppose the train bisecting Morgan Legacy Farm secondary to affect on migratory birds.	Refer to LU-5.
Robyn Weber	2/22/2018	Website	As a veterinary student at Texas A&M University i am opposed to the route through the Morgan Creek ranch near FN 709 and 3194 due to the affect on the reported bald eagle's lake that it feeds at currently.	Refer to LU-5.
Robyn Weber	2/22/2018	Website	I oppose the train bisecting Morgan Legacy Farms due to the educational benefits provided to a multitude of students here at Texas A&M University and multiple other university students.	Refer to LU-5.
Robyn Weber	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.
Robyn Weber	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 am a veterinary student and this ranch has been an amazing place to have in my life during the challenging course load. The ranch has allowed me to have some hands on learning experiences with many different species which has helped expand my knowledge here in school.	Refer to LU-5.
Robyn Weber	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 am a third year veterinary student down at Texas A&M University. This ranch has been a happy middle place for me to be able to relax and rejoin with my family. It has been an emotional safe-heaven for me during my stressful time in veterinary school.	Refer to LU-5.
Robyn Weber	2/22/2018	Website	I am opposed to the route the train is expected to take, destroying the historic land of Morgan Creek Ranch near FM 709 and 3194. 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.

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

Submitted By	Date Submitted	Submission Type	Comment	Response
Robyn Weber	2/22/2018	Website	I oppose the proposed route in Navarro County at fm 709 and 3194 as it blocks the horse stables from the rodeo arena on the Morgan Creek Ranch. As veterinary student, the stress from the construction would be overwhelming detrimental to the horses, cows, deer, and waterfowl that reside on the property. Moving the construction north a few miles would be a better route.	Refer to LU-5.
Robyn Weber	2/24/2018	Website	I am a third year veterinary student down at Texas A&M University. The route proposed for the train will destroy a historic ranch site. This ranch has been a happy middle place for me to be able to relax and rejoin with my family. It has been an emotional safe-heaven for me during my stressful time in veterinary school.	Refer to LU-5.
Robyn Weber	2/24/2018	Website	I am concerned about the route due to the effect that it will have on the bald eagles of the surrounding area.	Refer to NR-3.
Robyn Weber	2/24/2018	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.	Refer to LU-5, NR-2, WW-1 and WW-2.
Robyn Weber	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.
Robyn Weber	2/24/2018	Website	There would be significant damage that would destroy the water areas of the land, which would lead to destroying the migratory waters of the US. The train will be cutting directly through the main land of the ranch and completely destroy the purpose of it. I have spent many times reconnecting with my family meeting in the middle here at the Ranch. My schedule is extremely busy being in Veterinary school down at Texas A&M and the managers of the Morgan Creek Ranch have always been able to help plan a good trip and work with the schedules of many people to make it possible. If the proposed route is relocated just a few miles north of the utility lines the damage to the water shed, meaningful family ranch, will be lessened and this irreplaceable ranch and it's charitable mission could be spared.	Refer to LU-5.
Robyn Weber	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.
Robyn Weber	2/24/2018	Website	I am opposed to the route the train is expected to take, destroying the historic land of Morgan Creek Ranch near FM 709 and 3194. 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.
Robyn Weber	2/24/2018	Website	I am opposed to the route option due to the affect on the reported bald eagle's lake that it feeds at currently and as a veterinary student at Texas A&M University i am opposed to damaging this land through near FM 709 and 3194	Refer to LU-5.
Robyn Weber	2/24/2018	Website	I oppose the proposed route in Navarro County at fm 709 and 3194 as it blocks the horse stables from the rodeo arena on the Morgan Creek Ranch. As veterinary student, the stress from the construction would be overwhelming detrimental to the horses, cows, deer, and waterfowl that reside on the property. Moving the construction north a few miles would be a better route.	Refer to LU-5.
Robyn Weber	2/24/2018	Website	I oppose the train bisecting Morgan Legacy Farms due to the educational benefits provided to a multitude of students here at Texas A&M University and multiple other university students.	Refer to LU-5.
Robyn Weber	2/24/2018	Website	I am concerned about the watershed area with the proposed route. I think destroying this area will ruin that watershed area through the ranches in Navarro County.	Refer to WW-1 and WW-2.
Robyn Weber	2/24/2018	Website	I am opposed to this route for the train because it destroying a historic area in Navarro County. It will be going through the Morgan Legacy Ranch and separating the horses from the horse arena. This horse arena was one of the first Horse arena in Navarro County.	Refer to LU-5.
Robyn Weber	2/24/2018	Website	I am oppose to the route because I think that construction through the ranches and area will be make home access for the homeowners of the area extremely difficult. Moving the path just a few miles northeast to run parallel to the exiting power lines already located would make the route easier and not effect as many homeowners of Navarro County.	Refer to BA-3.
Robyn Weber	2/27/2018	Website	I am opposed to the high-speed rail because of the environmental impact that it will have on the bald eagles and water areas.	Refer to FP-1, NR-3, WW-1 and WW-2.
Robyn Weber	2/27/2018	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 which is a problem to the environment.	Refer to LU-5, NR-2, WW-1 and WW-2.

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Robyn Weber	2/27/2018	Website	I am oppose to the route because 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.
Robyn Weber	2/27/2018	Website	I am opposed to the proposed route of the high speed rail because of the environment impact that it will have on the land near FM 709 and 3194 because of the watershed impact that it will have on the migratory birds in the area.	Refer to LU-5 and NR-2.
Robyn Weber	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.
Robyn Weber	2/27/2018	Website	I oppose the proposed route in Navarro County at fm 709 and 3194 as it blocks it blocks the horse stables from the rodeo arena. The construction this close to the horses can be a big disruption.	Refer to LU-5.
Robyn Weber	3/1/2018	Website	I oppose the proposed route in Navarro County at fm 709 and 3194 as it blocks the horse stables from the rodeo arena on the Morgan Creek Ranch. As veterinary student, the stress from the construction would be overwhelming detrimental to the horses, cows, deer, and waterfowl that reside on the property. Moving the construction north a few miles would be a better route.	Refer to LU-5.
Robyn Weber	3/1/2018	Website	I oppose the proposed route in Navarro County at fm 709 and 3194 as it blocks the horse stables from the rodeo arena on the Morgan Creek Ranch. As veterinary student, the stress from the construction would be overwhelming detrimental to the horses, cows, deer, and waterfowl that reside on the property. Moving the construction north a few miles would be a better route.	Refer to LU-5.
Robyn Weber	3/1/2018	Website	I am opposed to the route the train is expected to take, destroying the historic land of Morgan Creek Ranch near FM 709 and 3194. 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, NR-2, WW-1 and WW-2.
Robyn Weber	3/1/2018	Website	I oppose the proposed route in Navarro County at fm 709 and 3194 as it blocks the horse stables from the rodeo arena on the Morgan Creek Ranch. As veterinary student, the stress from the construction would be overwhelming detrimental to the horses, cows, deer, and waterfowl that reside on the property. Moving the construction north a few miles would be a better route.	Refer to LU-5.
Robyn Weber	3/1/2018	Email	I oppose the proposed route in Navarro County at fm 709 and 3194 as it blocks it blocks the horse stables from the rodeo arena. The construction this close to the horses can be a big disruption.	Refer to LU-5.
Robyn Weber	3/1/2018	Email	I am opposed to the route the train is expected to take, destroying the historic land of Morgan Creek Ranch near FM 709 and 3194. 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.
Robyn Weber	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.
Robyn Weber	3/1/2018	Email	I oppose the train bisecting Morgan Legacy Farm secondary to affect on migratory birds.	Refer to LU-5.
Robyn Weber	3/1/2018	Email	I am a Veterinary student at Texas A&M University and I am opposed to the picked route through the Morgan Creek Ranch. The ranch holds the benefit of the large open area as a licensed bird release and deer release property which is an important aspect of the Texas agriculture and lifestyle.	Refer to LU-5.
Robyn Weber	3/1/2018	Email	As a veterinary student at Texas A&M University i am opposed to the route through the Morgan Creek ranch near FN 709 and 3194 due to the affect on the reported bald eagle's lake that it feeds at currently.	Refer to LU-5.
Robyn Weber	3/1/2018	Email	I oppose the train bisecting Morgan Legacy Farms due to the educational benefits provided to a multitude of students here at Texas A&M University and multiple other university students.	Refer to LU-5.

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Robyn Weber	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 am a veterinary student and this ranch has been an amazing place to have in my life during the challenging course load. The ranch has allowed me to have some hands on learning experiences with many different species which has helped expand my knowledge here in school.	Refer to LU-5.
Robyn Weber	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 am a veterinary student and this ranch has been an amazing place to have in my life during the challenging course load. The ranch has allowed me to have some hands on learning experiences with many different species which has helped expand my knowledge here in school.	Refer to LU-5.
Robyn Weber	3/1/2018	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.
Robyn Weber	3/1/2018	Email	There would be significant damage that would destroy the water areas of the land, which would lead to destroying the migratory waters of the US. The train will be cutting directly through the main land of the ranch and completely destroy the purpose of it. I have spent many times reconnecting with my family meeting in the middle here at the Ranch. My schedule is extremely busy being in Veterinary school down at Texas A&M and the managers of the Morgan Creek Ranch have always been able to help plan a good trip and work with the schedules of many people to make it possible. If the proposed route is relocated just a few miles north of the utility lines the damage to the water shed, meaningful family ranch, will be lessened and this irreplaceable ranch and it's charitable mission could be spared.	Refer to LU-5.
Robyn Weber	3/1/2018	Email	I am a third year veterinary student down at Texas A&M University. The route proposed for the train will destroy a historic ranch site. This ranch has been a happy middle place for me to be able to relax and rejoin with my family. It has been an emotional safe-heaven for me during my stressful time in veterinary school.	Refer to LU-5.
Robyn Weber	3/1/2018	Email	I am opposed to the route the train is expected to take, destroying the historic land of Morgan Creek Ranch near FM 709 and 3194. 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.
Robyn Weber	3/1/2018	Email	I am opposed to the route option due to the affect on the reported bald eagle's lake that it feeds at currently and as a veterinary student at Texas A&M University i am opposed to damaging this land through near FM 709 and 3194	Refer to LU-5.
Robyn Weber	3/1/2018	Email	I oppose the train bisecting Morgan Legacy Farms due to the educational benefits provided to a multitude of students here at Texas A&M University and multiple other university students.	Refer to LU-5.
Robyn Weber	3/1/2018	Email	I am concerned about the watershed area with the proposed route. I think destroying this area will ruin that watershed area through the ranches in Navarro County.	Refer to WW-1 and WW-2.
Robyn Weber	3/1/2018	Email	I am opposed to this route for the train because it destroying a historic area in Navarro County. It will be going through the Morgan Legacy Ranch and separating the horses from the horse arena. This horse arena was one of the first Horse arena in Navarro County.	Refer to LU-5.
Robyn Weber	3/1/2018	Email	I am oppose to the route because I think that construction through the ranches and area will be make home access for the homeowners of the area extremely difficult. Moving the path just a few miles northeast to run parallel to the exiting power lines already located would make the route easier and not effect as many homeowners of Navarro County.	Refer to BA-3.
Robyn Weber	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.
Robyn Weber	3/1/2018	Email	I am a third year veterinary student down at Texas A&M University. The route proposed for the train will destroy a historic ranch site. This ranch has been a happy middle place for me to be able to relax and rejoin with my family. It has been an emotional safe-heaven for me during my stressful time in veterinary school.	Refer to LU-5.
Robyn Weber	3/1/2018	Email	I am concerned about the watershed area with the proposed route. I think destroying this area will ruin that watershed area through the ranches in Navarro County.	Refer to WW-1 and WW-2.

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Robyn Weber	3/2/2018	Website	I oppose the proposed route in Navarro County at fm 709 and 3194 as it blocks the horse stables from the rodeo arena on the Morgan Creek Ranch. As veterinary student, the stress from the construction would be overwhelming detrimental to the horses, cows, deer, and waterfowl that reside on the property. Moving the construction north a few miles would be a better route.	Refer to LU-5.
Robyn Weber	3/4/2018	Website	I oppose the proposed route in Navarro County at fm 709 and 3194 as it blocks the horse stables from the rodeo arena on the Morgan Creek Ranch. As veterinary student, the stress from the construction would be overwhelming detrimental to the horses, cows, deer, and waterfowl that reside on the property. Moving the construction north a few miles would be a better route.	Refer to LU-5.
Robyn Weber	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 am a veterinary student and this ranch has been an amazing place to have in my life during the challenging course load. The ranch has allowed me to have some hands on learning experiences with many different species which has helped expand my knowledge here in school.	Refer to LU-5.
Robyn Weber	3/4/2018	Website	I oppose the proposed route in Navarro County at fm 709 and 3194 as it blocks the horse stables from the rodeo arena on the Morgan Creek Ranch. As veterinary student, the stress from the construction would be overwhelming detrimental to the horses, cows, deer, and waterfowl that reside on the property. Moving the construction north a few miles would be a better route.	Refer to LU-5.
Robyn Weber	3/4/2018	Website	I oppose the proposed route in Navarro County at fm 709 and 3194 as it blocks the horse stables from the rodeo arena on the Morgan Creek Ranch. As veterinary student, the stress from the construction would be overwhelming detrimental to the horses, cows, deer, and waterfowl that reside on the property. Moving the construction north a few miles would be a better route.	Refer to LU-5.
Robyn Weber	3/4/2018	Website	I oppose the proposed route in Navarro County at fm 709 and 3194 as it blocks the horse stables from the rodeo arena on the Morgan Creek Ranch. As veterinary student, the stress from the construction would be overwhelming detrimental to the horses, cows, deer, and waterfowl that reside on the property. Moving the construction north a few miles would be a better route.	Refer to LU-5.
Robyn Weber	3/4/2018	Website	I oppose the proposed route in Navarro County at fm 709 and 3194 as it blocks the horse stables from the rodeo arena on the Morgan Creek Ranch. As veterinary student, the stress from the construction would be overwhelming detrimental to the horses, cows, deer, and waterfowl that reside on the property. Moving the construction north a few miles would be a better route.	Refer to LU-5.
Robyn Weber	3/4/2018	Website	As veterinary student, the stress from the construction would be overwhelming detrimental to the horses, cows, deer, and waterfowl that reside on the property. Moving the construction north a few miles would be a better route. I oppose the proposed route in Navarro County at fm 709 and 3194 as it blocks the horse stables from the rodeo arena on the Morgan Creek Ranch.	Refer to LU-5.
Robyn Weber	3/4/2018	Website	As veterinary student, the stress from the construction would be overwhelming detrimental to the horses, cows, deer, and waterfowl that reside on the property. Moving the construction north a few miles would be a better route.	Refer to LU-5.
Robyn Weber	3/4/2018	Website	X I am concerned about the watershed area with the proposed route. I think destroying this area will ruin that watershed area through the ranches in Navarro County.	Refer to WW-1 and WW-2.
Robyn Weber	3/4/2018	Email	I am concerned about the watershed area with the proposed route. I think destroying this area will ruin that watershed area through the ranches in Navarro County.	Refer to WW-1 and WW-2.
Robyn Weber	3/4/2018	Email	As a veterinary student at Texas A&M University i am opposed to the route through the Morgan Creek ranch near FN 709 and 3194 due to the affect on the reported bald eagle's lake that it feeds at currently.	Refer to LU-5.
Robyn Weber	3/4/2018	Email	As a veterinary student at Texas A&M University i am opposed to the route through the Morgan Creek ranch near FN 709 and 3194 due to the affect on the reported bald eagle's lake that it feeds at currently.	Refer to LU-5.
Robyn Weber	3/4/2018	Email	I oppose the train bisecting Morgan Legacy Farms due to the educational benefits provided to a multitude of students here at Texas A&M University and multiple other university students.	Refer to LU-5.
Robyn Weber	3/4/2018	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.
Robyn Weber	3/4/2018	Email	There would be significant damage that would destroy the water areas of the land, which would lead to destroying the migratory waters of the US. The train will be cutting directly through the main land of the ranch and completely destroy the purpose of it. I have spent many times reconnecting with my family meeting in the middle here at the Ranch. My schedule is extremely busy being in Veterinary school down at Texas A&M and the managers of the Morgan Creek Ranch have always been able to help plan a good trip and work with the schedules of many people to make it possible. If the proposed route is relocated just a few miles north of the utility lines the damage to the water shed, meaningful family ranch, will be lessened and this irreplaceable ranch and it's charitable mission could be spared.	Refer to LU-5.

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Robyn Weber	3/4/2018	Email	I am a third year veterinary student down at Texas A&M University. The route proposed for the train will destroy a historic ranch site. This ranch has been a happy middle place for me to be able to relax and rejoin with my family. It has been an emotional safe-heaven for me during my stressful time in veterinary school.	Refer to LU-5.
Robyn Weber	3/4/2018	Email	I am opposed to the route option due to the affect on the reported bald eagle's lake that it feeds at currently and as a veterinary student at Texas A&M University i am opposed to damaging this land through near FM 709 and 3194	Refer to LU-5.
Robyn Weber	3/4/2018	Email	I am concerned about the watershed area with the proposed route. I think destroying this area will ruin that watershed area through the ranches in Navarro County.	Refer to WW-1 and WW-2.
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Robyn Weber	3/4/2018	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 am a veterinary student and this ranch has been an amazing place to have in my life during the challenging course load. The ranch has allowed me to have some hands on learning experiences with many different species which has helped expand my knowledge here in school.	Refer to LU-5.
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**Table H-12: Response to Comments Received on the Dallas-Houston HSR Draft EIS**

Submitted By	Date Submitted	Submission Type	Comment	Response
Robyn Weber	3/5/2018	Website	I am a third year veterinary student down at Texas A&M University. The route proposed for the train will destroy a historic ranch site. This ranch has been a happy middle place for me to be able to relax and rejoin with my family. It has been an emotional safe-heaven for me during my stressful time in veterinary school.	Refer to LU-5.
Robyn Weber	3/5/2018	Website	I am a third year veterinary student down at Texas A&M University. The route proposed for the train will destroy a historic ranch site. This ranch has been a happy middle place for me to be able to relax and rejoin with my family. It has been an emotional safe-heaven for me during my stressful time in veterinary school.	Refer to LU-5.
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Robyn Weber	3/6/2018	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.
Robyn Weber	3/6/2018	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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Calvin E. Webster	2/6/2018	Handwritten	A waste of tax money.	Refer to GN-4.
John Weed	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.
Alan Weeks	3/6/2018	Website	Texas thru away a chance to get High speed rail twenty years ago. Don,t make the same mistake twice. The FRA Environmental Report is solid and well thought out. Texas is showing the way for the U S when it comes to high speed rail.	Comment noted.

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Rob Weeks	2/6/2018	Oral	(Plays audio of high-speed train) That's the sound of the high-speed rail that's coming. I'm here to just kind of give my opinion about the environmental impact. I'm Rob Weeks, And that sound you heard was an example of what that's going to sound like near your property, near your families, your livestock, et cetera. I just wanted you to hear that sound, because I think it kind of makes it real. That's what it sounds like. The impact of this project goes well beyond the noise and the visual intrusion of the structures and or sounds, walls, and fences in urban areas. There's impact on farming, noise impact to the wildlife, noise and visual impact on serene countryside farms, homes, families, my family. There's a major concern in terms of the wildlife impact of the fencing on wildlife movement and migration corridors. That's commonly known as habitat fragmentation. The HSR infrastructures allow little flexibility in route design in order to reach high speed without derailing. These trains require straight trajectories with minimum slopes. As a result, the rail cannot easily avoid intersecting areas of high bird density. In addition to intersecting bird flight paths, birds are almost incapable of avoiding high-speed trains when they approach. It's been observed that birds can barely avoid vehicles traveling 50 miles an hour. It's true. In the case of these high-speed trains, they reach 205 miles an hour. The combination of high speed and low-running frequency trains can produce high mortality rates in birds because they are interrupted by periods of quietness, making the birds feel confident perched on their nearby rail or tracks. Placing fences and barriers on both sides of the railway would force birds to raise their flight path and cross the railway. Bioacoustic emitters might be used to combat that effect, but had the environmental impact completed the assessment and completed taking into consideration the full lifecycle impact of the building providing electrical energy, the vehicle CO2, SO2, and GHZ impacts of the fully-loaded birth to grave rail system, air quality impact of all the required cement production, for example, manufacturing a car or propelling a train requires electricity, and the fossil fuels burned to produce that electricity produce sulphur dioxide emissions that can harm human health outside the regions where people drive cars or ride the rails. The people in populations who's lands are being impacted here aren't the ones getting the benefit from the project. So in summary, there are many impacts that are yet to be seen, and I vote no build option.	Refer to AS-1, LU-11, NR-1, NR-5, NR-6 and NV-1.
Jake Wegmann	2/23/2018	Website	We desperately need alternatives to overcrowded Interstate freeways. High-speed rail is an internationally proven technology that is superior in terms of environmental impact, linking economically productive job centers together, and customer experience. Dallas to Houston High-Speed Rail would be an excellent first step. Once it is up and running, I very much hope that it will provide service to the other big cities in the "Texas Triangle:" Fort Worth, San Antonio, and Austin, where I live. Having all of these cities linked together would be transformational for Texas' economy and quality of life. This particular project represents a chance for Texas to be a leader, not a laggard, in green transportation technology.	Comment noted.
Natalie Weiershausen	3/8/2018	Website	I am not as familiar with the location of the terminal station in Dallas, but in Houston where it is proposed to be at the former Northwest Mall, I wanted to express my hope that the station design would incorporate elements from the former mall. The reuse of materials (and possible reclamation of some of the structures) would not only help the rail connect to the community, but be more sustainable. I would also hope that this site would incorporate LID and other sustainable practices to have a beneficial impact to the organisms, air quality, and stormwater runoff (both quantity & quality). This station has the potential of being a showcase feature of both Houston & HSR. For reference, I have attached photos of some of the unexpected architecture still left at the mall (I'm not saying there is a lot of it, but still) and a photo of a very sustainable building, that is also breathtaking (obviously, sustainable design doesn't necessarily need to be this extravagant). Thanks, and I look forward to this project being built!.	Refer to GN-7 and GN-9. Currently there are no plans to incorporate the Northwest Mall building into the new station design. TCRR is employing an architecture firm who is responsible for the design of the stations. It is too early in the design process for the extent of the sustainability of the buildings to be fully known.
Elyette Weinstein	2/7/2018	Website	I support this project because: My family is in the Houston area. This project will bring visitors to your state more often and we spend money. As the population ages, we don't want to have to rent a car and drive on highways with which we are unfamiliar. It is environmentally responsible since it invests in mass transit, getting cars off the road; It is 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 It will inject an estimated \$36 Billion over next 25 years into the Texas economy Re-enforces importance of investment in a balanced transportation system It creates a vital piece of a 21st century transportation system The 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, passengers can be at their destination before they could board a flight after arriving at an airport	Comment noted.
John Weirich	3/9/2018	Website	We transport medically needy foster children to Houston and Dallas as many as 3 days a week. This train will provide convenient and relaxing transportation for a difficult journey. Build this train!	Comment noted.
Rebekah Weirich	3/9/2018	Website	Build the train! Bring in jobs and access to transportation. Get some cars off the road and try to get ahead of the growth that is happening.	Comment noted.
Jeffrey Weiss	2/16/2018	Website	I WANT THE TRAIN / HIGH SPEED RAIL PROJECT FOR TEXAS.	Comment noted.

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

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Stephen Weissman	2/7/2018	Website	A Dallas to Houston High Speed Rail would be a great asset not only to those two cities, but to all of Texas and to the nation's transport system. Estimates think that it will add billions of dollars to the Texas economy. It will reduce emissions, putting only 1/12 as much CO2 into the air as jet planes. It will relieve crowding on the already-choked I-45. It will save lives by reducing the accidents on I-45. It will save much time, for it will get from Dallas to Houston in about the same amount of time as it now takes to get to an airport, park, and get through security and board a plane.	Comment noted.
Rick Welch	12/28/2017	Letter	Dear Sirs, Recently, the Federal Railroad Administration (FRA), the Fort Worth District Office Of the US Corps of Engineers (USACE-SWF) and the Galveston District Office Of the Corps of Engineers (USACE-SWG) issued official public notices on the same day concerning the Dallas to Houston High Speed Rail proect. The two Corps of Engineers' public notices are actually dual official notices in that dry also r.resent public pncnices of required State Water Quality Certification by the Texas Ccxnrnmission Envirmmental Quality (TCEQ) under 401 Ofthe Clean Water Act. 2 Collectively, this represents a total of five official Public Notices of governmental processing of applications (Federal and State) on a single project that, by law, rquires the opportunity for public participation, including a chance to review, understand, research, request further information, and make public comment on all issues of concern and issues not adequately addressed in the applications. This is an unprecedented situation. public is faced with three separate and distinct Federal Public Not:ices with 60 day deadlines, and two State Public Notices with 30 day deadlines, for public Comment on a Major Development project that hase severe detrimental impacts to private landowners over a major swath of the state of Texas. These impacts are not merely impacts that would a landowner's properties where the development would take place. In fact, the entire project would require either the sale of the landowners' properties, often under duress, or taking of the properties under condemnation and eminent domain procedures. All ofthe major public notices were offcially released on December 22, 2017, three days before Christmas. All of the major public notices currently have a deadline for public comments set for either January 22, 2018 or February 20, 2018, a period of which mostly spans the Christmas New Year's holiday season, which are the focus of most family's joyous celebration and reconnection with extended family. Each public notice deserves the public's ability to evaluate the information on the proposed project on the merits presented in the public notice for a period of 60 days to formulate and make timely public comments. The timing Of the public notices, each on its own, over the holiday season, deserve an extension Of the deadline for public comments. Each public notice deserves a 60 period, on its own, for the public to consider and research and comment on the issues presented. In addition. due FRA's DEIS alone, is a document of more than considerable size covering many different areas that each deserve the public's consideration and opportunity to comment on. USACE-SWF and USACE-SWG public notices, likewise, cover many different issues that each deserve adequate time to respond to.^3 It is incumbent on governmental regulatory agencies to preserve the rights of Public Participation granted by the legislature in such permitting processes. In this unprecedented situation, those rights are being impinged upon because the public will not have adequate time to study and comment on all five of the public notices. For these reasons, I hereby request that the deadline for public comment on each of the mentioned public notices be extended for 150 days until July 20, 2018 (30 days for each of the public notices), so that the public the ability to study, evaluate, and properly prepare appropriate public comments on each public notice for such a proposed major that will, if approved, deprive so many private landowners of their life's work, investments, and property. ^1 The FRA Public Notice of the Draft Environmental Impact Statemalt (DEIS) for the project was set to be published in the Federal Register on December 22, 2017. The deadline for Public Comment was Februry 20, 2018. The two USACE Public Notices of Section 404 Permit Applications for the project were also set to be published in the Federal Register on December 22, 2017. The deadline for , Public Comment on these two Section 404 Public Notices are also set for February 20, 2018. ^2 The TCEQ Section 401 Certification Public Notices have a 30 day deadline for Public Comment for which the exact date was not announced, but is believed to be January 22, 2018. ^3 In fact. USACE-SWG public notice does not even include the rudimentary maps that the USACE-SWF public notice does, which will require additional time to request and receive.	Refer to NE-6 and PI-3.
Rick Welch	12/28/2017	Email	REQUEST FOR EXTENSION OF DEADLINE FOR PUBLIC COMMENT ON PUBLIC NOTICES FOR IHE FEDERAL RAILROAD ADMINISTRATION DRAFT ENVIRONMENTAL IMPACT STATEMENT AND THE JOINT USACE,'TCEQ PUBLIC NOTICES FOR SECTION 404 PERMIT APPLICATIONS SWF 2011 00483 AND SWG- 2014-00412 FOR THE DALLAS-HOUSTON HIGH SPEED RAIL PROPOSED PROJECT Dear Sirs, Recently, the Federal Railroad Administration (FRA), the Fon Worth District Office ofthe US Corps of Engineers (USACE-SWF) and the Galveston District Office of the corps of Engineers (USACE-SWG) issued official public notices on the same day concerning the Dallas to Houston High Speed Rail project. I The two Corps of Engineers' public notices are actually dual official notices In that they also represent public notices of required State Water Quality Certification by the Texas Commission on Environmental Quality (TCEQ) under Section 401 of the Clean Water Act? Collectively, this represents a total of five official Public Notices of governmental processing of applications (Federal and Stale) on a single project that, by law, requires the opportunity for public participation, including a chance to review, understand, research, request funher information, and make public comment on all issues of concern and issues not adequately addressed in the applications. The FRA Public Notice of the Draft Environmental Impact Statement (DEIS) for the project was set to be publised in the Federal Register on December 22.2017. The deadline for Public Comment was set as February 20, 2018, The two USACE Public Notices Of Section 404 Permit Applicanons for the project were also set	Refer to NE-6 and PI-3.

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Rick Welch	2/6/2018	Oral	<p>My name is Rick Welch. I live in Hockley. I hate to turn my back to you: but I do want to direct my comments towards the FRA. And I'm sorry that Mr. Wright got up and left. But first off: the FRA has totally violated the intent and the letter of the NEPA EIS process. Back during the scoping period: there were six or seven different alternative corridors that were listed. I attended the meetings. One of the alternatives was a utility corridor which had a single solitary path going through Waller County following mostly those utility lines. After the scoping period was over: the end of the public comment was also over. And it was not until they did alternatives analysis and chose an alternative through Waller County before it was announced that any other route through Waller County was made known to the public. So the HC-4 route was the one that was chosen: which was the one furthest to the west from the one that had been displayed during the public comment scoping period. The public has never had any opportunity to provide any public comment or information to the FRA on the HC-4 route which was selected through Waller County throughout this whole process. That is a violation of the intent and purpose of the NEPA EIS process: and it has its dangers in doing that: which I'll get to in a minute. The other is that the FRA has failed to coordinate with our local Texas governmental entities as our County Judge Trey Duhon said, who is also the President of the Waller County Sub-Regional Planning Commission. We have repeatedly requested for the FRA to come and coordinate with our local government entity in order to hammer out the details that need to be addressed: and the FRA has refused to do so, first saying that TXDOT would be the one to do the coordination; and then telling TXDOT not to come back and coordinate with us after they did the first time. And the judge talked about the lawsuit and all of that. Now, the danger of not accepting any input from the local governmental officials or the public is that you are unaware of dangers that are present. One is one such danger is the natural gas pipeline compressor station off of Binford Road. And natural gas line pipeline compressor stations are also the control center and the release point the safety center that releases natural gas out of the pipeline in case of emergencies. And emergencies can happen at any time. And they release large volumes of natural gas clouds. And to run a train within 580 feet of a natural gas pipeline compressor station that is run by electricity from the 252000-volt overhead catenary system that throws sparks as the train along it is a recipe for disaster. And this whole process that the FRA has violated is wrong and dangerous. Thank you.</p>	Refer to BA-3, BA-8, EU-2, EU-6, EU-7, EU-8, NE-1 and PI-1.
Rick Welch	3/9/2018	Email	<p>I live in Waller County, Texas and the ultimate path chosen through this county, the HC-4 route, never offered the opportunity for public to comment. Instead, a different path, the Hegar Road path, was presented during the scoping process as one of the optional corridors and was portrayed as the only route that would go through Waller County. The HC-4 route was only announced well after the scoping process and public comment period had ended, and only after it had been selected by TCR and FRA as the route that would go through Waller County. This has defeated the intent of the NEPA process and for the substantial</p>	Refer to PI-1 and PI-3.

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			<p>reasons listed in my comments, the only viable alternative is the No Build Option.</p> <p>At the same time, I would like to protest the length of the public comment period since the release of the DEIS, even though it was extended to March 9. Texas Central Rail and the FRA have been working together on this DEIS since 2014. Landowners such as myself and my Comment on the Federal Railroad Administration Draft Environmental Impact Statement on the Texas Central Railway Dallas to Houston high speed rail project.</p> <p>2 neighbors have been blindsided by the sudden choice of the HC-4 route without any proper NEPA review or any public notice before it was chosen and we've been left without any open comment period in which to respond until the December 22, 2017 release of the DEIS. At the same time, Public Notices for two Section 404 permit applications from U.S. Army Corps of Engineers on the same project were announced, which had the same short public comment deadline. Given such a short period of time to respond, these comments must suffice as my comments to the two USACE public notices on Section 404 permit applications, although it has been impossible to even begin to fully evaluate those applications.</p> <p>This is a massive project that threatens to force people from their homes and properties and the public should have the right to be given enough time to provide proper comments. The two and a half month period is simply not long enough for the public to study and respond to all of the issues involved in such a massive project.</p>	
Monica Weldon	3/9/2018	Website	I would like to add that the high speed rail would be very beneficial for commuting back and forth from the two of the largest medical centers in North America involved in research. This would benefit our patient group allowing them to take special needs children in a short time to study clinics from the Dallas area to the Houston Medical Center. Our children have behavioral challenges and are sensitive change and transitions. Families would be afforded the option to return back home in the same day, saving money and added stress that traveling with a child that has special needs. These children would also benefiting from valuable research that could improve the quality of their lives with the ability to see specialists in the area of rare diseases.	Comment noted.
Angela Wells	3/9/2018	Website	As a fireman's daughter, we have benefited over the years from this property. To loose a property that first responders and our families have can visit for free is unacceptable. This would be a loss to the entire service community and I urge you to preserve this irreplaceable property.	Refer to LU-5.
Angela Wells	3/9/2018	Website	As a fireman's wife, we have benefited over the years from this property. To loose a property that first responders and our families have can visit for free is unacceptable. This would be a loss to the entire service community and I urge you to preserve this irreplaceable property.	Comment noted.
Kelly Wells	3/9/2018	Website	As a fireman, I have benefited over the years from this property. To loose a property that first responders and our families have can visit for free is unacceptable. This would be a loss to the entire service community and I urge you to preserve this irreplaceable property.	Refer to LU-5.
Kelly Wells	3/9/2018	Website	As a fireman, I have benefited over the years from this property. To loose a property that first responders and our families have can visit for free is unacceptable. This would be a loss to the entire service community and I urge you to preserve this irreplaceable property.	Refer to LU-5.
Lana Wells	2/7/2018	Email	That is my earnest and educated opinion. The proposed HSR gives no respect to the rural citizens of the affected counties. This project will disruptive and is economically unrealistic. At some point, tax money will be utilized to bail it out; that is a tremendously inflammatory prospect to me. Not only do I oppose the project, I vow to vote against any politician who supports it. Texas does NOT need this bullet train. I repeat: I support the NO Build option.	Refer to GN-4 and NE-1.
Mackenzie Wells	3/9/2018	Website	As a fireman's daughter, we have benefited over the years from this property. To loose a property that first responders and our families have can visit for free is unacceptable. This would be a loss to the entire service community and I urge you to preserve this irreplaceable property.	Refer to LU-5.
Mackenzie Wells	3/9/2018	Website	As a fireman's daughter, we have benefited over the years from this property. To loose a property that first responders and our families have can visit for free is unacceptable. This would be a loss to the entire service community and I urge you to preserve this irreplaceable property.	Refer to LU-5.
Reagan Wells	3/9/2018	Website	As a fireman's daughter, we have benefited over the years from this property. To loose a property that first responders and our families have can visit for free is unacceptable. This would be a loss to the entire service community and I urge you to preserve this irreplaceable property.	Refer to LU-5.
Reagan Wells	3/9/2018	Website	As a fireman's daughter, we have benefited over the years from this property. To loose a property that first responders and our families have can visit for free is unacceptable. This would be a loss to the entire service community and I urge you to preserve this irreplaceable property.	Refer to LU-5.
Kim Wells-Baker	1/29/2018	Oral	I'm Kim and I spoke to you earlier and we talked about a lot. I am originally from California, and I moved here about ten years ago, and I left the hustle and bustle of L.A. so I could be in quiet Texas. And now the train in Los Angeles to San Francisco that was actually a 520-mile route has blown through every budget. It had started at \$33 billion, and is now up to close to \$67 billion, and some new numbers will come out in March. Now, if you divide that up by miles, that's about \$123 million a mile. Well, according to the numbers that they're giving us for the \$15 billion budget, that would only be \$62 million a mile, so actually they're half off. So and again, the numbers in L.A. are going higher and higher. So we're looking at maybe \$30 billion. And so they have investors here, investors there, but what happens when nobody wants to invest anymore? Because when we look at the numbers of Amtrak, which gets about a two percent ridership, and they're saying that this train's going to get a 36 percent ridership, where did they get the numbers? Now, when they might do a segment, like what L.A. is doing right now, they'll do a part of a segment and then say, Well, we've blown through that budget and need more money. What's going to happen when	Refer to ED-1, GN-2, GN-4 and PI-7.

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			there's no more money to build the entire plan statewide? What will become of the viaducts and the other infrastructure? That's the question that I don't think can be answered because everybody's guesstimating. And that's what has everybody upset. And I know you -- and I talked and I said, you know, who gives them the right to eminent domain? You can see they've ripped through California. And it is a little bit different because it is getting some federal money, but it's also a private company. And you told me, sir, that there's a lot of private companies that have rails that exist currently, so -- and they do take eminent domain. And you said it would be up to the Texas legislature to make those decisions. So I'm telling everybody here how important it is that you do go online and you do complete your comments and what you're upset about and questions you might have, because just us, you know, kind of rambling here isn't going to get us anywhere. Thank you.	
Kim Wells-Baker	1/29/2018	Website	Who will give approval to a non railroad for eminent domain? When having to reroute roadways who will maintain cost of new roads in the future? When roads are damaged by trucks bringing abundant supplies to each location, who will cover the overused damaged roads? If Amtrak get a 2% ridership how did TCR come up with a 36% ridership? What is the dBA for two trains passing in opposite directions and how will the EPA approve such a loud dBA? This will occur on a daily basis and with the EPA calculated safe noise level for public to prevent hearing loss to be a 70 decibel time waited average and 85 decibel sound has a 31.6% mre energy than 70 how will that be addressed... again 85 dBA is more at a speed of 115 mph... so how is the noise being calculated? Noise has a nonauditory health impact. Typically it has been stated that a high speed train at 215 mph @ 100 feet is 95 decibels. Who determines when a private company can condemn private property? What if money runs out to build the entire statewide plan, what will become of the viaducts and other infrastructure?	Refer to ED-1, GN-2, NE-1, NE-9, NV-6, PN-3 and TR-7.
Kim Wells-Baker	1/29/2018	Website	Hi. I'm Kim and I spoke to you earlier and we talked about a lot. I am originally from California, and I moved here about ten years ago, and I left the hustle and bustle of L.A. so I could be in quiet Texas. And now the train in Los Angeles to San Francisco that was actually a 520-mile route has blown through every budget. It had started at \$33 billion, and is now up to close to \$67 billion, and some new numbers will come out in March. Now, if you divide that up by miles, that's about \$123 million a mile. Well, according to the numbers that they're giving us for the \$15 billion budget, that would only be \$62 million a mile, so actually they're half off. So -- and again, the numbers in L.A. are going higher and higher. So we're looking at maybe \$30 billion. And so they have investors here, investors there, but what happens when nobody wants to invest anymore? Because when we look at the numbers of Amtrak, which gets about a two percent ridership, and they're saying that this train's going to get a 36 percent ridership, where did they get the numbers? Now, when they might do a segment, like what L.A. is doing right now, they'll do a part of a segment and then say, Well, we've blown through that budget and need more money. What's going to happen when there's no more money to build the entire plan statewide? What will become of the viaducts and the other infrastructure? That's the question that I don't think can be answered because everybody's guesstimating. And that's what has everybody upset. And I know you -- and I talked and I said, you know, who gives them the right to eminent domain? You can see they've ripped through California. And it is a little bit different because it is getting some federal money, but it's also a private company. And you told me, sir, that there's a lot of private companies that have rails that exist currently, so and they do take eminent domain. And you said it would be up to the Texas legislature to make those decisions. So I'm telling everybody here how important it is that you do go online and you do complete your comments and what you're upset about and questions you might have, because just us, you know, kind of rambling here isn't going to get us anywhere. Thank you.	Refer to ED-1, GN-2 and GN-4.
Kim Wells-Baker	1/31/2018	Oral	Hi. I'm Kimberly Wells-Baker, and I'm a resident of Navarro County, out of Wortham. I have read that a Draft EIS -- Actually, the FRA gentlemen over here told me. -- the Draft EIS will continue to be refined until a final resolution will be proposed in the fall of 2019. This Environmental Impact Study is to evaluate for impact to humans, and their natural environment. This impact study has been going on for nearly four years. This study -- if this study has been going on for four years, and we have about one more year to go, why is it, as the Navarro County Sheriff stated, that no one from the sheriff's office, the police, the EMS, the fire station, no one has been contacted in any of their offices by anyone from the railroad, from the high-speed rail, any government agency? So, if this is suppose to be an impact study of the impact for human safety, and for species, I know that they said that -- Let me -- Sorry. Sorry. I'm a little nervous. I don't speak very well in front of people. But to me, if you're saying for our safety, and you haven't even spoken to any of these people, at least in Navarro County, I don't know about Limestone County, I'm going to assume that no county --any of those agencies haven't been contacted. So, how can we go four years, and you tell us that "we're going to pick this proposed route based on our study"? So, what kind of study was taken, actually? And as far as their environmental study, when they say that there's no impact to any endangered species, I know that there's some bald eagles -- bald eagle nests along FM 3194. There's also species of concern, which we have river otters in that area. So, it's just questioning whether -- what really is the truth, and what isn't. And if our safety is involved, and they haven't contacted any of those entities, that's a concern of mine that I would like addressed. Thank you.	Refer to NE-1, NR-3, NR-5, PI-1, PI-1, SS-1, SS-18 and SS-23.
Charles A. Wendt	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.	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 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>	
Kathie Wendt	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 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>	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.
Rebecca Ann Wendt	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 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>	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.
Julie Werdine	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 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>	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.
Garrett Wesley	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 it's</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.

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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>	
Kevin Kim West	1/31/2018	Email	<p>My name is Kevin West and we own several tracts of land in Freestone, Leon, and Limestone Counties. I'm writing today to formally OPPOSE the HSR no matter which route they may decide to take.</p> <p>This project is wrong on so many levels. It will impose hardship and burden on the good taxpaying citizens of the State of Texas. The rights of so many will be taken away, all for the financial benefit of a few, largely foreign, investors. The TCR and it's agents have, so far, proven to be deceitful and untrustworthy in their means and methods of conducting business. The purpose of the FRA is supposed to be development and enforcement of safety regulations on our existing railways in the country, not pushing private agendas on the people. So many questions regarding the safety and viability of this project, it seems, simply cannot be answered. We hope and pray that the elected officials of this country, as well as the State of Texas, will finally put an end to this project before irreparable damage is done.</p> <p>Yours Truly,</p>	Refer to NE-1 and SS-4.
R. L. West	1/30/2018	Handwritten	<p>I am against this project for the following reasons: 1. High speed rail in other parts of the world have a ridership that transferred from slower rail service. There is no passenger service between Dallas and Houston, where is the demand? 2. Airbus and private car transport is for the foreseeable future an equate for Dallas-Houston travel. 3. The counties that lie between Dallas and Houston would suffer great cost and inconvenience from the construction and operation of a high speed rail system while most job creation would be temporary. 4. The "private" rail system would be financed by federally backed loans, and or completion, large subsidies would be required for continued operation. This is a "Boondoggle of epic proportions".</p>	Refer to BA-4, GN-2 and GN-4.
Robert L. West	1/30/2018	Oral	<p>My opinion to the project is that it is a total waste of tax payer money. They are going to use federal loans in the form of guaranteed loans to finance it. The places in the world where this is actually a functioning bullet train they get most of their ridership from people who were riding slower trains. The transfer of the bullet train got that is going and there is nobody riding the train between Dallas and Houston that I am aware of. I really am not sure if even Amtrak goes there. It looks like a plan to just scam the American public out of their hard earned money to create a lot of havoc and expense to central Texas and no good to come of it. The only people I know of that are really for it are the mayors of the bigger cities. That is all of I got to say about it.</p>	Refer to GN-4 and NE-1.
West Houston Association	3/8/2018	Letter	<p>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. Mobility. 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 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.</p> <p>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.</p> <p>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.</p> <p>Mobility. Our foremost concern is that segments of the proposed design in Waller County and Northwest Harris County rely on berms instead</p>	Refer to FP-1, TR-1, TR-6, TR-7, TR-8, VA-1, WW-1 and WW-2. Engineering refinements made between the publication of the Draft EIS and Final EIS resulted in elevating 26 percent of Waller County segments on viaduct, in order to minimize impacts.

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Kelly Wetterman	3/9/2018	Website	It's about time we have an option of travel between Dallas and Houston. We needed this, cut pollution and traffic on I-45. Quit making the roads wider. I'm for this so lets build.	Comment noted.
Marzulla Law	1/19/2018	Email	Mr. Wright, Roger Marzulla asked that I email you the attached letter. Thanks. January 19, 2018 letter to K _ Wright regarding request for extension Texans Against High-Speed Rail	Refer to PI-3.
Sarah Whelan	3/9/2018	Website	The high speed rail line from Houston to Dallas is critical if Texas wants to be able to accommodate its growing population. You cannot ignore the fact that this is a fiscally responsible and conservative move that the state can allow.	Comment noted.
Spencer Whelan	1/19/2018	Website	I think the Texas Bullet Train project is exactly what is needed for the state of Texas and for the United States as a whole. A private project, funded by realistic investors, using a transportation technology with a 53 year perfect track record is exactly the kind of ventures we want to be promoting in this country. We don't need another government takeover of land and tax dollars, we need to allow private investment to work within market parameters while working with the state and federal government to ensure public needs are addressed. I've seen nothing but integrity from the people leading this project and it needs to be fast-tracked to keep our economy moving.	Comment noted.
Chad White	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.
Chad White	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.
Chad White	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.
Chad White	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.
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James White	12/25/2017	Email	If this is truly a privately financed and investor driven project it should not receive government funding or be allowed to exercise eminent domain. All of its security features should be privately financed. That is, no TSA assets. Private sector driven means starting a business just like every other business in East TX. No direct government funding, loans, subsidy, carve outs, or eminent domain. Period.	Refer to ED-1.
Martha White	2/5/2018	Handwritten	I am against this project! I, as a resident of Madison county, Texas do not want this in our area. I do not think it is necessary. If you want to go from Houston to Dallas there are daily flights. This will be a hardship on many citizens in its path and to all the citizens who travel our areas. As I understand it will split personal property, destroy county roads, cause a large level of noise and disrupt the lives of citizens in its path. Our property value will be affected and the cost to be passed on to citizens are not worth it. Emergency services will be affected and lives may be in danger if they cannot get to individuals. I think our tax dollars can be used to a better service. This will not be private.	Refer to BA-4, BA-12, GN-4, LU-11, SS-23, NV-1, TR-8 and VA-1.
Suzanne White	2/5/2018	Handwritten	There is no way this train will be utilized in the capacity you project. It is uneconomical and Texans DO NOT NEED or WANT this as a transportation option. NO BILL.	Refer to GN-2 and NE-1.
Brack Whitehead	2/6/2018	Website	I am against building high speed rail. I will have to look at high speed rail from my house. High speed rail puts financial strain on my local city resources. My property taxes will go up and pay for infrastructure that 99% of local citizens have voiced they do not want in 2-6-18 hearing. High speed rail will impede local roads which I use to transport hay and feed. My cost for producing beef and hay transportation of feed all increase. High speed rail increases my risk and insurance premiums. If economics of high speed rail was feasible and profitable, federal money would not be required. Energy companies regularly install pipelines with no government tax dollars. Economic evaluation is biased and should be done by an impartial party. Proposed rail design is anti-competitive and only allows design of one manufacturer in lieu of a universal rail where many manufacturers can compete at lower cost. The private company paying for economic and environmental study has a conflict of interest. Their study can not be used to justify building the high speed rail. It is public relation propaganda piece, a corrupt practice, financial gain of a private company through taxation of citizens.	Refer to GN-4 and NE-1.
Jo Dell Whitehead	3/8/2018	Website	WE NEED TO INCREASE OUR MODE OF TRANSPORTATION IN THIS COUNTRY.....IT WILL NEVER BE CHEAPER FOR THIS TO HAPPEN. IF WE WAIT, COST WILL ONLY GO UP.....THOSE WHO ARE OPPOSED TO THE TRAIN DO NOT LOOK TO THE FUTURE AS WE MUST DO FOR FUTURE GENERATIONS. JO DELL	Comment noted.
Brack Whitehead	2/6/2018	Handwritten	Property taxes will go up Noise in backyard Visual eye sore Little value added when alternative modes of transportation are more effective Impact my transportation of cattle feed Limit my economic options for expanding cattle grazing due to risk of increased traffic	Comment noted.
Diana Whitesell	3/9/2018	Email	As a citizen of the great state of Texas, I would like to express my deep opposition to the HSR. It's economically non-viable. It destroys people's property. (Some in the family for decades) It guts the heart of Texas. It destroys our beautiful state. It eliminates a God's house of worship (Ten Mile Community) It destroys historical landmarks. It creates health conditions. It will prolong response time of our emergency responders which will cost lives! The people of Texas have showed up and voiced their opposition to this. PLEASE LISTEN AND DO NOT BUILD!	Refer to CR-4, ED-2, GN-4, NE-1, SC-9 and SS-23.

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Diana Whitesell	3/9/2018	Website	It will ruin family and friend's land.	Refer to ED-2.
Diana Whitesell	3/9/2018	Website	Please vote NO! Save property owner's right.	Comment noted.
Diana Whitesell	3/9/2018	Website	I'm supporting friends who will lose everything. Please do the same.	Comment noted.
Diana Whitesell	3/9/2018	Website	Please vote NO! Save our land.	Comment noted.
Diana Whitesell	3/7/2018	Letter	Please vote no! Save our land! I AM OPPOSED TO HIGH SPEED RAIL! Keep Texas Central OUT of Madison County!	Comment noted.
Diana Whitesell	NA	Letter	It will ruin family and friends' land. I AM OPPOSED TO HIGH SPEED RAIL! Keep Texas Central OUT of Madison County!	Comment noted.
Gene Whiteside	2/5/2018	Oral	<p>Before I ask - - before my time starts, I'd like to do one thing. I'd like a show of hands of everybody that's opposed to this project. Please raise your hand. Hold on, hold on. Keep them up. I want this recorded. Somebody please get your camera and start recording this because I want this to be known. I want it to be known that we were cut from 600 seats to 300 because they never booked the Madisonville High School like they were supposed to, at which point the project manager said, Gene, it shouldn't be a problem; it's my understanding Madisonville is a small town anyway. That's right ladies and gentlemen, that's what we're dealing with. Keep them up. Keep them up. We got this recorded? Ladies and gentlemen, I stand before you today as an impacted land and homeowner as well as a retired military veteran. I ask each and every one of you to see this project for what really is. It's ill-conceived, ill-planned and to date is a poorly executed project. It does not benefit the public regardless of what the FRA and TCR state. It is proven that one TCR investor, Jack Mathews owns the land where the Dallas station will be located. And his business associate Joseph Drysale, first, it's a location in 2016 and also formed a company called HRS Holdings. LLC. Mr. Drysdale also owns the other parcels of property, also bought additional parts of the property along the utility corridor. I want you to think about that or a moment. The current route TCR want is the utility corridor is not being pressed because it's the most beneficial, the most economical or the most feasible. The TX-Dot ridership study even advised TCA against an intermediate stop also changed the modified Dallas/Ft. Worth to Houston corridor since removing the College Station stop, allowing for more a direct route and reducing the route length at a reduced capital cost. The rout TCR wants, the preferred route, the utility corridor, is being forced to that the rail line will hit the Roads Berry stop and allow it for Mr. Drysdale to get a return on his investments. I want each and every person in attendance to think about something else. Kevin Wright, the other FRA project manager, assured me numerous times during phone calls between the two of us over the past year, in addition to the routes, there would also be a no-build option. Think about that; no-build. He assured me that all information would be analyzed to include public comments and that indeed, the no-build option was a possibility. Now, I have been informed that Kevin, himself, waits until the public outreach meetings as starting to inform us, the public, that the no-build option is off the table. The reason?&amp;#183;&amp;#183;it doesn't meet the need. And I have witnesses that went to that meeting and heard that comment. So yes, indeed, it's true. I would submit to you, ladies and gentleman that TCR and FRA have not demonstrated a need for this project in any way. Additionally, Amtrak is studying and helps us to document that shows the congestion does not exist between Houston and Dallas, it exists between Houston and San Antonio. The FRA also knows that there is an approved DEIS for a rail project running from Oklahoma to Corpus Christi with a stop in Dallas. Why would the FRA burden Texas with two rails going to Dallas? Lastly, I want each and every individual in attendance to realize one last import thing. TCR bypassed the Texas government and sought the right to eminent domain through federal approval of the project with the Service Transportation board. The STB ruled they had no jurisdiction of the project and it must be decided in Texas as it's a state project. Texas Central then started suing land owners all along the route. There was only one case that was heard with thousands of pages of document submitted by both sided and the judge's ruling, it's a Harris County court case, that Texas Central had not proven that they were a railroad and had no eminent domain rights and therefore could not survey the landowner's property. There's been no other cases, and it stands Texas Central still does not possess eminent domain privileges. Now we are being told by the FRA supposedly they had taken the no-build option off the table. That means that this alleged railway is going to be in place some way, somehow, somewhere, no matter. What this really means is that an unelected body, another an unelected agency, along with the company that will have more than its half of the funding provided by the Japanese investment base as long as the remaining amount provided by tax payer dollars and private investors is dictating what will and will not happen. This is not representative of government of,by and for the people. And it surely not what I, my fellow veterans and service members have fought for here and fighting to defend. Hang on. Remember this, ladies and gentlemen, if this project is allow to proceed, no matter what the bank says, no matter what the deed to a land or home says, no matter the title company says, a private company saying they have the right of eminent domain can take what is legally yours and you will be expected to accept it and say</p>	Refer to PI-12.

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			thank you. My name is name is Lt. Colonel-Retired Gene P. Whitesides, and I am soundly against this project. We are Madison county; we are Madisonville.	
Barret Whitesides	3/9/2018	Website	I am AGAINST this project! There are to many issues not addressed in the DEIS. There are issues with the Emergency Response times, lack of attention to safety, Noise levels (proven to cause stress and hearing loss), Emotional Impact and the fact there are too many holes in the DEIS to make it a viable project. I don't care what TCR says the DEIS says that there will be road closers as well as road that will have to be rerouted. Regardless, during the construction phase people will not have access to their homes, livestock etc.	Refer to GN-1, NE-9, NV-1, SS-1, SS-23, TR-8 and TR-10.
Barrett Whitesides	2/5/2018	Oral	My name is William Barrett K. Whitesides and I am 15 years old and a son of a US Army vet-Retired. I want it recorded that I am against this project for a multitude of reasons and one of them is that my family and numerous others will have to relocate in a new location and home for a profit that the ridership numbers and profit do not add up. As a military child and by the time I moved here when I was in 7th grade, I had already changed school six times since kindergarten and had to start making new friends. As my sister said, Texas is what we have always considered home and for a few reasons. That being knowing who the people are and, like, the scenic views. If this project were to continue through all these 240 miles, the impacts are indescribable. Some of the industries have been are the environmental impact and will increase an emergency response times, permanent destructions of land railways, emotional and stress impact on communities and families as well as the economic impact this will have on those communities. First of all, the noise pollution will impact everyone and everything. The train will pass every 15 minutes, 18 hours a day, 7 days a week and 365 days a year. Studies show that noise affects affect regular exposure to consistent elevated sound levels, elevated workplace or environment noise that can cause hearing impairment, hypertension, semi heart disease, noise and sleep disturbance exposure, changes in the immune system and birth defects has also been contributed to noise exposure. While this sounds nervous system. One reason we live in a rural area is to be able to relax, listen to the sounds of nature and look at the astonishing views. There will be no more star-gazing at the lights from the rail. The rail will destroy all of that. Something else to think about is the economic impact on the folks between Houston and Dallas. TCR claims that it will bring over 10,000 jobs to Texas if it actually gets built and it takes traffic off I-45, which I find it hard to believe that as Texans we have already 18 made their choice to either drive, fly or take the bus. However, if this is built and takes traffic of 1-45 then you are taking business away from everyone in the middle. So now you have taken jobs away from the locals in towns along the route. It's a location from where people run their businesses, so how do you justify taking jobs away in the middle of the game, jobs in Houston and Dallas. Think of it this way. How many of you remember the original Cars movie from Disney? The main character, Lightning McQueen gets lost on his way in a small town. Then the new highway gets built, aka the Texas High-speed train and the cars stop shopping in the town because they were no longer passing through. Guess what? This is called the economic impact which is a financial affect that some things, a situation or person has. Believe it or not or town has a lot of people that passes through here because of I-45. If this project is allowed to continue, all of the towns along the route will lose business which is an economic impact. So what jobs will the high speed rail bring to Texas? Nobody should lose business or their jobs in order for others to gain something. Thank you.	Refer to AS-1, GN-2, NE-1, NE-9, NV-1, SS-23, SC-4, SC-15, SC-19, SC-21 and TC-4.
Barrett Whitesides	3/9/2018	Website	I am AGAINST this project. All the sound measurements do not list how many trains per day, if any repairs every night, or speed of train is being measured.	Refer to NV-1. The noise assessment assumes that trains will run every 10-15 minutes in each direction between 5:30 AM and 11:30 PM, and that all trains will operate at a maximum speed of 205 mph, except in the vicinity of stations. Although there are two proposed trainset maintenance facilities and five maintenance-of-way facilities along each build alternative, there are no sensitive receptors within the FTA screening distance of 1,000 feet from these sites and therefore, noise impacts are not anticipated due to maintenance facility operations.
Gene Whitesides	1/19/2018	Email	I would like to know why the FRA is paying AECOM to book and lock in venues when they are an engineering firm. To add insult to injury, Kevin Wright told me that "it should be ok as it is my understanding that Madisonville is a small town anyway". It is unconscionable that a comment such as that would be made. At the very least this mistake is gross incompetence and at the very least it is gross negligence.	Refer to NE-5 and PI-11.
Gene Whitesides	1/19/2018	Email	I was informed on Wednesday, 17 January 2018, that the Madisonville High School auditorium venue had never been locked in by the FRA or AECOM. This confirmation came from Kevin Wright of the FRA.8 Additionally, I was informed by employees of the Madisonville Meteor newspaper that a representative of AECOM sent in a change of venue notification on the 9th of January 2018. That is nine calendar days and seven business days that AECOM knew the venue had not been locked in. In short, the auditorium holds 600 people and the Kimbro Center where the event is to be held at this time holds 300 people. On top of this, parking on the square is in short supply.	Refer to PI-11.
Gene Whitesides	2/5/2018	Oral	Little bit sweeter this time. Lady and gentlemen, I am still Gene B Whitesides. Lt. Colonel, United States Army-Retired. I again stand before you to discuss what the federal government already knows. You want to talk about alternatives, there is an alternative. They know there is	Refer to GN-3 and NE-1. FRA has a regulatory responsibility to evaluate the Project as

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			<p>another viable option on the table as opposed to TRA's Dallas to Houston project. I looked at the fact earlier. There's already another transportation corridor that has an approved DEIS that extends from Oklahoma to Corpus Christi and it's described in <a href="https://www.fra.gov/p0716">HTTPS/WWW.FRA.FRA.Govp0716</a>. The website says the 850 mile Texas to Oklahoma passenger rail corridors, or TOPERS, extends to Oklahoma City in the North to Dallas, Ft. Worth, Austin, San Antonio, to destinations in South Texas, including Laredo, Corpus Christi and Brownsville. Let's consider another fact. There's also the Amtrak report I talked about. The Amtrak proposal for high speed passenger rail in the northeast corridor were the FRA's response to proposals, there's a federal register number, docket FRA-2016-0014, dated 31 August 2016 which shows two figures Figure 3 and Figure 4. Look them up. They show the peak period congestion on the national highway system 2002 and projected 2035. Once again, both figures, the congestion is not between Houston and Dallas, it's between Houston and San Antonio. The point of this is that the FRA knows there is already an alternative on the table and they haven't really done a good job to make the public aware of that. The top corridor meets the demonstrated needs as opposed to the TCR project which has not shown a need, not a want, to a desire, not a whim; a need. The Topper Project already has an approved DEIS. The only addition hat would need to be made in addition a Houston to San Antonio route and as mentioned, this would burden the state of Texas with two routes in Dallas when they already know the Houston to Dallas is not the issues. We the people, need to start asking the FRA one question, as opposed to having them and a private company dictate what's to happen. Once again, no build. Lastly, ask the commissioners and the county judge to get a Madison County advocacy group started to help us come together as one unit to stand united and stand against this train. Thank you.</p>	<p>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 <b>Chapter 4.0, Indirect and Cumulative Impacts</b>, 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.</p>
Gene Whitesides	2/28/2018	Website	<p>Why is TCR attempting to push a transportation corridor down a utility corridor? It makes more sense to align this route down an existing transportation corridor as access routes for first responders have been emplaced as well as other transportation centric support requirements.</p>	<p>Refer to BA-5 and BA-9.</p>
Gene Whitesides	2/28/2018	Website	<p>It has been noted that Harris county has been granted another outreach meeting. I am asking for someone to explain to me why Madison county has not been granted another meeting. As discussed with Kevin Wright, due to an error on AECOM's part, the Madison county venue went from 600 seats to 300. Due to fire codes, the security at the Kimbro center venue stopped access when max capacity was reached. We estimate that there were close to 100 additional people who could not access the venue and speak. When I mentioned this to Kevin Wright, he stated that some issues in locking in venues were encountered but "it shouldn't be an issue as my understanding is Madisonville is a small town anyway". This is unacceptable and we demand another opportunity to engage the FRA.</p>	<p>Refer to PI-10 and PI-11.</p>
Gene Whitesides	3/5/2018	Oral	<p>My name is Gene Whitesides, Lieutenant Colonel, United States Army, Retired. Ladies and gentlemen, tonight, I stand before you as an impacted land and homeowner up in Madison County and a 20-year retired military veteran of the United States Army. I ask each and every person here to see this project for what it is, an ill-conceived, ill-planned, and to date, poorly executed project that does not benefit the public regardless of what the FRA and TCR state and would have you believe. We have proof. There's an Amtrak ridership study that shows that the true congestion is between San Antonio and Houston, not Dallas and Houston. Look it up. It's out there. All right? Mr. Hagy, who works for TCR, was at the Grimes County Sheriff's meeting back on March 1st. He says that they are working with land and homeowners to minimize the impact down this utility corridor. Think about it. They're trying to shove a transportation corridor down the utility corridor. Let me show you what working with some of these land and homeowners means. Lavon Thomas, are you here? Please stand up, ma'am. Donovan Merte, please stand up. Ron Richards, please stand up. Ladies and gentlemen, what you see, these three individuals that stand here before you: Miss Thomas, her husband is about 92, 93 years old, was a bomber pilot, United States Army Air Corps, World War II, European Theater of Operations. Members affiliated with TCR came to their house and beat on their door in the darkest part of the night, demanding to be let in, to be heard, to survey, when they were threatening them with jail. Go ahead and sit down, ma'am. Donovan Merte, his son has autism. He bought property out in the country to be with his son and raise his family. Once again, CLS and Sam, they told him that if they did not -- his family did not allow them to survey, they would take them to court. They would sue them. That's what working with the landowners means to this little project. Go ahead and sit down. Ron Richards, ladies and gentlemen, who's my father-in-law, he, on three separate occasions, has caught three different groups of people affiliated with this project in the active part of trespass onto our property after they were being told, "No, you do not have the right to survey." And that's been legally proven. Look it up. It's out there. All right? Sit down, please. mean, okay? Let me leave y'all with a couple of last-minute thoughts, and I am going to go over my time, but let me tell you something: I fought for the last 20 years of my life to defend the right (inaudible) to enjoy the First Amendment and due process. Lastly, I want every individual in this room to realize one last thing: The Texas government, they bypassed -- TCR bypassed the Texas government to get the right-of-way -- they bypassed the State to get the right of imminent domain, the Surface Transportation Board. The Surface Transportation Board sent them home. They tried it in the last State Legislature. They were told no. All right? So you remember this: If this project is allowed to proceed, no matter what the bank says, no matter what the deed to your land or your home says, no matter what the title company says: A private company claiming they have the right of eminent domain -- which we know they do not -- can take what is legally yours, and you will be expected to accept it and to say thank you. The only option here is no-build alternative. Lastly, I put in over 20 years of my life, multiple tours to Iraq. I did not know</p>	<p>Refer to BA-2, ED-1, ED-2, GN-2, NE-8, PN-3 and SC-19.</p>

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			if I was going to be able to come home. I did not know what condition I was going to be in when I did come home. But the one thing that got me through it was my family, and knowing that I had family and a home to come home to. But now, I never once thought in my life that I would have to fight my own government and an unethical company, in TCR and its affiliates, for what is rightfully and legally mine. Thank you, ladies and gentlemen.	
Gene Whitesides	3/9/2018	Website	I am AGAINST this project as the real need is between Houston and San Antonio. Amtrak already has a DEIS with a trail that would connect Dallas and Houston. Why do we want to burden Texas with two High Speed Trains?	Refer to BA-2, GN-3, NE-1, PN-2 and PN-3.
Michaëlle Whitesides	1/29/2018	Handwritten	What steps will be taken to prevent sink holes, cracking & shifting Safety issues need to be addressed Why are you using old maps from 2014 and some are upside down Why has this been put out before the 3yrs. of endangered species survey has been completed Road rerouted responsibility of counties	Refer to SG-1.
Michaëlle Whitesides	1/29/2018	Oral	Yes. My name is Michelle Whitesides, AND I'm actually from Madison County and I originally was not going to speak this evening. However, I was just coming to kind of hear what everybody else had to say. I am an affected landowner as well, as my father, but when we walked in the door this evening a gentleman from TCR stated that we didn't belong here. And I walked up -- whether it's joking or not, I have every right to be here this evening. With that being said, first of all, I would like to address an issue with Madison County. You-all threw out and put all this information in these letters of all these meetings, but one, you, first of all, only sent them to impacted landowners. You did not bother to put this out in that two-mile radius. I have people that I'm talking to and they have no clue of what's even going on as far as these meetings are concerned. So you've left it up to us to fight this battle on our own, and I'm extremely frustrated with that. Second of all, you never once confirmed the venue in Madison County. You moved us -- when you contacted again and found out that you could not hold it at the Madisonville High School, you moved it from a venue that held 600 people down to 300 with very little parking, and I have an issue with that because when we contacted -- my husband contacted the representatives of FRA, guess what he was told--Madison County is a small county so it shouldn't be an issue. Very frustrating. So with that, first of all, you took four years to put this together. We get barely 80 days to go over a 5600-page report. No tax dollars being used? What do you think FRA is and TxDot? They've been using tax dollars this entire four years. Why did it only affect -- I already said that. Let me apologize. Re-routed roads. I know this has been stated, but guess what. If the counties are made to be -- re-route the roads and maintain, that's tax dollars. Movement of livestock, hay, et cetera. Guess what. Anyone between Houston and Dallas, you're talking about livestock and agriculture that's going between those two. Guess what. They can't ride the train. Also I also have an issue with the four-year-old maps that were in the EIS environmental statement, especially in Madison County. I'm not sure because I'm not familiar with the rest of it, but Madison County's are upside down, so it took my husband and I over three hours just to try to figure out where our piece of property that is getting ready to be taken away from us. So if you're going to take four years to put this together, at least update your information and your maps because those maps do not show my house, my parents' house, or anything. So if you can't even put that stuff -- get that stuff right, what else is incorrect in that environmental study? Plus on the pipeline that is already on there, we have sinkholes. We are constantly -- we lost a horse in one of those sinkholes on the pipeline, and my son fell in one. So guess what. Your train will be next.	Refer to GN-1, GN-4, NE-5, SG-1 and TR-7.
Michaëlle Whitesides	1/29/2018	Oral	Yes. My name is Michelle Whitesides, AND I'm actually from Madison County and originally was not going to speak this evening. However, I was just coming to kind of hear what everybody else had to say. I am an affected landowner as well, as my father, but when we walked in the door this evening a gentleman from TCR stated that we didn't belong here. And I walked up whether it's joking or not, I have every right to be here this evening. With that being said, first of all, I would like to address an issue with Madison County. You-all threw out and put all this information in these letters of all these meetings, but one, you, first of all, only sent them to impacted landowners. You did not bother to put this out in that two-mile radius. I have people that I'm talking to and they have no clue of what's even going on as far as these meetings are concerned. So you've left it up to us to fight this battle on our own, and I'm extremely frustrated with that. Second of all, you never once confirmed the venue in Madison County. You moved us when you contacted again and found out that you could not hold it at the Madisonville High School, you moved it from a venue that held 600 people down to 300 with very little parking, and I have an issue with that because when we contacted my husband contacted the representatives of FRA, guess what he was told Madison County is a small county so it shouldn't be an issue. Very frustrating. So with that, first of all, you took four years to put this together. We get barely 80 days to go over a 5600-page report. No tax dollars being used? What do you think FRA is and mTxDot? They've been using tax dollars this entire four years. Why did it only affect. I already said that Let me apologize. Re-routed roads. I know this has been stated, but guess what. If the counties are made to be re-route the roads and maintain, that's tax dollars. Movement of livestock, hay, et cetera. Guess what. Anyone between Houston and Dallas, you're talking about livestock and agriculture that's going between those two. Guess what. They can't ride the train. Also I also have an issue with the four-year-old maps that were in the EIS environmental statement, especially in Madison County. I'm not sure because I'm not familiar with the rest of it, but Madison County's are upside down, so it took my husband and I over three hours just to try to figure out where our piece of property that is getting ready to be taken away from us. So if you're going to take four years to put this together, at least update	Refer to GN-1. All maps in this section are labeled and oriented with north at the top of the page.

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			your information and your maps because those maps do not show my house, my parents' house, or anything. So if you can't even put that stuff get that stuff right, what else is incorrect in that environmental study? Plus on the pipeline that is already on there, we have sinkholes. We are constantly we lost a horse in one of those sinkholes on the pipeline, and my son fell in one. So guess what. Your train will be next.	
Michaelle Whitesides	1/30/2018	Oral	I will try not to get emotional. My name is Michaëlle Whiteside and I am highly against this project I have been married 23 years to a veteran who retired in 2014 and we moved to Madison County to get away from the hustle and bustle. To raise our kids morals and respect for others We have lived in the DC area. We hme in all types of areas, overseas and everywhere else. That is not where we want to be. We lvant to be here. So these are just a few things. How does TCR justify a S 199 one-way ticket? We have been told from 2014 onward that the cost would be comparable to an airplane ticket How does TCR explain that two of its imestors: Matthews and Drysdale property identified the Prairie the location being looked at the Dallas station. In addition Drysdale purchased additional property on the utility corridor in Grimes County _ How do you explain the perception that the only reason the utility corridor is being pushed is so the imetors can get their paydays? Especially after the Tx_DOT ridership study advised against an intermediary stop. Explain also why the satellite imagery used in the DEIS is 40 years old and does not show our homes and the roads and everything else we have cleared and so fourth What will happen when the investors getting tired of waiting and bail? Like they did in Califomia_ There is this FRA packet that they passed out here is just some questions. Question number two, it states — why doesn't a train go to downtown Houston? Two options were eliminated due to the environmental impact for the National Historic District. IVhy is Houston's history more than the history between the two stops? Statements of no public roads is a play on words is question number 14. When in fact roads will be closed and rerouted. Who will be responsible for rerouting these roads and maintaining them? In question number one in the FRA packet ya'll received also. Ifthe road along the route is temporarily closed there will be detours and appropriate signage put in place. Please tell me where you plan to detour along my route because in the study all roads leading to my property and around my property are setting personal disruption? Where do you plan on rerouting this traffic when all roads leading to my house will be permanently destroyed? I'm done.	Refer to BA-5, BA-9, BA-10, CR-13, GN-1, GN-7, NE-1, SC-3, TR-6 and TR-10.
Michaëlle Whitesides	1/31/2018	Oral	Try not to shake as bad as I did last night. Okay. My name's Michaëlle Whitesides and I'm from Madison County and the spouse of a retired U.S. Army vet. We are against this project. My comments and my story is similar to pretty much everybody else that has come up here so I want to focus on some of the questions that are in the packet that they are passing out. So question number seven says how do you know if there are -- excuse me. You know if there are threatened or endangered species on my property. There have been documented encounters of the endangered species or plants before this document was put out into the public. Not to mention the three-year study has not been completed. So how can you put in the EIS that there is none if that has not been completed yet. Question number eight on that packet says, what happens if you find a threatened or endangered species on my property? FRA's reply, relocation of the impacted species will be coordinated with the U.S. Fish and Wildlife Services. So just like us they do not get to choose where they want to live and will be relocated. So nothing is safe. They choose to live here just like we did and should be allowed to stay. Just because those that choose to live a ways from their work and do not want to drive the distance, the endangered species and landowners have to be relocated. Question number eight on that packet, how will I move my livestock across my property? FRA states, where the track is on an embankment, wildlife crossings, such as tunnels, will be incorporated to allow for movement and could -- I repeat could -- potentially accommodate livestock. What do you mean could? Wait a second, you are going to farming country and we don't even get a definite answer on this one, just a could. And I love that they assume that wildlife is just going to follow your signs and go right into the tunnels. We all know how many deer, hogs, and other wildlife are hit by cars and trucks because they do not follow the rules of the road. Oh, and wait, what about the large farm equipment. You have not even put that into consideration. Question number ten on that says, we will construct -- will the construction of this project cause upstream, downstream flooding? We all know that no matter what, when you start messing with the natural flow of water, we always get burned. Look at Houston, floods every time it sprinkles. Question number 12, if the project requires new electrical lines, who decides where to go? FRA's reply, any changes to overhead electrical lines, including pole adjustments, relocation, or new construction would be coordinated by the utility owners. Think about that. These changes would require an additional environmental analysis that would be completed by the utility owner. Wonder if they know that. And so that -- hold on. So we still don't even know if they will need additional power lines and if they do that means more people will be affected and more land will be taken. Seriously, do you think we're stupid? Oh wait, yes. As we live in the country and there's no way we can be intelligent or have a college education. Wrong. I have a bachelors in business and a masters in education, and let me tell you I know some pretty smart farmers that do not have a college education. As well as some of the -- some that have an education and question why they ever got it. Question number ten on that form, why does the train go -- why does the train not go to downtown Houston? Because of the environmental impact of the national historic district in Houston. Why is Houston's history valued more than the history between Houston and Dallas?	Refer to EU-2, EU-5, GN-6, GN-7, FP-1, LU-11, NR-4, NR-6, TR-4, WW-1 and WW-2. For information regarding the Endangered Species Act and federally listed species with potential to occur within the Project see <b>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</b> , discusses federally and state-listed species reported by USFWS and TPWD. All species listed as threatened or endangered either by USFWS or TPWD for Madison County are included in <b>Section 3.6.8, Natural Ecological Systems and Protected Species, Protected Wildlife Species</b> with Potential to Occur within the Study Area. As defined in <b>Section 3.9.5.2.1, Utilities and Energy, Utilities</b> , the Project limits of disturbance includes the potential locations of electrical utility modifications, including new connections to HSR facilities, and these areas are included in the assessment of impacts in the Final EIS. Historic districts are part of FRA's cultural resources evaluation. FRA conducted desktop evaluation of all 240 miles of each Build Alternative. Where access has been granted, FRA has also conducted visual historic surveys (above ground) for eligible, as well as potentially eligible historic resources. FRA has also conducted archeology (below ground) surveys where access allowed. FRA takes the historic integrity of the entire corridor into consideration when evaluating this Project.
Michaëlle Whitesides	2/5/2018	Handwritten	I am against this project as TCR has yet to prove that there is a need for this between Houston & Dallas. There is no Economic Impact study that has been completed.	Refer to PN-3 and SC-19.

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Michaëlle Whitesides	2/5/2018	Oral	My name is Michaëlle Whitesides. I am against this project. There is no demonstrated need as the real congestion is between Houston and Sand Antonio, which my husband has already said. The Amtrak party has already done the research. And there is an EIS taking high-speed train from Oklahoma to Corpus Christi, which also takes it to Dallas. Also, the draft EIS says that some utilities will need to be rerouted or moved. There are sections on the map where the pipelines will have to make some of these adjustments, possibly the power lines as well, which means that more property will have to be obtained in order to cut, cap and reroute the pipelines. So there are many places where the current utility corridor route the track will be directly on top of or cross over the existing active pipelines. Why are these numbers not included in the draft DEIS? So does this mean that we could see this project, meaning more than 8,000 acres to be completed? More land means more money, not to mention that you are planning on putting a train on top of a pipeline that we still have sinkhole issues, as the second pipeline was only put in about five years ago. We already had to rescue a horse and our son out of one of these. I think FRA tried pushing this through a little too quickly as there many gaps in your report. And no, you are still not allowed on our property. I won't go over the same stuff that everybody else did, but I want - - my question is, I think that - - I do appreciate the extra time, however, I do to feel that 75 days is enough time to process over 56,000 pages on the draft EIS. I am requesting an extra extension as most of us work. We're trying to go through this. Y'all's job may be just to sit here and go through that, TCR's job just to sit here and go through that, but the rest of us are trying to balance a family, our job and trying to go through this. Once again, I am against this. Thank you.	Refer to BA-2, EU-1, EU-2, GN-3, NE-1, PI-3, PN-2 and PN-3.
Michaëlle Whitesides	2/6/2018	Oral	My name is Michaëlle Whitesides, the spouse of a U.S. Army vet, and we're from Madison County, and I am against this project, as there is no demonstrated need, as the real congestion is between Houston and San Antonio. Amtrak has already done their research and has an EIS taking a high-speed train from Oklahoma to Corpus Christi, Texas, and its plans have a station that will go directly through Dallas. So why are we going to burden Texas with two high-speed rail stations in Dallas when there is already one in the works? Also, TCR has stated in several articles that they will be using Japanese bank and federal loans to help fund their project. They also state that this will help boost Japan's economy. I am not against Japanese, but what about boosting the U.S. economy? I don't think we should loan money to a company who seems to be more interested in boosting Japan's economy and lining their own pockets. Another point is the speed. There are 23 curves that will require the train to slow down, which means that a high-speed rail cannot maintain the 205 mile-an-hour speeds. The two train accidents that were in the recent news was crashed on curves where the train exceeded 30 to 50 miles per hour. The study does not mention how the speed will be handled on those curves. At least I did not find one. Also remember this project will not benefit majority of the people in the middle for multiple reasons. One, time cost analysis does not calculate to be beneficial, and a lot of those riders all have livestock and large equipment. The train will not accommodate those riders or their extra loads. Also Holly Reed, who is probably out talking to the media about how well they are working with the landowners, I am here as a landowner to tell you it is all lies. As for the last three going on four years, we have been asking questions, sending emails, with vague answers and no returned to our responses to our emails or anything. On our second meeting with TCR, we were told that they had eminent domain, which, our course, is a lie. We have received letters threatening legal actions if we did not allow them to survey our property. And I'm here to say you are still not allowed on our property.	Refer to BA-2, ED-1, ED-2, GN-2, GN-4, NE-8, PN-3, SC-19, SS-12 and TC-3.
Michaëlle Whitesides	3/5/2018	Oral	I have several of the comments that other people have said; however, tonight, I'm here to enlighten you on just how TCR has been working with the landowners. On every interview, one of TCR's reps gets on the media and tells the public that they are working so well with the landowners, and that people are so pleased with how things are being handled. I'm here to tell you it's all lies. My husband was even told at one of the meetings by David Benzion that people were weeping tears of joy of the offers they were making. Well, our offer was an insult. Sorry, lost my place, and I'm shaking. Sorry. Well, our offer was an insult. We are starting our fourth year of dealing with this project and the lies from TCR. I have been to just about every meeting possible, putting my kids and family aside to research and find out more information to questions that I or others have asked about back about three years ago. My husband and I have e-mails where we have asked -- have received no replies; and the few replies that we have received is the same song and dance: "When we have the answer, we'll get back to you," or it was -- "If we were in your shoes, we'd want somebody to be completely honest with me." And they're not being. To date, we still have a lot of questions that have not been answered. I have even posted some questions on TCR's Facebook page with no reply. We have also had verbal promises -- made with witnesses standing next to me -- by Eckels, Brandywine, Benzion and others that they would love to meet with us on numerous occasions to discuss with us our personal issues and concerns. To this day, the only contact we have had is a letter threatening us with a lawsuit if we did not allow them to survey. Oh, by the way, this letter was sent on Friday, July 1st, of the 4th of July weekend, with only a 7-day grace period to respond. The second time, Ken Williams with CLS showed up on opening season unannounced wanting to make an offer with no prior notice; therefore, not all parties were present. However, Ken Williams stated that they messed up our offer, and all the -- and all of the offers were put together by someone sitting in an office in Dallas. How can you accurately make an offer without seeing the homestead first? There are so many things that -- especially for those of us who will have to re -- completely relocate, to rebuild -- they did not even take into consideration when making their offer. Even though they currently still do not have eminent domain, that they continue to falsely state that they	Refer to ED-1, LU-12 and NE-8.

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

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Michaëlle Whitesides	3/5/2018	Oral	My name is Michaëlle Whitesides, and I'm against this project. I would like to start off by asking why Harris County got a second meeting when Madison County also met the max capacity on the February 5th meeting and people were turned away. So my first request is that you give all the residents of Madison County a second chance to actually attend, especially since the FRA is the reason the original venue of 600 capacity changed to 300, as you all never had it secured before sending out the letter with the meeting dates. I have several of the comments that other people have said; however, tonight, I'm here to enlighten you on just how TCR has been working with the landowners. On every interview, one of TCR's reps gets on the media and tells the public that they are working so well with the landowners, and that people are so pleased with how things are being handled. I'm here to tell you it's all lies. My husband was even told at one of the meetings by David Benzion that people were weeping tears of joy of the offers they were making. Well, our offer was an insult. Sorry, lost my place, and I'm shaking. Sorry. Well, our offer was an insult. We are starting our fourth year of dealing with this project and the lies from TCR. I have been to just about every meeting possible, putting my kids and family aside to research and find out more information to questions that I or others have asked about back about three years ago. My husband and I have e-mails where we have asked -- have received no replies; and the few replies that we have received is the same song and dance: "When we have the answer, we'll get back to you," or it was -- "If we were in your shoes, we'd want somebody to be completely honest with me." And they're not being. To date, we still have a lot of questions that have not been answered. I have even posted some questions on TCR's Facebook page with no reply. We have also had verbal promises -- made with witnesses standing next to me -- by Eckels, Brandywine, Benzion and others that they would love to meet with us on numerous occasions to discuss with us our personal issues and concerns. To this day, the only contact we have had is a letter threatening us with a lawsuit if we did not allow them to survey. Oh, by the way, this letter was sent on Friday, July 1st, of the 4th of July weekend, with only a 7-day grace period to respond. The second time, Ken Williams with CLS showed up on opening season unannounced wanting to make an offer with no prior notice; therefore, not all parties were present. However, Ken Williams stated that they messed up our offer, and all the -- and all of the offers were put together by someone sitting in an office in Dallas. How can you accurately make an offer without seeing the homestead first? There are so many things that -- especially for those of us who will have to re -- completely relocate, to rebuild -- they did not even take into consideration when making their offer. Even though they currently still do not have eminent domain, that they continue to falsely state that they have.	Refer to PI-1, PI-4, PI-10 and PI-11.
Michaëlle Whitesides	3/8/2018	Website	I am against this project as they have lied and been unethical about the entire process. I think it is important for you all to know what type of company you all are dealing with. On TCR's Facebook page they are bribing people to make comments to the FRA in order to win a model train. My question is, if these comments are suppose to be sent directly to FRA how will they know who has sent in a comment to place them into a drawing? After further research I discovered on their Website that they are having people send comments to them so they can send to the FRA. This seems to be very deceitful, fraudulent and unethical. Attached is both their posting on Facebook and Website.	Refer to PI-4.
Michaëlle Whitesides	3/8/2018	Website	I am 110% Against this project. 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. Also, at this time my father has run off three sets of surveyors who where trying to survey illegally. We still can not get TCR to answer the question have you surveyed our land or not. Their answer is I don't know. How can you run a business and not know what is going on. LIES!!!	Refer to GN-1 and NE-8.
Michaëlle Whitesides	3/9/2018	Website	I am AGAINST this project as it will not relieve the traffic that TCR claims it will relieve. If ticket prices ever become way less than the \$199 one way as stated in your DEIS. You are just moving traffic from 45 to a two lane road on HWY 30 and adding more congestion to 610 and 290.	Refer to SC-3, TR-2 and TR-5.
Michaëlle Whitesides	3/9/2018	Website	I am AGAINST this project! The maps in the DEIS are out dated and do not show all of the homes and buildings that will be destroyed. The maps are from 2014 and in some portions of Madison county are placed in the DEIS upside down. Making it difficult to determine where property is located and exactly what will be destroyed.	Refer to GN-1.
Michaëlle Whitesides	3/9/2018	Website	I am AGAINST this project! As it will destroy businesses along the route and cause others to lose business. TCR's claim of bringing in 1,000 permanent jobs does not justify others losing theirs. As there is no benefit to any of the counties between Houston and Dallas. This is called and Economic Effect.	Refer to SC-19 and SC-21.
Michaëlle Whitesides	3/9/2018	Website	I am AGAINST this PROJECT, TCR and its affiliates. They are using bribery to get people to make comments. This is definitely unethical and if not illegal, border line illegal. They have posted not only on their facebook page, but on their website send your comments to us to be entered to win a toy train. However, I thought all comments were suppose to go only to the FRA. So, how do they know who is turning in comments to the FRA if they do not have their hand in the pot. This entire process has been tainted with lies from TCR and unethical behavior. I want this bribery issue to be addressed immediately. Attached are the following screenshots of both.	Refer to PI-4.
Michaëlle Whitesides	3/9/2018	Website	I am AGAINST this project. The ridership numbers provided are flat out wrong and not substantiated by actual data. Looking at AADT station data north of Fairfield, there will be no way that TCR will be able to obtain the ridership numbers they have proposed. Other studies including	Refer to AQ-7, GN-2, GN-3, GN-4, NE-1 and PN-3.

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			Tx Dots multimillion dollar study only shows ridership figures of 0.7-2.7 million and the Reason report has only estimated 1.4 million annual ridership. This is extremely concerning as this will lead to not only a detrimental negative impact on the environment but since they are seeking federal taxpayer backed loans will also affect each of our back pockets. Currently there is only 1.3 million annual airline ridership for this route. There is only 89,060 annual workflow commuters according to Amercian Community Survey 2006-2010 Tract to Tract Data (see links below). So how are you calculating 5 million annual ridership when 100% of the airline traffic and workflow commuters in under 1.4 million? Please provide data to justify purpose and need. There clearly is not enough traffic or need for this route. Since this project involves the NEPA process and will lead to many negative impacts, the ridership and data must be vetted and substantiated. Dallas county to Harris county commuters- 65 <a href="http://bigbytes.mobyus.com/commute.aspx">http://bigbytes.mobyus.com/commute.aspx</a> Harris county to Dallas county commuters- 179 <a href="http://bigbytes.mobyus.com/commute.aspx">http://bigbytes.mobyus.com/commute.aspx</a>	
Michaëlle Whitesides	3/9/2018	Website	I am AGAINST this project. Any accounting for lost jobs due to lower AG income and such? 241K jobs impact for construction and 17 years operation. Any source on this? 10K per year and 1K for the 17 years you are well under 100K jobs from TCR. Need supporting data	As discussed in <b>Section 3.14.3, Socioeconomics and Community Facilities, Methodology</b> , all employment and earnings calculations are based on economic input-output multipliers that estimate the ripple effects of the Project's capital investment on the surrounding economy, including both direct employment and jobs created in supporting industries. The analysis uses RIMS II multipliers obtained from the U.S. Bureau of Economic Analysis (BEA) for each of the five Economic Analysis Study Areas. All employment estimates are reported in job-years, defined as one job for one person for one year. This allows for a more direct comparison of temporary jobs generated during construction and permanent jobs, with impacts assessed over 17 years through 2040. Permanent employment impacts would likely extend beyond 2040 but were not included in this analysis.
Michaëlle Whitesides	3/9/2018	Website	I am AGAINST this project. State solar panels will be used but no amounts listed in the DEIS.	Solar panels are incorporated in the FDCE as an option for sustainable development of the stations in <b>Section 3.14.2 Socioeconomics and Community Facilities, Regulatory Context</b> and will continue to be evaluated during project design.
Michaëlle Whitesides	NA	Website	am AGAINST this project. 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.	Refer to SS-2 and SS-12.
Michaëlle Whitesides	NA	Website	I am AGAINST 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 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 the 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?	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 <b>Section 3.16.6, Safety and Security, Avoidance, Minimization and Mitigation, SS-CM#9</b> . TCRR will supply emergency equipment, such as fire suppression and first aid resources, consistent with the needs identified in its Emergency Preparedness Plan.
Michaëlle Whitesides	NA	Website	I am AGAINST this project. 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 its Discussion. The Public deserves this level of detail.	Refer to ED-1, TR-6, TR-7 and TR-8.
Morgan Whitesides	1/31/2018	Oral	My name is -- my name is Emily Morgan Whitesides. I am 12 years old and the daughter of a retired U.S. Army vet. I want it to be recorded that I am against this project. Aside from the environmental impact, safety concerns, financial burden, and et cetera, as I do not have the time to read the 5,600-plus pages you all have put out. I spend my time trying to help feed all the animals as well as do my homework done and studying done while my family is busy trying to save everything we own and work for. I wanted to speak briefly about the emotional impact on a lot of families. As a military child who lived without her father for 12 to 18 months, every time I wonder if I'm gonna ever get to see him again. Believe it or not the stress level for our multiple deployments has been way less stressful than the strain worrying about our forever home and our family. It has completely taken over my family's life as they try to research, read, and comprehend everything, while trying to maintain their jobs, take care of us, work on the farm, treat the horses, goats, rabbits, fix -- etc. The emotions are always at high levels. One	Refer to ED-2, LU-7, NE-1 and NE-9. NEPA requires that a proposed action's effects on the environment be assessed. It does not require an evaluation of emotional effects.

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			<p>news broadcast, newspaper article, or information from other sources can turn a perfect day into well another time doing more research and making notes. Even though my brother and I know they are doing it for us, we still miss the times of being able to sit down together and not to hear the possibility that TCR and their employees can tear all that we have apart. I want to leave you all with something to think about. As a military child no matter where we live North Carolina, where I was born, Kansas, Virginia, and Pennsylvania, I never called any of those places home. Every summer when school was out my mom, not my dad, as he was either deployed or working too much, would pack my brother and I, all of our animals, usually four cats, two dogs, and two fish, and we would drive home to Texas. Yes, I said home. We would spend the entire summer in Texas visiting family and friends and looking for the special place to plant our feet when my dad finally retired. Yes, my brother and I had a voice in where we wanted to live and as a family of Madison County, we all agree that we wanted a small place where we could have horses, chickens, rabbits, and anything else we were not able to have with all the military moves. At this time what we have rescued five horses. I have 14 chickens I bought and helped build the coop with my own money. I pay for their feed by selling my eggs to family and friends. I have chores to do and I do not get paid for them. I do them because this is the life we choose as a family and it takes all of us including my brother to help keep everything running, while maintaining an A average in all of my classes and being a part of the National Junior Honor Society and the secretary of the student council. It took us years to get us where we are today and we still have plenty more that needs to be done. However, my point is that if this project continues then we'll need to get ourselves back to the same place we are today. I lay in bed and wonder what would happen to all of my four-legged family members if we only had 30 days to move. Where would they go until we were able to find another piece of property and rebuild to the point we are today? My question is why if we can't spend tax-paying dollars to do studies on all of these other issues, why can we not spend the money to do a study on the emotional effects this is having on the communities? When you have that answer for me, I would appreciate if you would personally contact me with a response. Until then I just want to say, Lord, please watch over the communities, families that are being affected by this project. Please stand by them through the process and help all of us continue to be Texas strong. If we stand together we can conquer anything, amen. Thank you.</p>	
Morgan Whitesides	2/5/2018	Oral	<p>My name is Morgan Whitesides. I am 12 years old and daughter of a retired U.S. Army Vet. I wanted to be recorded that I am against this project. Aside from the environmental impact safety concerns financial burden and ETC as. I do not have time to read the 5,600 plus pages you all have put out. I spend my time trying to help feed all the animals as well as getting my work done. While my family is busy trying to save everything we own and work hard for. I want to speak briefly about the emotional impact this is having on a lot of families. As a military child to live without your father for 12 to 18 months at a time, not knowing if I would ever get to see him again. Believe it or not, our stress level for our multiple deployments has been way less stressful than this train tearing up our forever home and our family. And it has completely taken over my family's life as they try to research read, and comprehend everything. While trying to maintain their jobs, take care of us and work on the farm, the emotions are always at high levels. One newscast or news article or information from the other resources can turn a perfect day into another day of spending time doing more research and making notes, even though my brother and I know they're doing it for us. We still miss the times of being able to sit down together and not hear of the possibility that TCR and their employees can care all I want to leave you all with something to think about. As a military child, no matter where we lived, North Carolina, were was born, Kansas, Virginia, Pennsylvania, I never called any of those places my home. Every summer when school was out my mom, not my Dad as he was either deployed or working too much, would pack up my brother and I, all of our four animals, usually four cats, dogs and two fish and we would drive home to Texas. Yes, I said home. We would spend an entire summer in Texas visiting family and friends. In looking for that special place to plant our feet, when finally retired, yes, my brother and I had a choice of where we wanted to live, and as a family we picked Madison County. We all agreed that we wanted a small place where we could have horses, chickens, rabbits and be able to enjoy nature the beautiful landscape and peaceful noises. At this time we have rescued five horses. I have 14 chickens I bought with my money. I pay for their feed by selling the eggs to family and friends. I have chores to do and I do not get paid for them. I do them because this is the life we selected as a family and it takes all of us, including my brother to keep everything running. By maintaining an A average in all my classes and being a part of the National Honor Society and the secretary of student Council, it took us years to get us where we are today. And we still have plenty more that needs to be done. However, my point is that if this project continues then we would need to wonder what would happen to all my four-legged members if we only had 30 days to move. Where would they go until we were able to find another piece of property and rebuild to the point we are today. I do not believe any child should have to worry when or if they will have to start all over. At this point I have been worrying about this for one third of my life. My question is, why, if we can spend tax dollars to do studies on all of these other issues, why can we not spend the money to study on emotional impact this is having on the communities and the children. When you have that answer for me, I would appreciate it if you would personally contact me with a response. Until then I just want to say, Lord, please watch over all of the communities and family that are being affected by this project. Please stand by them through the process and help all of us and keep us Texas strong. As we stand together we can conquer anything. Amen.</p>	Refer to ED-2, LU-7, NE-1 and NE-9.

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Morgan Whitesides	3/5/2018	Oral	My name is Morgan Whitesides. I am 12 years old and the daughter of a U.S. Army vet. I want it to be recorded that I am against this project. Aside from the environmental impacts, safety concerns, financial burdens, and et cetera -- as I do not have time to read the 5,600-plus pages you all have put out. I spend my time trying to feed all the animals as well as get my homework and studying done. While my family is busy trying to save everything we own and worked hard for, I -- I want to speak about the emotional impact this is having on a lot of families. As a military child who has lived without her father for 12 to 18 months at a time, not knowing if I would ever get to see him again, believe it or not, the stress level of multiple deployments has been way less stressful than this train tearing up our forever home and our family. It has completely taken over my family's life as they try to research, read, and comprehend everything while trying to maintain their jobs, take care of us and work on the farm. The emotions are always at high level. One news broadcast, newspaper article, or information from other sources can turn into, well, another day of spending time doing more research and making notes. Even though my brother and I know they are doing it for us, we still miss the times being able to sit together and not to hear of the possibility that TCR and their employees are tearing up what we have apart. Here is something to think about: As a military child, no matter where I lived: North Carolina, where I was born; Kansas; Virginia; and Pennsylvania, I never called any of those places home. Every summer when school was out, we would spend the entire summer in Texas, visiting family and friends and looking for that special place to (inaudible) when my dad finally retired. Yes, my brother and I had a voice in where we wanted to live as a family. We picked Madisonville. We all agreed that we wanted a small place where we could have horses, rabbits, chickens, and be able to enjoy nature, the beautiful landscape and peaceful noises. At this time, we have rescued five horses. I have fourteen chickens. I bought and helped build a coop with my own money. I pay for their feed by selling my eggs to family and friends. I have chores to do and I do not get paid for them. I do them because this is the life we selected as family, and it takes all of us, including my brother, to help keep everything running while maintaining an A average in all my classes and being a part of the National Junior Honor Society and the secretary of the student council. It took us years to get us where we are today, and we still have plenty more that needs to be done. However, my point is, that this project can -- if this project continues, we are the -- we are one of the families that will have to completely relocate and rebuild. We would need years to get ourselves back to the same place we are today, providing we found the land in the same county so I would not have to change schools and leave my friends. I often lay in bed and wonder, what will happen to all my four-legged family members if we have only 30 days to move? Where will they go until we were able to find another piece of property and rebuild to the point we are today? I do not believe that any child should have to be stressed and worried about when or if they will have to start all over. At this point, I have been worrying about this for one-third of my life. My question is why, if we can spend tax dollars to do studies on all these other issues, why can we not spend the money to do a study on the emotional impact this is having on the communities, the families, and the children. Thank you.	Refer to NE-1. NEPA requires that a proposed action's effects on the environment be assessed. It does not require an evaluation of emotional effects. The project would be subject to the provisions of the Uniform Relocation Act of 1970. The Act requires that the occupants of any property to be acquired be given a minimum of 90 days notice to vacate.
Morgan Whitesides	3/8/2018	Website	I am AGAINST this project as the ridership numbers have been embellished and there are still to many questions that have not been answered. Aside from all of the Environmental, Noise, impact to Agriculture and the fact that they do plan to file for federal loans, which does not make this project privately funded. I want to talk about the EMOTIONAL IMPACT this is having on all of the counties between Houston and Dallas. There has not been one study or concern about the impact it is having emotionally or the stress levels that it has caused. I feel that before any private project should be pushed down our throats you should at least perform an EMOTIONAL IMPACT on the landowners and counties in the middle. They are the ones who this will impact the most and there is absolutely no concern for those in the middle. Please get back to me is this is a huge concern to me.	Refer to GN-2 and NE-1.
Morgan Whitesides	3/8/2018	Website	I am AGAINST this project as the ridership numbers have been embellished and there are still to many questions that have not been answered. Aside from all of the Environmental, Noise, impact to Agriculture and the fact that they do plan to file for federal loans, which does not make this project privately funded. I want to talk about the EMOTIONAL IMPACT this is having on all of the counties between Houston and Dallas. There has not been one study or concern about the impact it is having emotionally or the stress levels that it has caused. I feel that before any private project should be pushed down our throats you should at least perform an EMOTIONAL IMPACT on the landowners and counties in the middle. They are the ones who this will impact the most and there is absolutely no concern for those in the middle. Please get back to me is this is a huge concern to me.	Refer to GN-2 and NE-1.
Morgan Whitesides	3/9/2018	Website	I am AGAINST this project! TCR has been less than honest with the landowners. This emotional stress this is causing is unacceptable as going on 4 years we have been asking questions and still no answers. If they truly wanted to work with the landowners they would make themselves available to discuss the issues that we all have. Instead of doing the same song and dance and threatening us with Eminent Domain that they currently do not have.	Refer to ED-1 and ED-2.
Gene Whitesides	3/5/2018	Oral	Let me tell y'all something else: The DEIS is fatally flawed. The imagery is at least four years old. You don't take my word for it, look at Google Tools, Google Map, Google Earth, and take a look at it. All right? At least Google Earth has my home on it. The DEIS satellite imagery being four years old doesn't have my home on it, so everybody thinks it's just running through pasture land, okay?	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.

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Barret Whitesides	3/8/2018	Website	I am against this project and the Impact it will have on the counties in between Houston and Dallas. There is very little if any research to back TCR's claim that it will bring approx. 1,000 permanent jobs. This might sound like a lot however, it is not when the train will be taking jobs away from people who live in the counties between Houston and Dallas. As well as taking business away from the locals who depend on the people traveling between Houston and Dallas. There is not one person who should loose their job or business for another to gain something. This is called and Economic Effect and should not be allowed to line others pockets while others will lose their jobs/business. Please take the time, go through the appropriate steps, do the proper research and stop rushing this project along. As the way it is getting pushed through right now there are to many impacts and issues that have not been addressed.	No adverse economic impact is expected as a result of the Project. Rather, a net positive economic impact would occur as a result of capital investment during the Project's construction and increased state and local tax revenues resulting from TCRR's assets and operations. Economic impacts associated with the project are detailed in <b>Section 3.14.5.2.3, Socioeconomics and Community Facilities, Economic Impacts.</b>
Gary Whitfield	2/6/2018	Handwritten	Record me as opposed to this project: 1. Noise pollution alone will be a blight on our communities. 2. Texas Central is not a railroad 3. Construction will disturb drainage across the entire corridor. 4. This project does not cash flow. Construction costs are underestimated. Revenue over estimated.	Refer to FP-1, GN-2, GN-4, NE-1, NV-1, SC-22 and WW-2.
Gary Whitfield	2/6/2018	Handwritten	I am one of many tax paying citizens of the United States of America, and residents of the Great State Of Texas that is opposed to the proposed high speed rail between Houston and Dallas. I find many flaws and omissions in your Draft Environmental Impact Study dated December 12, 2017, among them ignoring the impact of emissions from electricity generated to power the proposed train. In your Executive Summary you boast that the proposed train would reduce Mobile Source Air Toxics, yet you dismiss the rise in emissions from electric power generating plants. You state that Qany 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." , yet you dismiss the increase in emissions from those power plants. The Federal Railroad Administration should determine the amount of electricity this project might consume, and examine the impact the increase in power production will have on the entire state of Texas, not just along the proposed route. Your report us fundamentally flawed, and biased in favor of this project.	Refer to AQ-1 and EU-4.
Gary Whitfield	3/5/2018	Handwritten	PLEASE STOP THIS PROJECT WE HAVE YET TO SEE DETAILS ON ADVERSE WEATHER. WILL THIS SYSTEM BE SAFE IN HIGH CROSSWINDS? WILL THIS SYSTEM BE SAFE IN THUNDERSTORM? WILL THIS SYSTEM BE SAFE IN A ICE STORM?	Refer to SS-15.
Gary Whitfield	3/5/2018	Handwritten	OPPOSED TO THIS PROJECT. YET TO SEE ANY DETAILS ON SECURITY. 1. Will The TSA, Transportation Security Administration, Screen Passengers? 2. Will Carry on Luggage Be Screened? 3. Will Checked Bags Be Screened? 4. Will The Tracks and Electrical Lines Be Guarded Continuously? By Whom? 5. Will There Be Parking At All Terminals? What Security Will Be There? YET TO SEE DETAILS ON ADVERSE WEATHER	Refer to SS-6, SS-7, SS-9, SS-15 and TC-5. Details regarding passenger luggage allowances and standard issue for security personnel will be determined through the System Security Plan in response to needs identified in Threat and Vulnerability assessments.
Simon Whitfield	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.
Simon Whitfield	3/8/2018	Website	Please see attached letter of comments regarding the destruction of Morgan Legacy Farm via the current proposed route. Dear Sirs, Dallas – Houston High Speed Rail Project I write to respectfully express my opposition to the proposed route of the Dallas – Houston High Speed Rail line through the charitable ranch referred to as Morgan Legacy Farm located near FM 709 and 3194. In the summer of 2016, whilst visiting Texas from England with my family, we were fortunate to be invited to visit the Farm and to experience the extraordinary range of activities that it has to offer. I know that Dr Robert Morgan undertakes a considerable amount of charitable work at the Farm and that it is a valuable resource for local people. Whilst it is of course essential for Texas to develop its infrastructure, I would like to urge you to do so in a way that	Refer to LU-5.

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			does not impact adversely on key environmental assets such as the Farm. I understand that an alternative route for the line 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 therefore urge you to reconsider the proposed routing of the line such that it avoids the Farm and the significant harm that it would cause. Yours faithfully, SIMON WHITFIELD	
Gary Whitfiels	2/6/2018	Handwritten	I am one of many tax paying citizens of the United States of America, and residents of the Great State Of Texas that is opposed to the proposed high speed rail between Houston and Dallas. I find many flaws and omissions in your Draft Environmental Impact Study dated December 12, 2017, among them ignoring the impact of emissions from electricity generated to power the proposed train. In your Executive Summary you boast that the proposed train would reduce Mobile Source Air Toxics, yet you dismiss the rise in emissions from electric power generating plants. You state that Qany 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." , yet you dismiss the increase in emissions from those power plants. The Federal Railroad Administration should determine the amount of electricity this project might consume, and examine the impact the increase in power production will have on the entire state of Texas, not just along the proposed route. Your report us fundamentally flawed, and biased in favor of this project.	The emissions from the electricity generated to power the train is not ignored. It was estimated and documented explicitly in the Draft EIS in <b>Section 3.2.3, Air Quality, Methodology</b> , complete with power consumption from train traction, stations and maintenance. All of these power consumption components had emissions estimated for them in the analysis of operational emissions. Calculations of emissions from the electricity generated to power the train are documented in the Final EIS in <b>Section 3.2.3.2, Air Quality, Operational Emissions Methodology</b> . This includes emissions from train traction, stations, and maintenance activities.
Rhena Whitlow	NA	Website	This is not a good thing for our county.	Refer to SC-19.
Jeff Whitsett	2/7/2018	Website	I feel this project is extraordinarily valuable for the State and the Dallas/Houston metroplexes. The cities will continue to grow, there's no stopping that. Houston has grown leaps and bounds outside of the Beltway and more will inevitably follow. While it's impossible to stop human expansion in these major cities, for those that do live out, their quality of life will increase due to the removal of cars and their pollution and the train would be a legitimate low emission option for mass travel. Getting cars off the road as much as possible is the best thing from an environmental standpoint. Regardless of the train's route, those that live in the 'country' today will live in the 'city' tomorrow simply from the inevitable expansion of city limits as population density takes place. Providing train as an alternative to car is good for this area now and in the future.	Comment noted.
Larry Wichman	2/20/2018	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 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.
Ben Wickman	2/24/2018	Website	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.
A.J. Widacki	2/18/2018	Website	The Texas High Speed Rail Project is an unnecessary project by a foreign company trying to take 8000 acres of Texans property between Houston and Dallas. As an engineer, I was initially for this project, but after reviewing the ridership and financial projections for this project, it doesn't make sense. I've also experienced the "bullying" tactics of TCR attempting to gain entry for survey on my wife's property in western Harris County. They are not welcome. TCR needs to disappear, just like the Trans-Texas Corridor.	Refer to GN-4, LU-14, NE-8 and PN-3.
A.J. Widacki	2/5/2018	Oral	MR. WIDACKI: Howdy, I'm A.J. Widacki. I'm a civil engineer. And when this project first came about, I was for it and I've -- I've seen what's happened and I've seen the landowners'	Comment noted.

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			<p>experience here and I spoke at two public meetings already, one in Cypress and one in Waller. And I've also seen additional data recently since those two meetings that makes me concerned. You know, they say there's no public money involved, but there is public money when you stop this thing at Northwest Mall when it doesn't go to downtown Houston. They're basically dependent on Metro, City of Houston and the public agencies around here to get that last mile into town and everybody to their destinations. So that's going to come out of your pocketbooks.</p> <p>What Bet mentioned about the thoroughfares is TCRR's plan doesn't -- doesn't account for and plans to block major thoroughfares -- major thoroughfare plans in west Harris County and Waller County, that they would force the counties to build their thoroughfares when they punch them through to go over their facilities, which is going to cost you and I money.</p> <p>So, you know, call BS, BS, when you see it. It's going to cost you money.</p> <p>Thank you.</p>	
Barry Wiener	2/24/2018	Website	Good Evening, My name is Barry Wiener and I have Opposed this Uneconomic Land Grab HSR Project for now 3 years. No build option should be chosen.	Refer to BA-6.
Barry Wiener	2/24/2018	Website	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. No build option should be chosen.	Refer to TR-6 and TR-7.
Barry Wiener	2/24/2018	Website	. 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. No build option should be chosen.	Refer to TR-6 and TR-7.
Barry Wiener	2/24/2018	Website	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. No build option should be chosen.	Refer to LU-11 and TR-7.
Barry Wiener	2/24/2018	Website	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? No build option should be chosen.	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 <b>Table 3.11-49: Brazos Valley Intermediate Station Trip Direction and Mode</b> and <b>Table 3.11-50: Brazos Valley Intermediate Station Impacts 2040 LOS (Delay in Seconds per Vehicle)</b> . 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 <b>Table 3.11-26: Roadway Crossings in Grimes County</b> . The Project would be built over the road which would not require SH 105 to be rerouted, closed, or reconstructed.
Barry Wiener	2/24/2018	Website	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. No build option should be chosen.	Refer to NE-1 and NE-9.
Barry Wiener	2/24/2018	Website	Some concerns not Quantification include impacts on Housing, Medical facilities, Emergency Response Times, and the Negative Impact on Small Rural School ISDs? No build option should be chosen.	Refer to SC-6, SC-7, SC-10 and SS-23. Impacts to medical facilities within the project area are identified in <b>Section 3.14, Socioeconomic and Community Facilities</b> and also discussed in <b>Section 3.16, Safety and Security</b> .
Barry Wiener	2/24/2018	Website	The FRA Must Seriously Reconsider With Hard Facts, not qualified comments, the "NO BUILD ALTERNATIVE". No build option should be chosen.	Refer to BA-6.
Barry Wiener	2/24/2018	Website	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. No build option should be chosen.	Refer to BA-6, SS-19, SS-23 and VA-1.

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Barry Wiener	2/24/2018	Website	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. No build option should be chosen.	Refer to NE-1, NE-2 and SS-1.
Barry Wiener	2/24/2018	Website	We all know and have it well documented TCRR has told the public they will go after US RR Taxpayer supported Federal Loans. No build option should be chosen.	Refer to GN-4.
Barry Wiener	2/24/2018	Website	The FRA has artificially orchestrated a "Purpose and Need" definition that is not balanced, but bias by only supporting TCRR's Functional Criteria, not the public's interest or safety and is clearly designed to eliminate the "NO BUILD" Alternative. No build option should be chosen	Refer to BA-6, NE-1 and PN-3.
Barry Wiener	2/24/2018	Website	The FRA also said that 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. No build option should be chosen.	Refer to BA-6 and PN-3.
Barry Wiener	2/24/2018	Website	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? No build option should be chosen.	Refer to BA-6, BA-8, NE-1 and PN-3.
Barry Wiener	2/24/2018	Website	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? No build option should chosen.	Refer to GN-1 and NE-1.
Barry Wiener	2/24/2018	Website	The FRA is just going through the motions and the answer is baked in. No build option should be chosen.	Refer to NE-1.
Barry Wiener	2/24/2018	Website	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. No build option should be chosen.	Refer to SC-2.
Barry Wiener	2/24/2018	Website	Is the FRA looking out for their SAFETY? No build option should be chosen.	Refer to SS-1.
Barry Wiener	2/24/2018	Website	The DEIS uses Sloppy 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. No build option should be chosen.	Refer to GN-1 and NE-9.
Barry Wiener	2/24/2018	Website	There is no reason the No Build Alternative regarding ER did not win out over the Build Alternatives. No build option should be chosen.	Refer to BA-6 and SS-23.
Barry Wiener	2/24/2018	Website	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. No build option should be chosen.	Comment noted.
Barry Wiener	2/24/2018	Website	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? No build option should be chosen.	Refer to BA-6, PN-3 and SS-1.
Barry Wiener	2/24/2018	Website	Did you know the people used to prepare the DEIS are consultants paid for by TCRR? The FRA is responsible for managing the process. No build option should be chosen.	Refer to NE-5.
Barry Wiener	2/24/2018	Website	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. No build option should be chosen.	Refer to NV-1.
Barry Wiener	2/24/2018	Website	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. No build option should be chosen.	Refer to NV-1.
Barry Wiener	2/24/2018	Website	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. No build option should be chosen.	Refer to NV-10.
Barry Wiener	2/24/2018	Website	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. No build option should be chosen.	Refer to NV-1.
Barry Wiener	2/24/2018	Website	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. No build option should be chosen.	Refer to NV-1.

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Barry Wiener	2/24/2018	Website	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. No build option should be chosen.	Refer to NV-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 <b>Section 3.4.3, Noise and Vibration, Methodology</b> and <b>Section 3.4.5, Noise and Vibration, Environmental Consequences</b> , respectively. Schools are included in FRA Category 3 for institutional receptors and, for the same existing noise level, the distance to impact for schools is much less than for residential land use. Because there are no schools located in very close proximity to the tracks, no noise impacts to schools have been identified.
Barry Wiener	2/24/2018	Website	Noises from Elevated trains lead to reading difficulties and negative academic performance. No build option should be chosen.	Refer to NV-1. The noise assessment methodology accounts for elevated structures and viaducts in calculating noise levels. This includes the height of the source and a reduction in the ground effect and shielding.
Barry Wiener	2/24/2018	Website	Over One Hundred Acre size Construction Sites, located on just about every major East-West travel Corridor from I45, will be a magnet for Workers, Raw Materials, Batch Plants & Concrete Trucks, Equipment, Large Heavy Trucking, Permit Loads, Vendors, & Staging areas. No build option should be chosen.	Refer to LU-10 and LU-13.
Barry Wiener	2/24/2018	Website	Over One Hundred Acre size Construction Sites, located on just about every major East-West travel Corridor from I45, will be a magnet for Workers, Raw Materials, Batch Plants & Concrete Trucks, Equipment, Large Heavy Trucking, Permit Loads, Vendors, & Staging areas. No build option should be chosen.	Refer to LU-10 and LU-13.
Barry Wiener	2/27/2018	Website	The public meetings did not allow for adequate public involvement. The Madisonville meeting was moved because AECOM never adequately booked the first place and the final forum didn't have enough room and people were not allowed to enter and were turned away. The same thing happened at Harris County forum where people were not allowed to enter and had to stand outside or were turned away. Many left because there was no parking. This violated the NEPA process. Texas Central reps were allowed to stay in these meetings while the public could not enter. We need more time to view the DEIS as many violations have already occurred in regards to public comment and participation. There was overwhelming opposition to the project. No build option should be chosen.	Refer to BA-6, PI-1 and PI-3.
Barry Wiener	2/27/2018	Website	Regarding the Grimes County meeting this is something that a public participant noticed. The Gym which was very large was used for TCR's and FRA's Posters, but the Public Comment Speaker Period used the relatively smaller Cafeteria. This was the end of the several steps by the FRA to squash the Opposition Voices. I know that some people left not knowing about the smaller separate room for the comments portion and know another person was turned away because the room was packed. How does this not violate NEPA when yet again this is just another public meeting that AECOM and FRA hosted that did not adequately allow for public participation. This occurred in Madison County, Harris County, and Grimes County. The public needs more time and I request the comment period be extended to allow for full public participation and comments since this was violated in at least three meetings.	Refer to PI-1, PI-3, PI-6, PI-8 and PI-11.
Barry Wiener	2/27/2018	Website	It would be fantastic to have a new rail system to surpass the system we have here in the N.E (the Electric Amtrak along the I-95). A Houston to Dallas Bullet train would be such an inspiration for the rest of the country to aspire to. and 205MPH! I support this project wholeheartedly.	Refer to PI-1.
Barry Wiener	2/27/2018	Website	I request 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's Mayor Turner interference with the FRA process by placing his finger on the scales by choosing the site of the Houston Mall based on Politics, and prior to the FRA actually making the decision for the Houston Station. This has been announced over and over again on the news By Mayor Turner and TCR and has tainted the process. 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 DEIS process should be stopped immediately as it is clear it is not being driven by an objective process. No build option should be chosen.	Refer to GN-9, NE-1 and PI-4.
Barry Wiener	2/27/2018	Website	Please refer to <a href="http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html">http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html</a> and check out Station Flag 82H83 Site ID H83 AADT 2016 29,759 Route ID IH0045-KG 2015 AADT 28,380 2035 Estimated AADT 54,490 24 Hour Truck Percentage 32.4 This is actually under a 90% pjected increase from 2016 figures to 2035. It is not >200% astated by TCR and allowed to be misrepresented in the DEIS. I have included the link to show the true data proving that mid point stations do not show the increase that TCR, FRA, and AECOM is purporting. Look at the Streetman station and the station just north of Fairfield on I45. Please correct all the errors related to this. The purpose and need is not justified and the no build option is the only option that should be considered due to the overwhelming amount of falsified data points arising from the DEIS. No build option should be chosen.	Refer to AQ-3.

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Barry Wiener	2/27/2018	Website	This information comes from the DEIS, page 1-10: Per the DEIS: "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." This is a simple math issue. Again looking at the TxDot Statewide Planning map various data points only show an 83% increase from 2016 to 2035. 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. The DEIS and the DEIS comment period are fatally flawed. FRA should immediately issue a decision of NO BUILD. No build option should be chosen.	Refer to AQ-3.
Barry Wiener	2/27/2018	Website	Please review the attachment. The need of this project is not validated by a plethora of maps on the federal dot site and Tx Dot sites. The congestion now and in the future is between San Antonio and Houston and Dallas and San Antonio. Please explain why this Dallas to Houston route is being pushed when not supported by any of these maps or the state of Texas ridership study which shows the Dallas to Houston being the 4th or 5th route of choice with greatest ridership. The no build is the only option for this specific route as future data and congestion maps do not support the statements made in the DEIS. No build option should be chosen.	Refer to GN-3, PN-3 and SS-9.
Barry Wiener	2/27/2018	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. How can they say that they will give Dallas \$10 million in sales tax revenue for ticket sales if this \$199 is a rumor. Because TCR is stating this, all of these figures using \$199 estimating tax payouts should be removed and the public needs to see the new figures. How can AECOM and the FRA work with such a company which can't give straight up info. Please clarify if the \$199 is a rumor as expressed by TCR on their website. Until we can actually obtain verifiable data, the DEIS process should be halted. In the very least an extension of the comment period is warranted. No build option should be chosen.	Refer to SC-3.
Barry Wiener	2/27/2018	Website	Looking at table 3.14-22 the experts that put this table together put more wrong data in it. They have excluded the federal excise tax on airline tickets. I can not understand how so many people that have worked thousands of hours on this project could have missed this simple piece of data. Again, there is ample amounts of wrong data that dismiss the positives of this project. Please also tell me how it is mentioned numerous times that this project would elicit 15-39 billion from sales tax on ticket sales. Please tell me how you arrived at this blatant misrepresentation of data? Is this over a period of 150 years? There is no way looking at your own tax tables that you have provided could one come to this conclusion. Again, there is a great deal of deceptive and manipulated data in order to push the project. No build option should be chosen.	Refer to PN-3, SC-3, SC-16 and SC-19.
Barry Wiener	2/27/2018	Website	Teleworking needs to be factored into the DEIS report when accurately judging traffic and speeds. The National Institute of Health even did a report and implemented the process. <a href="http://www.federaletc.org/pdf/NIH.pdf">http://www.federaletc.org/pdf/NIH.pdf</a> To ignore this in your report is negligent or is purposely trying to skew the data. Overview While there is no Census Bureau or government produced data provides additional granularity on the frequency of telework, Global Workplace Analytics' research finds that: 50% of the US workforce holds a job that is compatible with at least partial telework and approximately 20-25% of the workforce teleworks at some frequency 80% of the US workforce says they would like to telework at least part time. Two to three days a week seems to be the sweet spot that allows for a balance of concentrative work (at home) and collaborative work (at the office). Fortune 1000 companies around the globe are entirely revamping their space around the fact that employees are already mobile. Studies repeatedly show they are not at their desk 50-60% of the time. A typical telecommuter is college-educated, 45 years old or older, and earns an annual salary of \$58,000 while working for a company with more than 100 employees. 75% of employees who work from home earn over \$65,000 per year, putting them in the upper 80th percentile of all employees, home or office-based. Summary of trends: Regular work-at-home, among the non-self-employed population, has grown by 115% since 2005, nearly 10x faster than the rest of the workforce. 3.7 million employees (2.8% of the workforce) now work from home at least half the time. The employee population as a whole grew by 1.9% from 2013 to 2014, while employees who telecommuter population grew 5.6%. Forty percent more U.S. employers offered flexible workplace options than they did five years ago. Still, only 7% make it available to most of their employees. Larger companies are most likely to offer telecommuting options to most of their employees. New England and Mid-Atlantic region employers are the most likely to offer telecommuting options. Full-time employees are four times more likely to have work-at-home options than part-time workers. Non-union workers are twice as likely to have access to telecommuting, but union employee access is growing rapidly. <a href="http://globalworkplaceanalytics.com/telecommuting-statistics">http://globalworkplaceanalytics.com/telecommuting-statistics</a> Please consider impacts of this on future congestion and railway purpose. Due	Refer to BA-6, GN-2, GN-3 and PN-3.

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			to the growth rate of this mode of work and the drop in transit usage, I vote for the No Build option as the only wise choice. This bullet train project has too many negative impacts and they will never be overcome. No build option should be chosen.	
Barry Wiener	2/27/2018	Website	Teleworking/Telecommuting (this has not been considered in the future projections of congestion yet has the fastest growth rate of all travel patterns and has already superseded public transportation) Why has this not been looked into and considered in this DEIS report. If this growing work mode has been ignored how much other relevant data has also been ignored? Highlights from The 2017 State of Telecommuting in the U.S. Employee Workforce report include: 3.9 million U.S. employees, or 2.9 percent of the total U.S. workforce, work from home at least half of the time, up from 1.8 million in 2005 (a 115 percent increase since 2005). The average telecommuter is 46 years of age or older, has at least a bachelor's degree, and earns a higher median salary than an in-office worker. Roughly the same population of women and men telecommute. Telecommuting is more common among employees over 35 years of age and most common among Baby Boomers. In more than half of the top U.S. metro areas telecommuting exceeds public transportation as the commute option of choice. It has grown far faster than any other commute mode. The 2017 State of Telecommuting in the U.S. Employee Workforce Report includes information on the following: Trends in the telecommuting workforce over the last ten years Demographics of the average telecommuter (age, gender, education, salary) Telecommuting by industries, occupations and sectors Telecommuting by metro areas (prevalence and growth) Actual and potential economic impact of telecommuting Environmental impact of telecommuting <a href="https://www.flexjobs.com/2017-State-of-Telecommuting-US/">https://www.flexjobs.com/2017-State-of-Telecommuting-US/</a> How can the DEIS be a credible document if data in conflict with the purpose in need is prevented from entering the report? Due to relevant data being omitted from the DEIS along with numerous other bad data points I opt for the No build option No build option should be chosen.	Refer to BA-6, GN-2, GN-3 and PN-3.
Barry Wiener	2/27/2018	Website	Telecommuting must be analyzed in order to achieve an accurate report. "More than just affecting the way people work, the increasing ease of telecommuting will dramatically affect the way we adapt our urban transportation systems. Indeed, an increase in working from home might suggest that we have less to fear about the future of traffic congestion than we might have believed." <a href="https://www.citylab.com/transportation/2014/02/why-telecommuting-really-matters-6-charts/8227/">https://www.citylab.com/transportation/2014/02/why-telecommuting-really-matters-6-charts/8227/</a> "Expanding mass-transit systems is a pillar of green and "new urbanist" thinking, but with few exceptions, the idea of ever-larger numbers of people commuting into an urban core ignores a major shift in the labor economy: More people are working from home. True, in a handful of large metropolitan regions what we might call "legacy cities" trains and buses remain essential. This is particularly true of New York, which accounts for a remarkable 43% of the nation's mass-transit commuters, and of other venerable cities, such as San Francisco, Washington, Boston, Philadelphia and Chicago. Together, these metros account for 56% of all mass-transit commuting. But for most of the rest of the country, transit use despite often-massive infrastructure investment has either stagnated or declined. Among the 21 metropolitan areas that have opened substantially new urban-rail systems since 1970, mass transit's share of work trips has declined, on average, from 5.3% to 1.5%. During the same period, the drive-alone share of work trips, notes demographer Wendell Cox, has gone up from 71.9% to 76.1%." - <a href="http://www.latimes.com/opinion/op-ed/la-oe-kotkin-telecommute-20170623-story.html">http://www.latimes.com/opinion/op-ed/la-oe-kotkin-telecommute-20170623-story.html</a> "Traffic congestion in Austin and other major Texas cities is notorious and continues to worsen. According to a recent study by a transportation analytics firm INRIX, Dallas, Houston and Austin are the 7th, 11th and 13th most congested urban areas in the United States. Many believe that adding light-rail lines and more bus lanes will encourage more commuters to take public transport and leave their cars at home. However, despite its population growth and large investments by Capital Metro to improve services, Austin's bus actual daily ridership has fallen 20 percent since 2012 (130,000 boardings a day in 2012 vs. 102,000 a day in 2016)" <a href="https://www.tribtalk.org/2017/09/21/is-the-uberization-of-public-transportation-the-future-for-texas-cities/">https://www.tribtalk.org/2017/09/21/is-the-uberization-of-public-transportation-the-future-for-texas-cities/</a> The DEIS needs to analyze this work mode as this will affect future congestion and ridership patterns. I opt for the no build.	Refer to BA-6, GN-2, GN-3 and PN-3.
Barry Wiener	2/27/2018	Website	It is clear that the engineers have realigned county roads that they will be unable to do as all county roads in between will not allow the realignments. Remember Texas Central was ruled to not have eminent domain nor be a railroad in a court case in Harris County so performing all these drawings is frankly putting the horse before the cart. Most of the counties have signed resolutions against the high speed rail so these road drawings are incorrect leaving construction costs and route not specific as well. Also the engineers did not take into account new construction at Highway 6. They have the Train route at the same place and height of Highway 6. This Tx Dot project has been in the works much longer than these preliminary drawings for Texas Central's project. I have a lack of confidence in the engineers on this project. It is questionable that the train can even go under beltway 8. No build option should be chosen.	Refer to ED-1, ED-3, NE-1 and TR-8. The Project would be on viaduct at the State Highway 6 crossing (road under rail). Preliminary design details show that there will be approximately 43 feet of separation from the rail to the existing road surface at this crossing. This will be a long span; therefore, the structure of the viaduct will need to be about 22 feet deep. This would mean there is about 21 feet of roadway clearance under the viaduct structure. The Project would be below-grade (retention-cut) at the State Highway 8 crossing. Approximately 985 feet of the Project would be constructed under the crossing.
Barry Wiener	2/27/2018	Website	Every map that we pull up from Federal DOT and Tx Dot do not show the need for this Dallas to Houston Route. Please put the following data on the record. The congestion is in the cities. The route on I-45 in between does NOT change in peak congestion from 2012 to 2032. Again this goes against the purpose and need of the project. Please explain why all the negative impacts to the environment, communities, landowners,	Refer to BA-2, GN-3, GN-4, NE-1 and PN-3.

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			taxpayers is justified when the peak congestion has not budged on I-45 by 2032. Is the federal DOT documentation not accurate? Again looking at data the No build should be the only option.	
Barry Wiener	2/27/2018	Website	The Texas Oklahoma Passenger Rail Project put in their purpose and need that it needs to be economically viable and even goes on to say that HSR must be able to operate with 100% costs covered. All Aboard Florida also has an economic component and has provided a ridership and revenue study in their DEIS. This Houston to Dallas HSR had an economic component and was part of the steps presented to the public. FRA removed this component while also removing routes that were not economically feasible. How can you remove routes based on an economic feasibility and then remove the economic component of the purpose and need? The FRA needs to start over on this process as the public has been misled and the route tainted with variables that were later removed. The FRA had originally removed certain routes based on economics and then removed this component while also leaving routes that had a greater impact on lower income populations and minorities. How is this ethical? Especially when then removing the component of economic viability altogether. Again, please explain why the economic viability was removed from the project when it was first told to the public it would be a component. The public deserves to have a economic viable project as the FRA and TCR initially presented to them. I urge the FRA to halt this process immediately and start over with accurate variables that will be measured and presented to the public. Without any economic feasibility, the NO BUILD Option is the only alternative. No build should be the only option.	Refer to BA-3, BA-6, NE-1 and PN-4.
Barry Wiener	2/27/2018	Website	Why were FERC and PHMSA excluded from the FRA process for the TCR HSR project? This is very dangerous and doesn't take pipeline and public safety into consideration. For one there are numerous pipelines that will be impacted by the train both intrastate and interstate. FERC is required to be part of this process but TCR, AECOM, and the FRA has excluded them. Has cathodic protections of the pipelines been studied by TCR, Aecom, or the FRA since FERC and PHMSA were left out of the safety planning of this project? Has the new electrical impacts to pipelines been considered since FERC and PHMSA have been excluded from the planning process? The DEIS states that some pipelines will have to be relocated. Have TCR, AECOM, or the FRA reviewed any easements of current pipelines when evaluating the route? Some easements clearly don't have the ability for relocation in the contract signed. Seeing that only 15% of the route is under option contract and the vast majority of landowners are against this project, I don't see them redoing their easement to allow the relocation. There will also be clauses that will be added that will put the ownership squarely of any problems on the pipeline and I am sure that the pipelines will not take on this liability caused by TCR. This should have already been reviewed before eliminating routes and carrying others forward. It was very irresponsible for the FRA, TCR and AECOM not to include FERC and PHMSA when planning this project around pipelines. I am sending the link for FERC as the FERC offices are wondering why they were omitted in this process. <a href="https://www.ferc.gov/">https://www.ferc.gov/</a> Here is a video link so you can clearly see that FERC which is not mentioned at all in the DEIS should have been involved during this planning and environmental review aspect. <a href="https://www.ferc.gov/multimedia/what-is-ferc.asp">https://www.ferc.gov/multimedia/what-is-ferc.asp</a> I am also attaching an infographic detailing about FERC and how they should be involved in the planning process and since this process has been going on for 2 1/2 years and they have not been consulted I have grave concern that TCR, AECOM, and the FRA have been negligent regarding the public's safety as numerous pipelines will be impacted. I opt for the NO BUILD OPTION as the only alternative route to ensure the public's safety. No build should be the only option.	Refer to EU-1, EU-2 and SS-18.
Barry Wiener	2/27/2018	Website	Regarding EJ (environmental justice) whole corridors were removed for economic viability so they had economic viability and this trumps all other NEPA variables including EJ. And now the economic viability has been removed as a criteria yet EJ was not accurately reviewed. Please see attachments of how the selected corridor affects blacks and hispanics who will be disproportionately negatively impacted by this project. So the economic viability was removed and consideration was not taken for the increase in minorities being impacted. Please see the attachments to show how these groups will be disproportionately targeted in the preferred route vs their percentage of population in Texas. This needs to be immediately assessed. No build should be the only option.	Refer to EJ-1. The NEPA process includes the assessment of many varying topics including Environmental Justice (EJ). The Preferred Alternative was selected based on an analysis of the totality of impacts across all topics studied in the Final EIS. The EJ assessment was conducted with consultation of best practices established by TxDOT, FRA and FTA.
Barry Wiener	2/27/2018	Website	Texas is usually around a 4% unemployment rate. If you look at the attached pdf these counties along the route will be disproportionately affected as unemployment is much higher than the state overall. These affected areas show a consistently higher amount of unemployment which correlates to higher levels of poverty. The temporary construction jobs will not help this persistent problem. We need permanent growth and businesses in these counties. The train will not do this so the poor population will be disproportionately negatively impacted by this project. <a href="https://www.urban.org/research/publication/unemployment-and-poverty">https://www.urban.org/research/publication/unemployment-and-poverty</a> <a href="https://www.urban.org/urban-wire/long-term-unemployment-and-poverty-produce-vicious-cycle">https://www.urban.org/urban-wire/long-term-unemployment-and-poverty-produce-vicious-cycle</a> Here is the Bureau of labor statistics link <a href="https://www.bls.gov/eag/eag.tx.htm">https://www.bls.gov/eag/eag.tx.htm</a> Texas had an unemployment rate of 3.9% in Dec. 2017. This route focuses on individuals with a higher rate of unemployment and poverty. <a href="http://www.ncsl.org/research/labor-and-employment/state-unemployment-update.aspx">http://www.ncsl.org/research/labor-and-employment/state-unemployment-update.aspx</a> I am including unemployment maps, poverty maps, and graphs displaying percentages. The poor population will be greatly affected by this project and this has not been fully analyzed in the DEIS. The economic feasibility was placed higher than minorities and the poor population in this project. This is clearly unethical and does not really incorporate the NEPA process. The only ethical alternative is the NO BUILD OPTION.	Refer to EJ-1.

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Barry Wiener	2/27/2018	Website	<p>Here is the breakdown of sections according to how many new public roads are proposed. I counted the ones outlined in blue only: Houston Segment (section 45) Harris, Waller, Grimes Cty 43.3 miles West of Teague Segment (section 46) Madison, Leon, Limestone, Freestone 64.2 miles IH-45 segment - alternative route (section 47) Madison, Leon, Freestone, and portion of Navarro 4.09 miles Navarro West (section 48) 3.75 miles Navarro East - alternative route (section 49) 2.61 miles Ellis West segment (section 50) 13.07 miles Ellis East - alternative route (section 51) 6.7 miles Dallas Segment- (section 52) 2.5 miles Total proposed mileage for new public roads is 126.82 miles or just over half the entire route in new roads for the taxpayers. Here is info about taxpayers paying for the maintenance of these new roads in the DEIS. 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. o 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. o 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. Is the FRA, AECOM, and TCR aware that in the last legislative session SB 977 was passed preventing any taxpayer money to go towards anything related to the construction, operation and maintenance of a high speed rail project. The DEIS clearly states that roads will have to be added that the taxpayers will be paying to maintain. If there was not a HSR dissecting Texas then no new public roads would be built. Maintenance of these public roads by taxpayers is clearly against the signed into law SB 977 regulations. All of the new overpasses that will have to be maintained by taxpayers clearly go against this law as well. All of this information has been sent to Governor Abbott and will be sent to the attorney general. Why was the mileage of proposed public roads omitted from the DEIS? Is the FRA, AECOM, and TCR trying to hide this information from the public and lawmakers? Why was this information not calculated into costs for taxpayers thus negating some of the proposed "tax benefits"? The FRA needs to immediately put these miles into the DEIS and needs to address this while looking at SB 977 and adjusting the tax benefit suggested by this report. This project will negatively impact every taxpayer in Texas and is clearly going against new laws that were just implemented, therefore the NO BUILD OPTION is the only alternative.</p>	<p>Refer to TR-6, TR-7 and TR-8. SB 977 prohibits the use of state funds to plan, build, or operate the high rail operated by a private entity. TxDOT owned roads (including overpasses and underpasses), however, would continue to be maintained by the state. For the mileage of proposed public roads, please see <b>Section 3.11, Transportation</b>, specifically <b>Table 3.11-62: Summary of Transportation Impacts by Build Alternative</b>. Reroutes to existing roads would result in the addition of approximately 16.6 miles to 46.9 miles of public roads. For information about roadway modifications per county, Segment, and Build Alternative, refer to <b>Section 3.11.5, Transportation, Environmental Consequences</b>.</p>
Barry Wiener	2/27/2018	Website	<p>I am writing today to request your immediate attention in order to prevent a potential environmental crisis to our community. As you are aware, a private for profit company was formed with joint collaboration with Japan to place a high speed rail train creating a divide across Texas spanning 239 miles. My family and I would be devastated by this project. The impacted land was granted as a League of Land from the State of Texas through Stephen F. Austin on March 10, 1831. Three generations of the House family have lived on this property working this land and keeping it in the family to this date. Calvin House and Pamela House currently live on the impacted property and their son and daughter plan on moving to this plot of land as well and building a house bringing with them their children. This would be five generations on this parcel. Over the years, this land has been utilized for cattle, rice and soybean farming, Jigg Bermuda grass for hay, oak and pine tree farming for wholesale, hunting and a thriving wedding venue business. Next to the wedding venue House Estate, Calvin House has set up a museum which includes pictures of the original home and House ancestors and memorabilia that has been utilized over the years in shaping this property into what it is today. The Texas map inside the museum displays a large red area where the House family ran their cattle. However, what began as a working ranch, raising Brahamas and mixed cattle, eventually changed in 1957 to a rice and soy bean farm tended to by the House family; and then changed again in 1976 to farming live oak and pine trees. Calvin House and his wife Pam still actively maintain the ranch, a tree farm and House Estate which is an 1890's historic home built by Calvin's grandfather. House Estate was renovated in 1998 and rests comfortably on 18 acres designated for special events, such as weddings, that they now host. The train will travel approximately 400 feet from the edge of the pond where outdoor weddings are performed. Texas Central Railway/Texas Central Partners (TCR/TCP) and the FRA have pictures of the back of this property labeled KVP#27 in DEIS section II stating that the train will be a neutral impact. They failed to mention the fountain, pond, 1890's historic mansion, paved lot, numerous gardens, landscaped acreage and large sign that states that this is a wedding venue. It would have been impossible to not notice this when taking these pictures. They mention that the train will only be seen by some residents and agricultural workers yet this is clearly marked a wedding venue with numerous wedding guests on a regular basis and this business will be devastated by this project and will have to close its doors. If they missed these clearly evident characteristics of this one property, how much have they missed along the 239 mile route? Please see the following link to view the wedding venue: <a href="http://thehouseestate.com/">http://thehouseestate.com/</a> . This property was inaccurately depicted in the DEIS and not assessed properly. I would like the negative impacts to actually be put into the document with the loss of income of this business to the community including all those that are employed by this venue which would lose their job. There will definitely be a negative ripple effect caused by the closure of this venue and this KNOWN AND VERIFIABLE data should be subtracted from any presumed economic benefit of this HSR project. I urge that this process be halted until an accurate and detailed analysis of the impacted landowners be assessed. The FRA, TCR, and AECOM are using maps that are dated and since</p>	<p>Refer to SC-21 and VA-4.</p>

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			the ones in the DEIS are many years old they are not taking into account many homes and businesses along the route and their negative impacts. How could a proper analysis be done using maps that are a few years old? I recommend the NO BUILD OPTION as the FRA, AECOM, and TCR did NOT accurately assess negative impacts along the preferred route. NO BUILD OPTION is the only alternative.	
Barry Wiener	2/27/2018	Website	We currently have 6 ponds on our property and 1 will be directly impacted by the train. TCR has designed a berm over this pond which has many varieties of fish and wildlife and this 8 acre 32 foot deep pond will be filled in killing everything in the pond. Since TCR did not survey the property they didn't take into account the depth of the pond and more dirt will have to be acquired from additional land. Without doing boots on the grounds surveys for the majority of the route many environmental impacts were not assessed by TCR. Since AECOM and TCR did not know that this is 32 foot deep and 8 acre pond they did not accurately outline where they would obtain this dirt to fill in the pond. From an environmental standpoint how is the FRA and TCR justifying this project as there will be huge environmental negative impacts? Due to these negative impacts and lack of detailed analysis by the FRA, TCR, and AECOM I recommend the No Build option be moved forward.NO BUILD OPTION is the only alternative.	Refer to FP-1, NE-8, WW-1 and WW-2.
Barry Wiener	2/27/2018	Website	Our property has a large variety of wildlife that will be negatively impacted. We have seen bald eagles numerous times flying over our property. Each year we have migratory birds that utilize this land and ponds during their migration journey. We have red pileated woodpeckers as well on the property. There is a great concern due to the vast majority of migratory bird species and threatened birds on our property that a number of these birds will be killed due to the high speed rail transversing our parcel. Please refer to this independent research study regarding the mortality of birds <a href="https://www.frontiersin.org/articles/10.3389/fevo.2017.00117/full">https://www.frontiersin.org/articles/10.3389/fevo.2017.00117/full</a> From the study "Finally, we counted a total of 42 bird collisions, 28 of them recorded from the cabin. Collisions were recorded in 47.0% othe journeys. As a whole, the data are equivalent to a mortality of 0.0029 birds per km traveled by a high-speed train (i.e., one collision every 349.8 km). " We have too many threatened species on our property including those protected as migratory species. This huge negative impact must be analyzed in order to make an informed decision and conclusion of negative impacts on birds and protected species. The HSR will not allow birds to move out of its path and result in many deaths. This has not been studied as we only have existing slower rail. I urge the FRA to look at this study and review this impact to threatened species such as the bald eagle who has numerous nesting spots all along the proposed route. This will also affect migratory birds which are also along this route. Due to the detrimental affects of this high speed rail on these species which have not even been evaluated, I opt for the No Build Option. Please protect our protected and threatened species. NO BUILD OPTION is the only alternative.Thank you.	Refer to NR-2, NR-3 and GN-3. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . For information regarding vegetation please see <b>Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation</b> and mitigation measures <b>NR-MM#2</b> and <b>NR-MM#4</b> in <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Barry Wiener	2/27/2018	Website	Our property has not been surveyed by TCR as they came out numerous times to our house stating that they had eminent domain privileges but when asked to provide the paperwork showing this designation they never did and instead sued my family. In our court case, TCR lost the summary judgment with the judge declaring they did not have eminent domain privileges, were not a railroad, and could not survey the property. Since no survey was performed by TCR who does not have eminent domain privileges to this date, many critical elements of our property were not taken into account when TCR determined their route. For instance, we have pictures of the property that had a great deal of water during Hurricane Harvey and no such values have been considered when collecting data for the DEIS. Where is the Harvey flooding information? This project especially with the number of berms will exacerbate this flooding problem and needs to be fully assessed, addressed, and mitigated if necessary. We have a large section of berm on our property according to the drawings supplied by TCR in the DEIS. Harvey impacts need to be addressed in the DEIS and it is negligent not to include this in the report. Flooding has not been properly assessed by AECOM, TCR, and the FRA in the DEIS report. Therefore since inaccurate and omitted data is present in the DEIS the No Build Option should be considered.	Refer to FP-1, NE-8, SS-17 and WW-1.
Barry Wiener	2/27/2018	Website	There have been a number of arrowheads that have been found on the property over the years where the train is proposed to travel and before any major construction project is even considered this should be thoroughly investigated once there is proof that this private company has eminent domain privileges. A cultural survey must be performed on our property due to these findings. No surveys will be allowed to be performed until TCR has proven that the have eminent domain which they have been unable to do in a court of law. I request that this process be halted immediately until this can occur.No build option should be chosen. Thank you.	Refer to CR-5, ED-1, GN-1, NE-1 and NE-8.
Barry Wiener	2/27/2018	Website	Air travelers, and at the 5 Please refer to table 3.14-22 in the DEIS. It has at the \$7.2 million dollar level subtracting out 1.9 million million dollar level subtracting out 1.3 million air travelers. This chart incorrectly takes the taxes out for 100% omore of airline traffic. Why is this chart assuming that 100% oairline traffic will be diverted to HSR? This is just another incorrect data point that is being used in the DEIS. If AECOM, TCR, and the FRA cannot ensure that validated data is in the DEIS what else is wrong. There is numerous amounts of bad data in this DEIS but this just proves again that experts have used incorrect data for this report and the public. Due to the continued use and findings of inaccurate and bad data that is overinflated to try to prove a need for this project, the no build option is the only viable option. No build option should be chosen.	<b>Table 3.14-22: Range of Property Premium Impacts by Station Area, \$2019 (M)</b> in the Draft EIS reported the expected mode shift for TCRR passengers. By definition, the mode shift represents 100% of the passengers that would be diverted from air travel or personal vehicle to the Project and does not include estimates of total airline or vehicle travel between Dallas and Houston. This analysis has been removed from the Final EIS. The tax revenue estimate provided in the Final EIS in <b>Section 3.14.5.2.3, Socioeconomics and Community</b>

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				<b>Facilities, Economic Impacts</b> , conservatively reflects only changes associated with capital investment, employment, and property taxes. Additional tax revenue generated through the State of Texas' Franchise Tax would fluctuate with annual changes to the state tax rate as well as TCRR revenue projections and is not included in the estimated tax impact. More information about tax revenue calculation methodology is available in <b>Section 3.14.3.2, Socioeconomics and Community Facilities, Economic Conditions</b> .
Barry Wiener	3/2/2018	Website	I own a small parcel adjacent to the property where the train will travel which has a warehouse on it and we were never notified of the public notice by the Corp for this project. Did TCR notify the Corp of this adjacent landowner property as required by the permitting process as we never received any notice from your organization for this comment period?	Refer to NE-6.
Barry Wiener	3/2/2018	Website	The maps used in the DEIS were very old and were not updated and many structures were not accounted for in the DEIS documents. They also listed our wedding venue as agricultural in the DEIS when it is clearly a business and has been an LLC for approximately two decades. These structures and designations were incorrectly classified or completely omitted in the DEIS and fall short of what is required in the Corp of Engineers permitting process. Can you please confirm with us that the proper documentation was reported regarding our property in this process as the DEIS has a great deal of incorrect information provided by TCR. Due to the overwhelming amount of incorrect data in the DEIS i recommend the No build as the only alternative in this process.No build option should be chosen.	Refer to BA-6, GN-1 and VA-4.
Barry Wiener	3/2/2018	Website	The maps used in the DEIS were very old and were not updated and many structures were not accounted for in the DEIS documents. They also listed our wedding venue as agricultural in the DEIS when it is clearly a business and has been an LLC for approximately two decades. These structures and designations were incorrectly classified or completely omitted in the DEIS and fall short of what is required in the Corp of Engineers permitting process. Can you please confirm with us that the proper documentation was reported regarding our property in this process as the DEIS has a great deal of incorrect information provided by TCR. Due to the overwhelming amount of incorrect data in the DEIS i recommend the No build as the only alternative in this process. No build option should be chosen.	Refer to BA-6, GN-1 and VA-4.
Barry Wiener	3/2/2018	Website	The maps used in the DEIS were very old and were not updated and many structures were not accounted for in the DEIS documents. They also listed our wedding venue as agricultural in the DEIS when it is clearly a business and has been an LLC for approximately two decades. These structures and designations were incorrectly classified or completely omitted in the DEIS and fall short of what is required in the Corp of Engineers permitting process. Can you please confirm with us that the proper documentation was reported regarding our property in this process as the DEIS has a great deal of incorrect information provided by TCR.	Refer to GN-1 and VA-4.
Barry Wiener	3/2/2018	Website	.TCR is asking for permits but has violated the permitting process of the USACE. It is a requirement of the permitting process for TCR to provide a list of local agencies including all approvals or denials regarding the project. Many rural counties have passed resolutions regarding this project and the permitting procedure and stated that TCR will not receive any permits without the proof of eminent domain and without this would not be able to move forward with construction of this project. TCR has yet to prove they have eminent domain and has not worked with local agencies. Has TCR provided the Corp with a list of these counties and their resolutions against the High Speed Rail project as required in the Corp's permitting process? I respectfully request an extension to the comment period in order to look further into the environmental impacts and NEPA process to ensure that the public is thoroughly able to review the massive first of its kind project. No build option should be chosen.Thank you.	Refer to ED-1, ED-3, PI-1 and WW-2.
Barry Wiener	3/2/2018	Website	There is a great deal of property that will have to be taken for this project to occur. TCR originally stated that 3000 acres or less will be needed and this has ballooned to more than 8000 acres according to the DEIS. This does not include all of the temporary acres that will be impacted for many years as well. There will be thousands of acres of special farmland that will be taken away forever should this project go forward. Please refer to the Step One Screening process developed by the FRA and TCR page 1-5 in the following link as I was unable to download the attachment on this site <a href="http://www.texascentral.com/wp-content/uploads/2015/09/Step" screening-of-corridor-alternatives-report.pdf"="">http://www.texascentral.com/wp-content/uploads/2015/09/Step"Screening-of-Corridor-Alternatives-Report.pdf</a> . Please adhere to what was stated in this report that was presented to the public when analyzing the process. It is completely wrong and unethical to try to push the project when almost three times the land will be taken vs what was originally stated by TCR. Please start over and keep the environmental and landowner impact closer to what was stated in your earlier reports to the public. Until this happens, I urge the no build option as the public has clearly been misled. No build option should be chosen.	Refer to BA-3, LU-9 and LU-14.
Barry Wiener	3/2/2018	Website	Since surveys were not conducted on much of the route as the landowners refused since TCR couldn't prove they have eminent domain, they have not accurately outlined the devastation to Navasota Lady Tresses and other plant and animal species along the path. The process should not move forward until endangered species impacts are thoroughly analyzed.This has not been done to date and vast amounts of endangered species will be forever lost. Therefore the no build option should be the only option that is considered. No build option should be chosen.	Refer to ED-1, GN-1, NE-1, NE-8 and NR-4.

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Barry Wiener	3/2/2018	Website	<p>The DEIS included a wildlife plan for crossings but did not take into account the new 126 miles of public roads that will be put in along the path. Many landowners will fence these areas as this is a new public access road. Due to this fragmentation of land throughout the route, wildlife corridors will be splintered as well with obstructed access. There will be a further fragmentation of land due to viaducts, berms, and new MOW access along the route. The current wildlife corridors in the DEIS were not accurately assessed due to the roads described above and with the travel of trains up to every 15 minutes along this path with plans to be as frequent as every 5 minutes in the future according to the DEIS. The wildlife crossings will be perpetually disrupted along the complete 239 mile path. None of this was addressed in the DEIS. To prevent the permanent detrimental impacts to the environment, the No Build Option should be the only option considered at this time. No build option should be chosen.</p>	<p>Refer to LU-9, NR-6 and 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 miles to 46.9 miles, depending on the Alternative. For the mileage of proposed public roads, please see <b>Section 3.11 Transportation</b>, specifically <b>Table 3.11-62: Summary of Transportation Impacts by Build Alternative</b>. Specifically, "Conclusion and Limitations" explains that exact locations of wildlife crossings and corridors would require multi-agency coordination which would include transportation agencies such as TxDOT. The current analysis took into account the entire route, including new roadways. Approximately 55 percent of the Project is on viaduct (elevated), which would allow passage under the tracks. TCRR shall negotiate with the landowner to provide adequate crossings or compensation for land that is severed.</p>
Barry Wiener	3/2/2018	Website	<p>The carbon footprint will never be overcome on this project due to depressed ridership. Many studies show that in order to be considered a green project there needs to be greater than 10 million annual ridership. Tx Dot has only estimated 0.7-2.7 million and other independent studies had similar ridership reports. The VMT tables in the DEIS are also inflated to show a falsely elevated amount of emissions that will be removed. This data is flawed and incorrect in the DEIS and is further evidence that this project is not truly needed and why they have had to fabricate the numbers entered. The 1.2 passengers per vehicle was not taken into account in this information provided by TCR in the DEIS as well. Another table has the miles traveled inflated to show an increase in amount of VMT saved. Please conduct a full investigation of the data as this project will significantly affect the carbon emissions and damage the environment irreparably. THE NO BUILD SHOULD BE THE ONLY OPTION. No build option should be chosen.</p>	<p>The TxDOT Statewide Ridership Analysis Report that used the Statewide Analysis Model (SAM) stated that it was a high-level evaluation of forecasted ridership and cost effectiveness for various corridors to determine which ones may warrant further analysis. The report points out that the ridership forecast was conducted probabilistically to address uncertainties in estimated costs and forecasted ridership due to the inherent nature of a statewide high-level study that contained many unknowns that would need to be further evaluated and clarified in more in-depth corridor level studies. The report further states that the analysis was not intended to provide a detailed ridership analysis of an individual corridor, because many assumptions were applied to all corridors statewide, and would need to be modified to more accurately reflect the characteristics of any particular corridor. The range of ridership of 0.7 million to 2.7 million from the report cited in many comments were not the most appropriate Dallas-Houston corridor figures to use from this report. This is because the report states that further analysis was conducted on this corridor due to the results of the preliminary analysis being lower than other corridors, despite having higher numbers of intercity travelers. With further analysis using characteristics derived from publicized assumptions of the TCRR HSR at the 2013 date of the report, the ridership forecasted doubled to 7.8 million annual riders by 2035 with probabilistic results ranging 1.5 million to 5.7 million. The TCRR ridership number of 7.2 million that resulted from specific market analyses and using more specific and current service assumptions, are similar to the TxDOT projection of 7.8 million annual riders. None of the numbers used in the Draft EIS estimate were fabricated as they had bases in assumptions or other studies conducted. 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</p>

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				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 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 sulfur dioxide, which was also projected to increase under the original round-trip assumption. 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. Even when adjustments to the passenger trip assumption are made to assume one-way travel, and a higher vehicle occupancy of 1.5 passengers/car from newer state-level data, there is still a net reduction of CO2eq. The environment will not be damaged irreparably.
Barry Wiener	3/2/2018	Website	The need for this project is unfounded in actual verifiable data. Please refer to the attached validated maps. Clearly the congestion is between Houston to San Antonio and Dallas to San Antonio and NOT from Dallas to Houston. Due to the need being unsupported by various maps and data sets (Tx Dot study as well), the no build option should be chosen. No build option should be chosen.	Refer to BA-6, GN-1 and PN-3.
Barry Wiener	3/2/2018	Website	TCR has also stated numerous times and it is also written in the DEIS that there could be 15-39 billion going towards state taxes due to ticket sales. Please verify how this stated figure could occur. We need a complete detailed independent study of the financial feasibility of the project before going forward as this private company is seeking eminent domain privileges and RRIF and TIFIA federal loans in order to build this development project when the "public need and purpose" has not even been justified. I recommend the NO BUILD OPTION as the taxpayers will be on the hook for this project and there are many blatant errors and miscalculations in the DEIS.No build option should be chosen.	Refer to GN-1, GN-4, NE-1, PN-3 and SC-3.
Barry Wiener	3/2/2018	Website	On the Txdot AADT maps just North of Fairfield on Highway I-45 you can see that traffic counts haven't moved that much in the past 10 years moving from 27,000 to 29,759 which includes semi trucks and travelers that are not traveling the Houston/Dallas route but just driving in the local area. This would account for 10,862,035 annual vehicles but does not exclude local traffic and semi trucks and such who would have to be subtracted from this travel count. <a href="http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html">http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html</a> Please ensure that an accurate feasibility study is performed that uses verifiable data that the public can review as the public would be sacrificing a great deal for this private for profit venture before it goes any further. All of those individuals that will be devastated along the path that cannot even ride the train as it passes through their county deserve to see the feasibility of the project and verified "public need and purpose". Thank you in advance for your time and attention to this very important matter. Please move forward the no build alternative. No build option should be chosen.	Refer to NE-1 and PN-3.
Barry Wiener	3/2/2018	Website	The public's safety is of extreme concern as TCR, AECOM, and the FRA did not include FERC or PHMSA in their planning process despite hundreds of pipelines being impacted. Pipeline experts are very concerned as some pipelines are only 50 ft of the track and there has not been anything reported in the DEIS in relation to mitigation of vibration damage to the pipelines close to the tracks. There is much evidence that stress waves created by 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. Other experts are stating that explosions could occur. How could we be more than 2 1/2 years in this process and FERC not even been consulted when this is such a serious matter and hundreds of pipelines are being impacted. If this private company and engineering firm could be so irresponsible with something of this nature, the only option that should be concluded is the no build option in order to keep the public safe.No build option should be chosen.	Refer to EU-1, EU-2, NV-5 and SS-19.
Barry Wiener	3/2/2018	Website	Please look at the attached station information on I45 which again does not support the need of this project. Streetman location. There has been a 2.8% growth over the past 10 years. Many years it has went down. If we used 2015 it would have been a negative growth over the past 10 years. Again, the data does not support the ridership nor the need for the route. <a href="http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html">http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html</a> Station Flag 82H75 Site ID H75 AADT 2016 29,802 AADT 2015 28,446 AADT 2014 26,256 AADT 2013 25,084 AADT 2012 28,000 AADT 2011 29,000 AADT 2010 30,000 AADT 2009 26,000 AADT 2008 30,000 AADT 2007 29,000 Please refer to the next page of data points for this section showing expected traffic count in 2035 and you will see these figures. Route ID IH0045-KG 2015 AADT 28,446 2035 Estimated AADT 54,620 24 Hour Truck Percentage 32.4 Looking at these calculations you see that 32.4% o the traffic is projected to be trucks and this data can be validated when looking at axels and trailers etc. My point is this is all	Refer to AQ-2, AQ-13, GN-1, GN-2, GN-3 and GN-4.

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			<p>validated information. Looking at this data we can drill down on ridership as people traveling on I45 to go from Houston and Dallas and vice versa will have to travel through this point. Running these figures you have 2035 figures of 54.620 less the 32.4% o truck traffic and less the 35% fr local traffic leaves us with 17,806 estimated vehicles traveling to Houston to Dallas or Dallas to Houston. The standard for subtracting out local traffic according to the UIC and noted in Appendixes of Tx Dot study is 35%. he estimation used for passengers is 1.2 per vehicle. Factoring this in would lead us to possible 21,367 passengers daily traveling via car(subtracting out trucks traveling 32.4% ad local traffic 35%).Now using TCRR's figures of 16% mrket share (Chapter 1 DEIS page 1-8 footnote - 13 According to TCRR's 2043 ridership forecast, HSR would account for 21 percent of the traveling public market share between Dallas and Houston. This HSR market share would derive from a 16 percent decrease in vehicular traffic market share and a 6 percent decrease in air travel market share (numbers rounded). you will have 1,189,432 passengers projected in 2035 and far fewer at current dates due to very few cars on I45 currently at this date. 1,189,482 is a paltry amount of riders in 2035 and negates all the emission data which is an entirely different figure that is blatantly wrong in the DEIS and will NEVER overcome the carbon footprint and will be a huge economic albatross on the taxpayers' back. Since I was able to breakdown the figures and ridership data using accurate and verifiable data, please show your work proving the viability of the project. Keeping this hidden from the public stating it is proprietary when numerous other reliable studies prove their data to be fatally flawed and absolutely preposterous is unethical and wrong. Please show how the vehicle ridership data calculations I performed above is wrong showing a possibility of only 1,189,482 passengers IN 2035 using the inflated market share of 16% b TCRR. I would like to note that reputable research companies do NOT show a market share of 16% a I used above which were TCRR's figures. Some are estimating only 5%. AF used 7.2%. t should be noted that their tickets are not selling out. Now if we used AAF's more reasonable market share for vehicles the ridership projected would only be 561,524 passengers annually from cars. This is completely unacceptable that this private company is trying to obtain taxpayer loans for a project that will surely fail and the FRA has taken out the economic viability study from the process and has allowed their data to permeate the DEIS documents when it can't hold up to scrutiny and is easily proven false. I have included a snapshot of the data I have entered above for tx dot's statewide planning map. Please prove that these station figures are wrong from Tx Dot. The only option that should be carried forward is the NO BUILD ALTERNATIVE. No build option should be chosen.</p>	
Barry Wiener	3/2/2018	Website	<p>Please prove the following figures that are in the DEIS a number of times: 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. As shown in Table 3.14-22, HSR ticket sales could generate between \$15 billion and \$39 billion in sales tax for the state plus \$5 billion to \$12 billion in local tax revenue. Local sales tax is assumed to be collected at the point of sale, roughly split between Dallas and Houston jurisdictions. This is from Page 3.14-29 in the DEIS and also on page Executive Summary ES-22. Please see the following chart in the DEIS as well Page 3.14-29 : Table 3.14-22: Annual Ticket Revenue Impacts for all Build Alternatives Mode HSR Car* Air* Bus All Modes Build Market Share 21% 7% 3 2% 10% nNo-Build Market Share 0% 8% 9 2% 10% nAverage Trip Price (2016\$) \$199 *** \$199 \$25 High Impact Assessment based on 7.2 million annual HSR travel demand Ridership Impact 7,200,000 (5,300,000) (1,900,000) - Federal Tax Impact (2016\$)** \$0 \$(8,971,840) \$0 \$0 \$(8,971,840) State Tax Impact (2016\$) \$89,550,000 \$(9,752,000) \$(23,631,250) \$0 \$56,166,750 Local Tax Impact (2016\$) \$28,656,000 \$0 \$(7,562,000) \$0 \$21,094,000 Net Impact \$68,288,910 How are you coming up with 15 to 39 billion in income to the state for ticket sales even using your own incorrect high unrealistic figures which have already been disputed on previous comments? It can easily be calculated that with the over inflated figures of \$89,550,000 in 100 years this only adds up to 8.9 billion in possible sales tax from ticket sales to the state. That is 100 YEARS! Please see how TCR continues to mislead the public with information that the FRA has allowed into the the DEIS in the attachment. There is so much unverified and wrong data in the DEIS that this study is based on. I request an immediate halt and thorough review of all the data on this project. The no build option is the only feasible option for this particular project and route. No build option should be chosen.</p>	Refer to SC-3.
Barry Wiener	3/2/2018	Website	<p>Please show how this was omitted in the figures in the DEIS: Federal Excise Tax: A federal excise tax of 7.5% i charged on airfare. Segment Fee: A segment fee of up to \$4.00 USD does apply per flight segment. A flight segment is defined as one takeoff and one landing.Jan 11, 2018 Please see data from the table on page 3.14-29 Dallas to Houston HSR EIS Chapter 3.0 Section 3.14 Socioeconomic and Community Facilities : Table 3.14-22: Annual Ticket Revenue Impacts for all Build Alternatives Mode HSR Car* Air* Bus All Modes Build Market Share 21% 7% 3 2% 10% nNo-Build Market Share 0% 8% 9 2% 10% nAverage Trip Price (2016\$) \$199 *** \$199 \$25 High Impact Assessment based on 7.2 million annual HSR travel demand Ridership Impact 7,200,000 (5,300,000) (1,900,000) - Federal Tax Impact (2016\$)** \$0 \$(8,971,840) \$0 \$0 \$(8,971,840) State Tax Impact (2016\$) \$89,550,000 \$(9,752,000) \$(23,631,250) \$0 \$56,166,750 Local Tax Impact (2016\$) \$28,656,000 \$0 \$(7,562,000) \$0 \$21,094,000 Net Impact \$68,288,910 I am including the attachment showing that TCR, AECOM, and the FRA have not factored in the loss of federal tax on airline tickets. This will be a loss of an estimated 28,357,500 annually using your chart and figures. I would recommend the DEIS process to be stopped immediately as there is so much incorrect data that is falsely propping up the purpose and need and economic benefits of this project. In the end this entire table will be shown to be false with bad data and there will only be a net loss to taxpayers. But for this comment, please explain the incorrect information provided for the federal excise tax on airline tickets. I would</p>	Refer to AQ-3.

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			suggest that "experts" who put these tables together and information in the DEIS actually look at fees on an airline ticket when putting together such an important study. Due to the massive amount of wrong data in the DEIS the only option carried forward should be the No build option. No build option should be chosen.	
Barry Wiener	3/2/2018	Website	Please refer to the Public Need statement in the the DEIS Dallas to Houston HSR EIS - Chapter 1.0 Pg. 1-6 : 1.2.2 Need The need for HSR service is a result of increasing travel demand and the deficiencies of the existing and proposed transportation infrastructure to accommodate this growing demand between Dallas and Houston. Current direct route transportation options between Dallas and Houston are limited to vehicular and air travel.4 Due to increasing congestion on IH-45, automobile travel times between the two regions are projected to increase as travel speeds decrease. Flight time between the two regions is relatively short; however, the overall trip duration when considering pre-arrival time more than doubles. Additionally, flights are more sensitive to inclement weather and other delay-causing events from inside and outside of Texas compared to HSR. Please look at the following statement from the above: Flight time between the two regions is relatively short; however, the overall trip duration when considering pre-arrival time more than doubles. If you look at the total trip time of the bullet train you will see that it is more than double as well. If you have a 90 minute bullet train and you have a total trip time of 3.5 hours as purported by TCR themselves you have a more than double trip time as you have stated is why this is a problem with airline traffic. Using simple map, double the trip time for a 90 minute ride would be 3 hours. TCR is purporting their total trip time is 3.5 hours which is more than double the 3 hours. The purpose and need of this project is again not proven when looking at the data. Please see the attachment and you can see where TCR is stating their total trip time is 3.5 hours. This is before the new increased TSA security for HSR that was passed with SB 975. The No Build Option is the only alternative that should be considered No build option should be chosen.	Refer to GN-3, PN-3 and SS-9.
Barry Wiener	3/2/2018	Website	KVP#27 is looking at the back of our property. Other segments of the landscape unit have newer suburban developments surrounded by open spaces for agriculture (KVP #27 and Figure 3.10-21). This landscape unit has a moderate visual quality, as shown in Table 3.10-19, and a moderate viewer sensitivity. KVP #27 is a typical view of the landscape unit for all Build Alternatives. The view is from Becker Road facing south (Figure 3.10-80). The simulated view is shown in Figure 3.10-81. As shown in the simulation, the HSR system would be compatible with the area, which includes two large communications towers. The HSR system would be in the distance, and views would be partially limited by trees. Viewers in this area would be mostly residents, with some workers in agricultural and other industries. There would be some travelers on US 290 north of the neighborhood; however, this set of travelers would have a low sensitivity to the HSR system. Viewers nearest to the HSR system would have moderate viewer sensitivity, as shown in Table 3.10-34. Despite a slight reduction in visual quality to the landscape unit, the degree of impact in this landscape unit would be neutral because the HSR system would be compatible with the area and viewer sensitivities are moderate. Mitigation measures for visual impacts are described in Section 3.10.7 All of this information and descriptions are completely skewed and false and much information has negligently or purposely omitted. They clearly ignored that we have a huge wedding sign right next to where they took the picture, they ignored the historic Victorian mansion, the lake, the pond, the landscaped acreage, the gardens, the fountain, the paved lot and drive, etc. They ignored this was a wedding venue and stated this would be a neutral impact which it would actually shut down the business and have a huge negative impact on this business resulting in loss of jobs and tax dollars. The main people that would see the train would be brides and their guests and not agricultural workers. The 18 acres is an LLC and not agricultural. The person taking the pictures clearly omitted the important data points for this property. Please see the attached pictures showing where they turned the camera angle to prevent capturing the lake and wedding venue sign. I am also including a video showing this property and cell phone tower. The train will be on the other side of the lake 600 feet from where the brides get married at the gazebo. Is this a neutral impact??? Please see this video. <a href="https://vimeo.com/230392998?ref=fb-share&amp;1">https://vimeo.com/230392998?ref=fb-share&amp;1</a> As this will destroy our wedding business and income source, I would request the No build option.	Refer to AS-1.
Barry Wiener	3/2/2018	Website	TCR failed to label a cemetery right next to its route which could easily be affected and within permit range which would justify a cultural survey according to section 106 of the USACE. The Whitfield Lake Cemetery Memorial marker is on Strawther Road at coordinates 30.896089,-96.026603. This is only the stone memorial, not the actual burial ground. The graves are so old, most if not all are marked any longer. The marker is 203.67ft to the South West of being directly under the transmission lines. <a href="http://files.usgwararchives.net/tx/madison/cemeteries/whitfield.txt">http://files.usgwararchives.net/tx/madison/cemeteries/whitfield.txt</a> Ms. Stephenson comments about Whitfield Lake Cemetery: She said her understanding is that when they ran the transmission lines through, the company working the project removed the tombstones, but did NOT move the bodies. She also said in her estimation, if they start working in that area they very well could dig up bodies. The owner of this parcel stated the bodies are still there and the parcel was NOT surveyed. Due to this negative impact along with the numerous other detrimental impacts I urge the No build option to be pursued. No build option should be chosen.	Refer to CR-6.
Barry Wiener	3/2/2018	Website	TCR failed to label a cemetery right next to its route which could easily be affected and within permit range which would justify a cultural survey according to section 106 of the USACE. The Whitfield Lake Cemetery Memorial marker is on Strawther Road at coordinates 30.896089,-96.026603. This is only the stone memorial, not the actual burial ground. The graves are so old, most if not all are marked any longer. The	Refer to CR-6.

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			marker is 203.67ft to the South West of being directly under the transmission lines. http://files.usgwarchives.net/tx/madison/cemeteries/whitfield.txt Ms. Stephenson comments about Whitfield Lake Cemetery: She said her understanding is that when they ran the transmission lines through, the company working the project removed the tombstones, but did NOT move the bodies. She also said in her estimation, if they start working in that area they very well could dig up bodies. The owner of this parcel stated the bodies are still there and the parcel was NOT surveyed. Due to this negative impact along with the numerous other detrimental impacts I urge the No build option to be pursued. No build option should be chosen.	
Barry Wiener	3/2/2018	Website	Smith Family Cemetary has the train or temporary construction area right on top of it. The DEIS footprint maps do NOT have this cemetery marked. Details for Smith Family The cultural maps have this cemetery and it will be impacted (Atlas Number 7113024705) 3820 East Illinois Ave Directions: At the intersection of East Illinois Avenue and Mayforge, turn south onto Mayforge which runs parallel to Interstate 45. Then immediately turn right onto private property which is fenced. The cemetery is located between the fence and a brick building which was originally the Linfield Elementary School built before 1954. Three gravestones are clearly visible near the fence not far from the right-of-way of East Illinois Avenue. Historic Texas Cemetery? Yes Designation Date 8/16/2016 Number of graves estimated 16 Burial Dates 1866-? Cemetery ID Number DL-C247 THE NO BUILD OPTION SHOULD BE IMPLEMENTED. No build option should be chosen.	Refer to CR-6. The Smith/Kinnard Family Cemetery was designated as a Historic Texas Cemetery in 2016 by the Texas Historical Commission. The cemetery is adjacent to the Limits of Disturbance (LOD) of Segment 1 and is not eligible for listing in the National Register of Historic Places (NRHP), as determined in consultation between the Federal Railroad Administration and the Texas Historical Commission. Construction and operation of the Project has the potential to have an adverse impact on this cemetery.
Barry Wiener	3/2/2018	Website	The FRA footprint maps have a permanent system over a portion of this cemetery. This needs to be verified as cultural maps have the cemetery in the woods. Information shows it to be in the pasture and https://atlas.thc.state.tx.us/Map Cemetery ID Number NV-C110 Cemetery Name Ward Cemetery Directions SH 31 west from Corsicana to FM 2452. Turn left and go 5.2 miles to FM 709. Turn right and go 2.3 miles. Cemetery is on the left in pasture. City Retreat County Navarro Historic Texas Cemetery? Yes Designation Date 2/1/2005 Number of graves 320 Burial Dates 1852 to present The No Build Alternative should be used as there will be numerous negative impacts of this project. No build option should be chosen.	Refer to CR-6. In the Draft EIS, Ward Cemetery was reported as Resource NA.040 and is also designated as a Historic Texas Cemetery. Due to changes in the conceptual design, the Ward Cemetery is located outside the Historic Resources Area of Potential Effects and will not be impacted by the Project.
Barry Wiener	3/2/2018	Website	The FRA maps have failed to acknowledge bald eagles in Harris County. We have seen bald eagles on our property a number of times and we believe there are nests nearby 15419 House Road Hockley Tx. 77447 21 Dallas to Houston High Speed Rail DEIS Appendix D_NaturalResources_Set_4of4 Harris county section. No build option should be chosen.	Refer to NR-3.
Barry Wiener	3/2/2018	Website	"There are several pairs of bald eagles that roost at gibbons creek and have fledglings that could be prepared to make nests outside of Gibbons. The Maxwell property has seen a pair on their family property every weekend since deer season this year." This is a mile from the train route and the FRA maps do not include the bald eagle information or sightings in their documents. This info is noted from an environmental scientist. 21 Dallas to Houston High Speed Rail DEIS Appendix D_NaturalResources_Set_4of4 Grimes county section No build option should be used. No build option should be chosen.	Refer to NR-3. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Barry Wiener	3/2/2018	Website	The public roads as evidenced in the drawings fragments almost the entire route even the viaduct sections. This is not what was proposed to the public and in order to mitigate this clear damage, the train should run alongside existing roads. http://www.iene.info/wp-content/uploads/COST341_final_report.pdf Dallas county- about 50% nw public roads. Ellis county- about 50% nw public roads. Navarro county- about 10-20% nw public roads. West of Teague segment (Madison, Limestone, Freestone, Leon) about 90% nw public roads. Houston segment (Harris, waller, grimes)- about 40-50% nw public roads or realigned public roads with the majority of Grimes county with new public roads and a significant portion of beginning of Houston section with no designation. These new public roads will not allow free passage of livestock and wildlife and will further fragment our wildlife and go against what they are claiming in their wildlife crossing maps. 53 Dallas to Houston High Speed Rail DEIS Appendix G_TCRR FDCE v7 DWGS VOLUME 5 pg 13-end Plus review corresponding maps 45-52 In order to prevent a detrimental impact to the wildlife for the entire 239 mile path the No Build Option is the only option that should be moved forward.No build option should be chosen.	Refer to GN-3, LU-9, LU-11, NR-6, TR-7 and TR-8.
Barry Wiener	3/2/2018	Website	The FRA maps have incorrect labeling of our business House Estate. They have labeled this as agriculture use when we clearly have 18 acres listed as an LLC so it should be listed as a commercial establishment. The facility was also built in the 1890's and doesn't show up in their map as even being a building much less a commercial facility. http://thehouseestate.com/ We also have 5 barns/sheds and a residence on our property that they failed to place on this map as well. 24 Dallas to Houston High Speed Rail DEIS Appendix D_LandUse_Set_3of3 Sheet 241 Because of their incorrect coding they failed to calculate the negative impact to this business which will have to be closed down and fire many employees. The no build option should be elected as the economic impact has not been properly assessed.No build option should be chosen.	Refer to GN-1, LU-7, LU-8, SC-19 and VA-4. While this business is near the LOD, it was not categorized or reviewed in the Land Use Technical Memorandum as a displaced business.

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Barry Wiener	3/2/2018	Website	"Between the county's northern boundaries where the proposed route crosses SH 99, the land use is mostly rural with scattered single family residences." They failed to address noise levels where the train will be right next to a wedding venue which will greatly impacted this business and will result in shutting it down. Again they have this site mislabeled as agricultural when it is a business and sound levels were not accounted for in this area at all. Any increase of noise would be detrimental to this business and was not addressed at all. They were not consistent with their noise measurements for any of the counties and used various time intervals for certain locations. They did not state exact measurements as well from structures to train. Highly subjective results and too many variables and data points not addressed to be accurate. 29 Dallas to Houston High Speed Rail DEIS Appendix E_Combined Tech Memos_Set 1 of 2 Pg 91 If this DEIS cannot use accurate data then the entire report is in question. AECOM reps stated that noise impacts were based at 125 mph to 175 mph. This is not even the travel speed of the train nor what it is expected to travel at. I would like to know which noise impacts were assessed at 125 mph as these data points are completely skewed and provide inaccurate data for the DEIS. Due to all of the incorrect data I opt for the No Build Option.	Refer to NV-1.
Barry Wiener	3/2/2018	Website	There is a soil conservation reservoir site adjacent to the train and permanent construction site which appears will be negatively impacted. This is not depicted on the FRA maps. <a href="https://mapcarta.com/21805530">https://mapcarta.com/21805530</a> 7 Dallas to Houston High Speed Rail DEIS Appendix D_Project_Footprint_Set_1of5 Sheet 52,53,84 Please assess. I request an extension of the comment period as many problems are being found in the DEIS and 75 days is not long to review a project that you have have 2 1/2 years to put together.No build option should be chosen. Thank you	Refer to PI-3. The Final EIS has identified in <b>Table 3.7-59: Estimated Waterbody Impacts – Navarro County</b> that Segment 3B would cross on viaduct at Soil Conservation Service Site 138. This comment appears to reference Soil Conservation Service Site 117, which is located greater than 1,500 feet east of the LOD for Segments 2A and 2B.
Barry Wiener	3/2/2018	Website	AAF another "private" railroad company has given their ridership and cost data in their DEIS. Why was this omitted in this project? <a href="https://www.fra.dot.gov/eLib/Details/L15932">https://www.fra.dot.gov/eLib/Details/L15932</a> Market share for this private train is estimated to be 7-8% while TCR is stating their market share is 21% which puts ridership at 2.9 million and not the 5 million. The actual ridership suggested of 5 million makes the market share at 36%. This is ridiculous as compared to this other private company. AAF has price per mile costing .35-.61 while TCR has costs averaging .83 TCR numbers not making sense and this private company just like AAF did needs to have their ridership and costs in the DEIS. This is especially warranted as this company is seeking eminent domain and federal tax dollars. Why did the AAF which is a private company have a ridership and revenue study while TCR did not in their DEIS? Please prove ridership details as your own numbers don't work out. The No Build Alternative should be chosen for this project. No build should be chosen.	Refer to ED-1, GN-2, GN-4 and NE-1.
Barry Wiener	3/2/2018	Website	Dallas county- about 50% nw public roads. Ellis county- about 50% nw public roads. Navarro county- about 10-20% nw public roads. West of Teague segment (Madison, Limestone, Freestone, Leon) about 90% nw public roads. Houston segment (Harris, waller, grimes)- about 40-50% nw public roads or realigned public roads with the majority of Grimes county with new public roads and a significant portion of beginning of Houston section with no designation. We passed a law to prevent taxpayer funding for this project and now each county is responsible for maintaining a number of new public roads solely because of this project. If we don't have the train, the taxpayers will not have to use tax dollars for these new roads. 126 miles of new public roads maps section 45-52 Why was new public roads not included in the DEIS? To prevent the taxpayers and landowners being harmed by this project, I opt for the No Build Option.	Refer to TR-7 and TR-8. <b>Table 3.11-61: Summary of Transportation Impacts by Build Alternative</b> provides a summary of new public road mileage by Build Alternative.
Barry Wiener	3/2/2018	Website	In the Deliberative Draft this is stated: The Project will extend approximately 240 miles long, with an estimated right-of-way (ROW) width of approximately 100 feet (ft), and varying depths of impact. Additional acreage is expected to be utilized for ancillary facilities consisting of passenger stations, rail car and track maintenance facilities, electrical substations, maintenance roads, and signal houses. To date, design efforts have focused on the rail alignment, the principal component of the Project. Once the rail alignment is fixed, siting and conceptual design of the ancillary facilities will begin. Notice where it states estimated ROW is approximately 100 ft yet the average ROW that is being sought is 275 ft. This is unacceptable and not what was originally stated to the public. The No build option should be pursued.	Refer to BA-3 and LU-14.
Barry Wiener	3/2/2018	Website	3.12 Safety and Security Safety and security considerations would be included in the design of infrastructure, systems, facilities, and stations for the proposed HSR system. The following are key guidelines that would be incorporated during detailed design. <ul style="list-style-type: none"> <li>• The design, construction, testing, and start-up of the HSR would comply with applicable safety and security laws (for persons and property), regulations, requirements and railroad industry practices.</li> <li>• Facilities and infrastructure design would provide capacity for safe emergency evacuation and compliance with emergency procedures.</li> <li>• Perimeter fencing would be installed on embankment infrastructure configurations with a footing to resist ingress from digging or burrowing animals.</li> <li>• Fencing, barrier separation, intrusion detection, and technological devices would be used to secure the right of way.</li> <li>• The HSR system would be equipped with an integrated system for detecting, monitoring, and responding to environmental conditions and emergency events.</li> <li>• Refer to Section 4 for more information.</li> </ul>	Refer to NR-6.

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			<p>Please explain how this is NOT a barrier to wildlife and how this is not fragmenting wildlife populations. Thank you. Due to the detrimental effect on wildlife alone the No Build Option should be used</p>	
Barry Wiener	3/2/2018	Website	<p>13.8.7 Material Handling Practices The following list outlines some key measures that may be used to ensure that material handling practices comply with environmental requirements: Source</p> <ul style="list-style-type: none"> <li>• Fill material brought into the ROW from external source areas and used for the construction of any of the features listed would be from known sources with verified chemical properties.</li> <li>• Proper source documentation would be obtained by the Contractor and provided to regulatory agencies as required.</li> <li>• The use of fill material or soil from non-approved sources, including private landowners, would be in compliance with environmental and other applicable regulatory requirements.</li> </ul> <p>Have taking the large amount of fill materials from external sources and areas far from the actual berm been properly assessed when determining flood and drainage impacts around the berm? Where is the expert analysis regarding this? How can you build mounds of dirt and not expect this to impact drainage and flooding especially when the fill material is from external sources and no drainage is accounted for this close by? Where is the analysis of this in the DEIS? To prevent epic drainage issues and flooding which has not been properly analyzed in this report, the No Build Option is requested.</p>	Refer to BA-6, FP-1, SG-4, WW-1 and WW-2.
Barry Wiener	3/2/2018	Website	<p>15.4.1 Enterprise Products Seaway Pipeline A conflict with a recently constructed 30in (762mm) diameter Enterprise Product Partners Seaway crude pipeline was identified along sections of alignment Segments WT and IH during the course of the utility assessment and investigation EW Segment The overall area of conflict begins near Station WT 130+00 (near the Madison/Grimes county line) and continues to Station WT 1030+00. This is approximately a 17-mile (27km) long stretch where the HSR alignment either crosses, runs along the utility line, or follows too closely to the pipeline. However, within this 17-mile (27km) stretch there are only seven (7) cumulative miles (11km cumulative) that have actual conflicts with the Seaway Pipeline easement. The seven miles of conflicts are not contiguous, but occur intermittently through the 17-mile (27km) section. IH Segment The overall area of interaction between the HSR alignment and the pipeline begins near Station IH1 3925+00 and continues to Station IH2 820+00, approximately 12 miles (19km). Within this zone, the main area of alignment and pipeline conflict happens between Station IH1 4150+00 and Station IH2 245+00, approximately 9 miles (14km). As a part of our due diligence process, we have continued to review the alignment of both the HSR and Seaway pipeline internally, and with Enterprise Product Partners. One of the primary conclusions based on discussions with EPP, is that the amount of right-of-way (ROW) overlap between HSR and Seaway should be kept to a minimum. If a repair is required on the Seaway pipeline in an area where the HSR LOD and the Seaway easement overlap, there is a potential that the HSR service would have to be temporarily halted until the repair is complete. This scenario is particularly valid if the construction type of the HSR is embankment and the slope extends into the Seaway ROW. As the design has developed, coordination with Enterprise Products has been ongoing. Several options have been discussed to mitigate the conflict between HSR and the Seaway pipeline. The options discussed with Enterprise included:</p> <ul style="list-style-type: none"> <li>• Relocating the pipeline outside of the HSR LOD</li> <li>• Protecting the pipeline in place where feasible</li> <li>• Using viaduct to span and avoid pipeline crossings</li> </ul> <p>As the engineering and design of the alignment progresses, we would continue to coordinate with Enterprise Product Partners and their team. In addition, cost estimates for the different options would be refined as more design data is developed and assessed. Selection of the preferred option would strive to minimize cost, scheduling, and environmental impact Have you reviewed clauses in the easements? There are a number of easements that don't allow for relocations. During the due diligence was this looked at and investigated? Many landowners are completely against the project and will be looking closely at their easements. Many will not allow any changes to their easements without strong language in favor of the landowner and against texas central and terms that the pipeline would not be comfortable with taking on the whole liability in many cases. As much of this 2 1/2 year process is chalked full of omissions, gaps, and inconsistencies, I recommend No Build Option for this project to ensure the safety of the public.No build option should be chose.</p>	Refer to EU-2.

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Barry Wiener	3/2/2018	Website	1.1.3.3 Other Cooperating Agencies EPA has special expertise in regard to the Clean Water Act of 1972 (33 U.S.C. Â§ 1344), Rivers and Harbors Act of 1899 (33 U.S.C. Â§ 403) and the Clean Air Act of 1970 (42 U.S.C. Â§ 7401). FHWA may have an approval role related to certain road crossings or construction within federal right-of-way (ROW). FTA has special expertise in intermodal passenger service. No approvals or permits from FTA are anticipated. USFWS may have an approval role related to protected and endangered species and suitable habitat under the Endangered Species Act of 1973 as amended (16 U.S.C. Â§ 1531 et seq.), Migratory Bird Treaty Act of 1918 (16 U.S.C. Â§ 703-712; 50 C.F.R. 1) and Bald and Golden Eagle Protection Act of 1972 (16 U.S.C. Â§ 668). Where is the coordination between state and county regulations for roads, overpasses, and realignments? Please show evidence according to state statute where the supposed "railroad" has authority to realign roads AND go under roads. Since this has not been thoroughly investigated by looking at current laws the No Build Option is the only option that is feasible for this project. Thank you.	Refer to ED-1 and TR-6.
Barry Wiener	3/2/2018	Website	City of Houston Chapter 30 of the City of Houston Code of Ordinances specifies noise limits of 65 dBA and 58 dBA at residential property lines for daytime and nighttime periods, respectively. However, noise from railroad equipment on railroad ROWs is exempted. Noise from construction between the hours of 7 AM and 8 PM is also exempted, provided the noise levels do not exceed 75 dBA at residential property lines. Dallas to Houston HSR EIS - Chapter 3.0 Section 3.4 - Noise and Vibration Since they are stating they are exempted as a presumed "railroad" are you saying that they do NOT have to mitigate for these noise levels? Is the COH public aware of this? Due to the noise impacts and many detrimental effects to the public, the No Build Option is suggested.	Local noise ordinances are not applicable to HSR projects.
Barry Wiener	3/2/2018	Website	To supplement the noise impact criteria in Figure 3.4-3, FRA7 provides guidelines for identifying noise sensitive locations where increased annoyance can occur due to a sudden increase in noise (the startle effect) from the rapid approach of HSR trains. This effect is separate from the impact criteria defined above, and is dependent on the train speed and trainset and would be confined to an area very close to the tracks. For example, 200 mph train operations would have the potential for increased annoyance within about 40 feet of the track centerline. Thus, the area where rapid onset rates of train noise may cause startle would typically be within the ROW limits of the rail corridor. FRA also addresses impacts on wildlife (mammals and birds) and domestic animals (livestock and poultry). Noise exposure limits for each are a Sound Exposure Level 8 of 100 dBA from passing trains, as shown in Table 3.4-4. Dallas to Houston HSR EIS - Chapter 3.0 Section 3.4 - Noise and Vibration Please review this as the startle effect will be detrimental to our wildlife including cattle industry. <a href="http://www.cvzv.sk/slju/14_2/8_Broucek.pdf">http://www.cvzv.sk/slju/14_2/8_Broucek.pdf</a> NO BUILD OPTION SHOULD BE OPTED FOR AS THE BEST CHOICE FOR THIS PROJECT.	Refer to NR-1.
Barry Wiener	3/2/2018	Website	Site LT-1: 4019-4099 Bulova Street, Dallas. The Ldn measured at this location was 72 dBA. The dominant noise source was traffic on IH-45. Noise levels were measured for 24 hours near the gate to this parcel. Please tell us the speed of the train at this point. Please give the reference. Other DEIS reports show the exact speed measurements for each location. This report fails to mention this. AECOM has stated that noise impacts were measured with the train traveling at 125-175 mph yet we know that the train will be traveling at 186 mph and eventually over 200 mph. The noise impacts were not adequately assessed therefore the No Build Option is the only viable option until a reliable and accurate noise impact study can be performed. Please provide the speed of the train at this location in order to accurately gauge noise impacts.No build option should be chosen. Thank you.	Refer to NV-6.
Barry Wiener	3/2/2018	Website	Site LT-1A: 5125 Cleveland Rd, Dallas. The Ldn measured at this location was 53 dBA. The dominant noise sources were rural sounds and local traffic. Noise levels were measured during three separate one hour periods throughout the day along Cleveland Rd in front of the property. What time of day were these measurements taken and only three separate one hour periods were used? Could this provide accurate data. Other data points were for 24 hours. Please show the times and reports of when data was reported for this. Any data during the 11 pm hour? In order to have a reliable and accurate report a longer period of time needs to be measured and the public should have the report. The no build option should be chosen until accurate data is able to be reported.	Refer to NV-1.
Barry Wiener	3/2/2018	Email	Unfortunately, Texas Central Railway/Texas Central Partners (TCR, TCP) have kept the economics of the project hidden and refuse to release to the public feasibility studies of the project. Other private projects that involve the public such as All Aboard Florida (AAF) have released ridership and cost studies demonstrating the financial feasibility of the project before moving forward. AAF released their study in their DEIS which included a market share of 7.2% ad a public usage cost basis of 0.30-0.61 per mile. All TCR has released is a deficient biased report with unverifiable data with a market share of 36% ad a public usage cost basis of 0.83 per mile making the average ticket price of \$199 each way. This is unaffordable to the majority of the public therefore this project would not rise to a "public need" transportation modality. Objective studies have come to the same conclusion of Tx Dot of 0.7-2.7 million annual ridership and not the inflated ridership of 5 million as proposed by TCR who has refused to show their data. Since numerous studies have shown this not to be economically viable and the FRA removed this viability component presumably due to this, I emphatically request the NO BUILD OPTION for this project. No build option should be chosen.	Refer to GN-4, PN-3 and SC-3.
Barry Wiener	3/2/2018	Email	Unfortunately, Texas Central Railway/Texas Central Partners (TCR, TCP) have kept the economics of the project hidden and refuse to release to the public feasibility studies of the project. Other private projects that involve the public such as All Aboard Florida (AAF) have released ridership and cost studies demonstrating the financial feasibility of the project before moving forward. AAF released their study in their DEIS	Refer to GN-4, PN-3 and SC-3.

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			which included a market share of 7.2% ad a public usage cost basis of 0.30-0.61 per mile. All TCR has released is a deficient biased report with unverifiable data with a market share of 36% ad a public usage cost basis of 0.83 per mile making the average ticket price of \$199 each way. This is unaffordable to the majority of the public therefore this project would not rise to a "public need" transportation modality. Objective studies have come to the same conclusion of Tx Dot of 0.7-2.7 million annual ridership and not the inflated ridership of 5 million as proposed by TCR who has refused to show their data. Since numerous studies have shown this not to be economically viable and the FRA removed this viability component presumably due to this, I emphatically request the NO BUILD OPTION for this project. No build option should be chosen.	
Barry Wiener	3/2/2018	Email	"For the Final Operating Scenario (FOS) in the analysis year (2040), it is assumed that trains will run every 10 to 15 minutes in each direction between 05:30 and 23:30, with the last trains departing from Dallas and Houston at 22:00." Seeing that the goal is for trains to pass approximately every 5 mins from one of the directions this will forever cause a divide between Texas. You will see startle scenarios in the tables and if you have a train coming by as frequently as every 5 mins you will never be able to move cattle even if you have a fence over a public road to move them to the other side. This will make the entire route impassable to wildlife and livestock. Please see the data in this report for the true effect of the startle effect which is extended out for quite a distance and will be a severe impact to many wildlife according to these charts. <a href="http://www.hsr.ca.gov/docs/programs/merced-fresno-eir/drft_EIR_MerFres_TR_Noise.pdf">http://www.hsr.ca.gov/docs/programs/merced-fresno-eir/drft_EIR_MerFres_TR_Noise.pdf</a> THE NO BUILD OPTION SHOULD BE CHOSEN.	Refer to NR-1.
Barry Wiener	3/2/2018	Email	"For the Final Operating Scenario (FOS) in the analysis year (2040), it is assumed that trains will run every 10 to 15 minutes in each direction between 05:30 and 23:30, with the last trains departing from Dallas and Houston at 22:00." Seeing that the goal is for trains to pass approximately every 5 mins from one of the directions this will forever cause a divide between Texas. You will see startle scenarios in the tables and if you have a train coming by as frequently as every 5 mins you will never be able to move cattle even if you have a fence over a public road to move them to the other side. This will make the entire route impassable to wildlife and livestock. Please see the data in this report for the true effect of the startle effect which is extended out for quite a distance and will be a severe impact to many wildlife according to these charts. <a href="http://www.hsr.ca.gov/docs/programs/merced-fresno-eir/drft_EIR_MerFres_TR_Noise.pdf">http://www.hsr.ca.gov/docs/programs/merced-fresno-eir/drft_EIR_MerFres_TR_Noise.pdf</a> THE NO BUILD OPTION SHOULD BE CHOSEN.	Refer to NR-1.
Marcus Wiese	3/8/2018	Website	I worked on the Amtrak DC to Boston high speed improvement project in the late 80s. Best investment ever made. Now as a resident of TX, the lack of similar cost effective transportation between cities is long overdue for rectification! The two cities are screaming for something better than I45, or a congested airline flight between airports. This is it.	Comment noted.
Scott Wiesenborn	2/24/2018	Website	I support the Houston to Dallas high speed rail. Make it happen!!	Comment noted.
Norman Wigington	2/16/2018	Website	This is a project that is so overdue... we have needed speedy rail connections for the past forty years. Forty years ago I took the train from San Antoni to Dallas and it took ALL day... we actually went to Fort Worth first then BACKED UP into Dallas. This is no way to run a railroad. A swift and safe connection from Houston to Dallas would be a real incentive for travel, pleasure, business and family.	Comment noted.
Norman Wigington	2/22/2018	Website	I have full support of the fast train between Houston and Dallas. I personally would prefer the train to leave out from Downtown to the Northside/US 59 right of way to Bush IAH, to Lufkin/Nacogdoches and then go northwest to Dallas and enter Dallas from the eastside. That would mean a new direct link from Houston to Austin via College Station.	Refer to GN-7 and NE-1.
Tim Wikander	3/9/2018	Website	I live in White Oak Falls, Houston 77095. The rail will cut through the edge of my community. I'm within 700 feet of the proposed project I am opposed to the project and lack of respect Texas Central is showing our community. Many residents will live inconveniently close to the rail. Hundreds of homes will be impacted by noise and vibration. There's also the matter of real estate devaluation. My home is an investment and my property value is at risk.	Refer to LU-3, LU-7 NV-1 and VA-1.
Laura Wilborn	3/9/2018	Website	This rail system is greatly needed for Houston as we are the 4th largest city in the USA and traffic is now completely unbareable and unsafe in certain areas. This new rail system will certainly be a BIG ASSET to Houston's Econom!	Comment noted.
Timothy Wild	2/16/2018	Website	I am a locomtive Engineer.Time that Texas moved into the 21st Century.Let's get this train moving now.I live in Houston.We are way behind the East and West Coasts, and the Western World	Comment noted.
John Wiley Price	3/7/2018	Letter	Mr. Wright, I am writing this letter in reference to the Draft Environmental Impact Statement that was released by the Federal Railroad Administration (FRA) for the Dallas to Houston High-Speed Rail project. While I am an advocate for this project and this type of technology being implemented in the State of Texas and in the district which I represent, I am not in favor of the proposed Train Maintenance Facility located north of Pleasant Run Rd. The construction of this proposed train maintenance facility and the connecting at grade rail spur will result in the reconstruction of the federally funded improvements that are currently being designed by Dallas County for this section of Pleasant Run Rd. Since 2014 Dallas County and the Cities of Lancaster and Wilmer have been working towards improving Pleasant Run Rd from Lancaster-Hutchins Rd to Millers Ferry Rd. The roadway will be improved from a two lane undivided rural section to a four lane divided section with a 12'trail along the south side. Since this project has federal funds we are limited by time constraints on when construction must begin,	Comment noted.

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			therefore not allowing this project to be constructed in unison with the High-Speed Rail. Dallas County's Pleasant Run Rd project is expected to be complete in 2020. Therefore, a High Speed Rail Maintenance Facility at this location will prolong construction in this area and cause disruptions to anticipated economic development resulting from the improved Pleasant Run Road. As Commissioner of District 3, which includes the City of Lancaster and Wilmer, I am committed to providing and assisting with major infrastructure improvements to the southern sector which will enhance economic development. Therefore, this project needs to facilitate this effort as an enhancement to proposed projects in the region. With the maintenance facility negatively impacting the Pleasant Run project in the Southern Dallas County Inland Port area we request that this facility be relocated and that continued partnerships exist to further improve the area.	
Kevin S Wiley Sr.	1/30/2018	Handwritten	America is way behind China and Japan where I have traveled extensively. We absolutely need this project for development of this region.	Comment noted.
Richard Wilkins	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. Creates jobs. Improves infrastructure. Attracts high caliber professionals to our economic hubs. Respects Texas lands. It's the safest train in existence. There's no sensible reason not to bring this train to the people of Texas. 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.
Quinta Wilkinson	2/7/2018	Website	I look forward to using this train. I use trains a lot and we need this. Trains are much more comfortable and less difficulty for older people.	Comment noted.
Quinta Wilkinson	2/19/2018	Website	This train will pay taxes not ask for money. This train will be better for the environment not like the ones now. It will make travel easier and the ability for people to travel to medical appointments and go home the same day. It will be more comfortable and very much needed. It will have its own rail line not relying on rail companies to make repairs and upgrades. Thanks I am looking forward to traveling it.	Comment noted.
Brad Williams	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.
Christopher Williams	12/28/2017	Website	I fully support the bullet train and look forward to utilizing its services. As a Houston resident who travels to Dallas often I am excited about an alternative to flying or driving. I understand some are upset about the imminent domain of the tracks and the impact. However, progress has a cost and you can't please everyone all the time. The train will have a significant positive impact on the internal economy in the state, will reduce traffic on the already too-dangerous 1-45 corridor, and will spur further completion with airlines offering service between Dallas and Houston. If the train goes through College Station it will be a huge asset for Texas A&M students and their families, providing safe and fast transportation to the College Station from the two largest cities in Texas. I urge you to approve the proposed plans so that this long over-due project may commence and begin benefiting Texans and all Americans.	Comment noted.
David Williams	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.	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>	
Kasey Williams	1/30/2018	Email	I would like to address the fast track which beneficial to the ever growing Dallas and Houston areas it seems to affect smaller communities like navarro. We get absolute no benefit from except higher taxes! Please we are hard working people to raise taxes and take our land is unethical	Refer to GN-4 and SC-19.
Mark Williams	2/22/2018	Website	I support the Texas Bullet Train and the mall station location! I support the Texas Bullet Train and the proposed Northwest Mall station location, which happens to be about 2 miles from my house. As a home owner, I feel that it will raise my property value and help redevelop an area of my immediate neighborhood that has fallen into disrepair and frankly is a complete eyesore. Also, I look forward to convenience of close access to the Bullet Train upon its completion. Texas needs new and innovative ways to help alleviate the growing strain On the state's existing infmstructure -- and this project does exactly that. The recent release of the Draft Environmental Impact Statement (DEIS) confirms this conclusion with detailed data and projections. For instance, the DEIS outlines multiple options for the Houston station, which is expected to have a major economic impact, spurring an increase in propeny values within a half-mile of the terminal. I fully support the proposed Northwest Mall location, which is conveniently located in a high-growth area near the intersection of two major highways in northwest Houston. This location is closer to downtown than either Hobby or George Bush aimorts. It is also closer to Jersey Village, Katy and the Energy Corridor, among other population and cultural locations in Houston. For these reasons and many more, I urge you to expedite the review process for the Texas Bullet Train -- a much needed project that will help reduce road congestion in Houston, improve our economy and create new jobs for Houstonians. It's good for Texas!	Comment noted.
Mark Williams	2/22/2018	Website	I support the Texas Bullet Train and the proposed Northwest Mall station location, which happens to be about 2 miles from my house. As a home owner, I feel that it will raise my property value and help redevelop an area of my immediate neighborhood that has fallen into disrepair and frankly is a complete eyesore. Also, I look forward to convenience of close access to the Bullet Train upon its completion.	Comment noted.
Mark Williams	3/5/2018	Oral	My name is Mark Williams. I'm voicing my support for the location selection of the -- I forget what's the name of the organization -- the TCRR, so what they selected the location of the Northwest Mall being the location for the Houston station. I'm a property owner. My house is probably less than five miles of the Northwest Mall. That quadrant of the 610 Loop that I live in has probably been the quickest area to develop and the property value is rising quicker than any other area in Houston and the only real negative or eyesore near that community is the Northwest Mall. It's in disrepair; and it's basically been abandoned for years now, to my knowledge. Having something come in and bring industry to that and transform that would help the City of Houston, would help me specifically as a homeowner in the area, and I think it would be an overall benefit for Harris County and the greater Houston area.	Comment noted.
Marshell Williams	2/20/2018	Website	This train project will NOT go through my ranch.i will fight for my homstead, no matter what it takes.Come and take it, remember the Alamo	Comment noted.
Mary Williams	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. 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.
Paula Williams	12/28/2017	Email	This will become a taxpayer's nightmare. Japan's experience with high-speed rail has proven that unless subsidized - this will not be a profitable endeavor. We the people will end up paying for this. Am not in favor of this in any form or fashion. The use of eminent domain to force people off their land is a violation of our founding father's beliefs. This is a private company and should not be allowed to use eminent domain. This opens the doors for other privately owned companies to use the same principles to take land from the people. Again, not justifiable, profitable, etc.	Refer to ED-1, GN-4.
Paula Williams	2/20/2018	Website	I am writing this letter to the editor as a concerned grandparent, landowner, taxpayer, and someone who is proud to live in the Leon School District. I attended the meeting on Tuesday, January 30, concerning the High Speed Rail system being presented to the public. I was appalled at this meeting to learn a train, travelling in excess of 200 miles an hour, will be coming within 750 feet of the halls our children walk. This is not just one train, but 68 trains a day, every 30 minutes, from 5:30 am to 11:30 pm each day!!! I was told there would be no impact to our children!! As a country person, I say "BULLCRAP". Never once has the school been contacted by Texas Central (TCRR). This will affect our children! The sound vibrations alone will be a constant distraction throughout the day. Imagine trying to take the State Mandated STAAR	Refer to EU-5, NV-1, SC-6, SC-7, SC-8, SS-12 and SS-13. Potential impacts to Children's Health and Safety are documented in <b>Section 3.14.5.2.4, Socioeconomics and Community Facilities, Build Alternatives.</b>

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			<p>tests while your seat is vibrating. Bus routes will be rerouted. Children may have to ride the buses longer. I drove a bus for 25 years, and I know how hard it is on those children who get on a bus at 6:20 am. Imagine adding 30 minutes or more to it. If we need to have sound walls, which will not be determined until additional noise assessments are done in the final design, we will be obligated to meet their aesthetic style, and pay for it. You, as a taxpayer, will be paying for it. When I expressed my concern for the safety of our children at the meeting I was told there would not be any adverse impacts to the children. When I told him that my grandchildren attended the school, and I was not comfortable with it, he stated he has 4 children. I asked him if he would want the train coming that close to their school and he didn't answer me. He just said the studies showed no adverse impacts. Not answering the question told me right there where he stood, he doesn't want it close to his children. I remember when the train derailed in Newby. It was only going around 50-60 miles an hour, and there were probably 20-30 cars that derailed. They were scattered all over the area. In Concord, a train derailed on the Concord Overpass. A fire resulted threatening our homes. That was a terrible sight to see. Just blessed that there weren't any cars going under the pass. Imagine a train going 200 miles an hour and derailling at the school crossing. Those cars head toward the school, which is only 750 feet away. It will wipe out the school!!!! It will kill our children. They are not safe with this train this close. It should have never been considered!! My suggestion was take it down I-45. State already has the land. Use it!</p> <p>Let's talk about electricity. You know it is going to pull a lot of electricity and will require new electrical lines. This will probably require additional environmental analyses that would have to be completed by our electrical providers, ERCOT, Navasota Valley, etc. Oh my there goes an increase in your electrical costs.</p> <p>How much will tickets cost? Hear that tickets will be \$199.00 per person. If you want to go to Six Flags in Dallas from Houston, with a family of 4, you will spend \$800.00. I don't know about you but I had rather have my own vehicle in either city.</p> <p>As a landowner, the value of your land will be going down. Already, they are addressing obtaining federal financial assistance in the form of a loan for the project. Since investors are foreign, they can just default on the loan, and the taxpayer will pick up the bill and the foreign investor will own your land. There's no doubt in my mind who will be picking up the bill for this project, we will!</p> <p>Please contact our Legislators, both State and Federal. Contact newspapers, TV stations, any communication that you can. We must protect our children. We need to stand together!!!</p> <p>I put this in the Jewett Messenger and surrounding newspapers. I contacted all state and US representatives.</p>	
Phil Williams	3/9/2018	Email	<p>Please note my opposition to the above referenced proposed bullet train between Dallas and Houston. I would not be opposed if this were a truly private venture; in fact, I would not mind if there was some public involvement in the development of the terminals. But, this project will require the forced sale of private property through government eminent domain. Therefore, it is not a private enterprise.</p> <p>Moreover, government approval through the permitting of this project is effectively giving the railroad's owners a protected monopoly on rail transit between these two cities.</p> <p>We currently have scheduled reliable, affordable, frequent, and fast transportation options from two airports in both cities. And, given the large geographic areas of both cities, point-to-point vehicle transportation in most cases will take no more time than a trip on this proposed bullet train.</p> <p>Additionally, I question the economic viability Of this project, which has an estimated initial capital cost Of \$16 billion. As we have seen in California, these estimates will likely increase; and, consequently, the owner's of the railroad, will seek public funding and subsidies, which will be paid by the taxpayers. More cost effective options would be available through pooled vehicle ride sharing, which would be forced to compete with this government subsidized service.</p> <p>For these reasons, I am opposed to this project.</p>	Refer to BA-4, BA-12, ED-1, GN-2, GN-4, NE-1, PN-3 and SC-22.
Phillip Williams	3/9/2018	Website	<p>To whom it may concern: Please note my opposition to the above referenced proposed bullet train between Dallas and Houston. I would not be opposed if this were a truly private venture; in fact, I would not mind if there was some public involvement in the development of the terminals. But, this project will require the forced sale of private property through government eminent domain. Therefore, it is not a private enterprise. Moreover, government approval through the permitting of this project is effectively giving the railroad's owners a protected monopoly on rail transit between these two cities. We currently have scheduled reliable, affordable, frequent, and fast transportation options from two airports in both cities. And, given the large geographic areas of both cities, point-to-point vehicle transportation in most cases will take no more time than a trip on this proposed bullet train. Additionally, I question the economic viability of this project, which has an estimated initial capital cost of \$16 billion. As we have seen in California, these estimates will likely increase; and, consequently, the owner's of the railroad, will seek public funding and subsidies, which will be paid by the taxpayers. More cost effective options would be available through pooled vehicle ride sharing, which would be forced to compete with this government subsidized service. For these reasons, I am opposed to this project. Respectfully, Phil Williams</p>	Refer to BA-12, ED-1, GN-4, NE-1, NE-6 and PN-3.

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Sarah Williams	2/6/2018	Email	Train is a terrible waste of taxpayers money. 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, SS-1, NR-1, NV-1 and SS-1.
Shirley Williams	3/5/2018	Letter	I write to comment on the high-speed train between Dallas to Houston. The proposed route cuts my family farm in half damaging farming operation and decreasing its real estate value. I am an 83 year Old widow whose deceased husband bought this land in the to provide living funds for his widow. I am opposed to this route which greatly damages the land's value. Respectfully submitted, Shirley W. Williams,	Refer to LU-11.
Shirley W Williams	3/5/2018	Website	I write to comment on the high speed train between Dallas to Houston. The proposed route cuts my family farm in half damaging farming operation and decreasing its real estate value. I am an 83 year old widow whose deceased husband bought this land in the 1960's to provide living funds for his widow. I am opposed to this route which greatly damages the land's value. Respectfully submitted, Shirley W. Williams, Executrix for David W. Williams, Jr. Family Trust	Refer to ED-2, LU-7 and WW-1.
Stanley D. Williams	2/25/2018	Email	I would like to put in writing our objection to the proposed High Speed Rail project between Houston and Dallas. My wife and I are residents of Grimes County south of Anderson. This project does not tie together two cities that have rail infrastructures in place such as seen in New York City or Washington, DC. An HSR traveler would deal with the same problems as flying, i.e. Parking, Security, Rental Cars so in my opinion the commute time is not significantly different than flying. We read one counter proposal for a more statewide network extending from San Antonio along the I35 corridor to the DFW metroplex with a spur from Houston to San Antonio. It is easy to see this makes more sense for the state of Texas. Why not follow the I45 corridor that already supports commuters between these cities? It must surely be because it is cheaper to run through the open countryside and much easier to work out the problems. The I69 /Trans Texas Corridor tried to push this through also and met huge opposition from Texans all across the state. Well this is where I moved to get away from the city. I live 5 miles south of Anderson - a city with a heritage of travelers who stopped at Fanthorp Inn in the 1800's as they traveled through the hills around here by horse and wagon. Undoubtedly it was a good place to rest and enjoy the hilltop view of the surrounding countryside. Today on nice weekends we always see motorcyclists, bicyclists, and car clubs coming through enjoying the winding roads. You can easily transport back in time as you look across the valleys and see the cows grazing. Soon we may have an ugly view of a elevated train which will be hugely visible. When I visited one of the early open discussion meetings I asked one of the representatives why they couldn't follow one of the north/south rail routes and was told that at 200 mph the High Speed train couldn't have curves in the route. After thinking on this for a few weeks it came to me that they are not going to allow up and down elevation changes for the same reason. I'm sure they aren't planning tunnels so they will have to elevate the tracks across all the valleys. Only when they get it built will the public realize what an ugly site this will be in the beautiful hills of Texas. Our house is 1 1/2 miles from the proposed route here in Grimes County and the loss in property values will be huge but the installation of something so ugly will be sad for this pristine area of Texas. My wife agrees with this objection as well.	Refer to AS-1, BA-2, BA-7, BA-8, BA-9, LU-14, PN-3 and VA-1.
Steve Williams	2/24/2018	Website	I am against he train destroying the Morgan Legacy Farm located near FM 709 and 3194. I believe a move to the north, paralleling existing power lines would be much better for the environment and save a unique property which cannot be duplicated. The suggested route travels in the highest elevations which will likely create significant watershed issues, resulting in a loss of significant migratory waters. Many individuals including first responders, nurses, physicians, students and others enjoy the use of this property. A move to the north of the existing high power lines would have less impact on the environment and exact less damage to the county.	Refer to LU-5.
Mark Williamson	2/6/2018	Oral	I put up my name - my hand earlier. I came in the room -- I'm sorry. My name is Mark Williamson. I'm a property owner in Houston. I was unable to make the Houston meeting, so I came here for information. I came in the room generally in favor of the project. I've heard a lot of people tell me how it's being done wrong, and I agree with many of the ways which it's being done wrong. I disagree with many of the ways in which it's being done wrong. I think you've missed the point on a number of points, but you've caused me to seriously rethink some things. I do object to the way you are attacking these gentlemen. They are -- their job is to protect our interests, not to protect the railroad company's interests. And you may disagree with whether they're doing their job right, but that's the job they're here for: Not to ram this through, but to enforce the federal regulations to protect all of us. As I say, you've given me a lot more to think about, and I'm going to be running some meetings in Houston in the next few days that are going to be run a little differently because of the things I heard tonight.	Comment noted.
Joseph Willingham	2/5/2018	Oral	My name is Joseph Willingham and I'm completely against this train going through. I'm not a landowner. My father owns land and he was planning on being here today but unfortunately he's in a coma in a hospital right now. Day before yesterday he had a major heart attack. So pray he pulls through on that. But I have been listening about this train for a long time and absolutely hate it because of two words; eminent domain. And simply put, end definition, legalized theft. These people can build this train unless, again, eminent domain. And the state has already told them, get lost. And now they're saying, well, we won't go through them, we'll go above your heads and go federal. I say we take	Refer to ED-1, ED-4 and RF-2.

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			<p>our hats off and say, hey, don't mess with Texans. Also something else. My father owns property up in Jewett and Leon County. I love that place more than any other place in the world. I grew up there hunting. My grandpa used to own property there and he taught me hunting, my dad taught me hunting. I love hunting. Hunting is practically my life. Now, I heard about this train coming through and I heard it was going to cut straight through our property and I was devastated. And I knew the value of that property. It's gone. If that train came through, it's gone. Now, today I found out that the train, the preferred route, not all the routes, but the preferred route is going to be a little less than two miles away. Am I happy? No. They're still trying to put the train through. It's not right. I may be born in the generation that is going to be some of the dumbest people in American, but even I am smart enough to know, no. And this train is coming through and I don't have data to support this and I can't find anything online about this. But I've heard this from at least two sources stating that at least half a mile to a mile, and I just want to stress anybody out there a hunter like me? Say goodbye; you're not allowed to use your firearms within but I have heard that from at least two sources. So all you hunters, all you people who want to defend your homes, good bye to that. All those who own mineral rights, where these places are going through, think about that. They're taking that away from you, no matter what deed you have. It's not right. It's theft. Complete and utter theft. And all the Texans I have spoken to are against this and I say we say get lost.</p>	
Becki Willis	2/20/2018	Website	<p>This High Speed Disaster is a waste of money, resources, and our precious Texas land. It benefits NO ONE along the 240 mile route. The sole stop will only benefit only one county, and only travelers to/from Dallas. It would be closer (and much cheaper) to drive into Houston from Grimes County. Honestly, who can afford a ticket to ride on this train? And can TEXANS afford the ultimate price? Japanese investors, loss of grazing and production lands, interruption to the tranquility of the countryside, interruption to lifestyles and existing roadways, strapped local emergency services when the unthinkable happens, schools with our precious children inside, just yards from the intended path... the list is endless. Think of the natural resources gobbled up by the rail lines. Do you honestly think businessmen will ride the shuttle on a daily basis, when most business is now handled on-line and over the phone? Do you think ordinary workers can afford to live in one city and travel to work in the other? Do you honestly envision families traveling on this train? Aside from an occasional novelty trip, how many times do you think the average Texan will actually use this train? Now think of those same Texans, and how many times a day they eat beef, pork or chicken, how many times a day they use fresh water, how many times a day they wear cotton and eat grains and vegetables. Take way our farm lands, and you take away from all Texans. Ask yourself. Is a High Speed Disaster, driven in part by foreign investors, really worth the price?</p>	Refer to GN-2, NE-1, NE-9, PN-3, SC-3, SC- 8, SS-18, SS-23 and SS-26.
Betty Willis	2/6/2018	Letter	<p>Many Of the reasons for a NO BUILD have not been addressed in this DE'S. 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 SC).</p>	Refer to NV-1.
Betty Willis	2/6/2018	Handwritten	<p>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.</p> <p>Many of the reasons for a NO BUILD have not been addressed in this DEIS. 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 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?</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>The general environmental review has been totally inadequate for a project that will create a major east-west barrier over most Of Texas. Such major projects deserve a long term, critical look, not to be hurried by the demands of Japanese financiers or corporations or their local skills.</p> <p>Safety Concerns — Look the Other Way and pray?</p> <p>Let's look at the recent track record of safety on America's rails. The main operator of passenger trains, Amtrak, has had a miserable record in the last year with fatal accidents spread across the country from South Carolina to Washington State. Apparently the Federal Railroad Administration is unable to properly oversee the existing technology and operators. Who will oversee the Japanese Bullet Train, the same group that has been doing such a good job with Amtrak?</p> <p>Who will operate the Japanese trains? Who will maintain the track and electronics? Will these workers be unionized? Who will be the safety</p>	Refer to BA-4, BA-9, ED-1, ED-2, GN-2, GN-3, GN-4, GN-6, PN-3, SS-3, SS-9, SS-13, SS-18, TC-3, TC-6, TR-3, TR-4, TR-6, TR-7 and VA-2. FRA is qualified to oversee safe operation of the Project as the federally designated agency for intercity rail safety oversight. TCRR must comply with the FRA-mandated Roadway Worker Protection Program, ensure employees have received the appropriate level of training for their position, and document all required safety training events as part of its safety program. The Paris to London line is a service crossing international borders and is subject to different regulations than applicable within the United States. As such, it does not reflect the screening and boarding requirements of the proposed Project.

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			<p>regulator? What experience does that regulator have overseeing a completely new technology? The track record on overseeing 150 year old technology isn't good, why will it be better on this Japanese imported technology?</p> <p>Is the Federal Railroad Administration (FRA) going to certify training of maintenance and operating personnel? What is FRA's qualification to do so? Will the State of Texas have a role instead, since the entire railroad operates within the one state? Where will the State of Texas get this expertise? How much will it cost?</p> <p>If FRA certifies safety, will the Japanese bullet train workers have the same job protections as Amtrak workers? Who will write the insurance policy that covers an accident at 200 mph? How long will it take medical emergency teams to reach rural sections of track in the event of a catastrophic crash? (There is no other type with High Speed Rail!)</p> <p>Market Study — There's NO public Need or Benefit</p> <p>The market studies are flawed and designed to show a result that those who paid the consultants wanted. That's the way it works in the consulting world. The ridership and pricing is virtually opaque and doesn't take into effect the real world in which the Japanese bullet train would like to operate. Once those market studies prove just plain wrong, then all the apologists and Japanese financiers will be coming to the federal and state government asking for money out of our pockets, which they will call subsidies. If you want to keep the government out of your pocket, then don't support the Japanese Bullet Train. Here are some of the problems with the market for a bullet train.</p> <ol style="list-style-type: none"> <li>1. Competition is already highly developed in the Houston — Dallas corridor. There are different price points offered and different speeds available.             <ol style="list-style-type: none"> <li>a. The Bullet Train will take two hours at best. The Japanese bullet train PR people have lied about the speed they will attain. They talk about 205 MPH. By comparison, the French TGV high speed trains only achieve these kinds of speeds when they are stripped down, their weight is reduced, and they make runs intended to set speed records. Usually they run a maximum of about 140-160 MPH. If the Japanese bullet train that will slash up rural Texas runs at the same speed that the Japanese bullet trains operate in Japan itself, the Houston-Dallas run will take at least two hours, not the 1.5 hours used as a benchmark in the market study. That's a big difference and this claim could only be described as fraudulent.</li> <li>b. Airline competition. Prices are highly competitive, with both Houston and Dallas served by multiple carriers and two airports in each city. It's actually more competitive than between Washington and New York, which is served by only one shuttle between two airports. A bullet train will never match the speed of the airlines.</li> <li>c. Bus competition. The advent of the Big Bus and its competitors offer an attractive option with WIFI and comfortable seats at a dirt Cheap price. The timing is about four hours, similar to driving, and is more competitive since it can effortlessly develop service to locations around the cities of Dallas and Houston, which is impossible for the Japanese bullet train.</li> <li>d. Driverless Cars. The era of driverless cars will arrive long before the Japanese bullet train would ever be built, but it will provide a powerful competition for such a bullet train. Indeed driverless cars perform at their maximum on interstate highways due to the uniform markings on those highways. Yet the market study remains silent on this major future competition source.</li> <li>e. The time comparison ignores the requirement for high security on these enclosed high speed trains because doing so would kill their comparisons. The high speed train from Paris to London now requires arrival at the station one hour prior to departure time. Security is similar to airport security. The inevitable direction in high speed train security is to add layers of security (and thus time delays) to the boarding process. We would have no less security delays here in Texas.</li> </ol> </li> <li>2. Most importantly, the comparisons of elapsed time for trips between Houston and Dallas are a fairy tale.             <ol style="list-style-type: none"> <li>a. There are only about five people who will ever need to travel between the Dallas and the Houston stations without going any further. We are not generic people. We go from one point to another, and they are rarely train stations.</li> <li>b. Example: Someone in Pasadena, a southeastern suburb of Houston, will have to drive to the station at Northwest Mall, at Interstate 610 and Hwy 290, park their car (and pay for parking) and then reverse the process by renting a car in Dallas to go to the Dallas suburb of McKinney. This will make the entire elapsed time for a trip on the Japanese bullet train longer than simply driving from Houston to Dallas. Not to mention that the Pasadena traveler will be able to leave and arrive at whatever time desired, not wait on a train schedule.</li> <li>c. Houston and Dallas have very limited mass transit options and that will remain the case for the foreseeable future. High Speed trains are useful only when they connect to a well-developed intermodal train and mass transit system, which is not the case in Houston and Dallas, a single tram or two not withstanding.</li> </ol> </li> </ol>	

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			<p>3. Conclusion: The economic justification for this bullet train and its route is nonsense.</p> <p>Other Countries are Not Running to Build More Bullet Trains</p> <p>Japan and France are the two competitors in the high speed rail business and they have built more high speed rail lines than any other countries. Most serious studies have indicated that only two lines in the world pay for their operating costs, the Tokyo-Osaka route, and the Paris — Lyons route. All the others are losers, picking the pockets of tax payers.</p> <p>The challenges are too short a distance, like between Houston and Dallas, which leaves them vulnerable to car travel, or too long a distance like between Paris and Marseilles, when airplanes win the nod of the consumer. The optimal distance seems to be about 312 miles, not the 240 miles between Houston and Dallas. Moreover, it is probable that the profitability of the Tokyo-Kyoto route and the Paris — Lyons route are inflated because they connect seamlessly with trains on to other parts of the Country. That's not ever going to be the case with the Houston-Dallas route, not matter how much wishful thinking a Japanese bullet train backer can muster.</p> <p>Indeed, the French equivalent of the U.S. Government's General Accounting Office (the Courdes Comptes) published a paper in 2017 arguing to end the expansion of the French high speed rail system, since it is not meeting its projections and the subsidies required are digging deep into the pockets of the French taxpayer. I will note that the report indicated the problem is exacerbated by the addition of intermediate stops, which slow the trains. The stop in the Brazos River Valley being a perfect example of a stop which has no perceptible economic justification and will simply slow the trip between Houston and Dallas.</p> <p>The economists Albalade and Bel have written the definitive paper with lessons on the failures of High Speed Rail around the world. It should provide a sobering cold shower for the giddy cheerleaders Of the Japanese bullet train.</p> <p>The danger for the federal and Texas governments is that this proposed Japanese Bullet train will never meet its revenue projection because it never can. Eventually the Japanese bankers, having used rural Texas as their technology testbed, will tire Of subsidizing the twenty people per day who will use the Japanese bullet train and they will pack up and go home. At that point the apologists will come to the legislature and the Congress begging for money out of taxpayer pockets to subsidize this fiasco. Save time and say NO now.</p> <p>Lack of American Content</p> <p>The Japanese bullet train depends on Japanese technology and Japanese manufacturing. It's not a Texas train, it's Japanese. Federal law in the transportation sector looks to maintain our domestic, good American capability and not put our future in the hands of foreigners. As a result it looks to American content. Only if you believe in fairy tales, all of the time, can you find the American content in their project.</p> <p>This Administration has talked about infrastructure, but it is American infrastructure, not Japanese that the President has highlighted.</p> <p>Don't Steal our Land for Japanese Profits</p> <p>The only way the Japanese bullet train works is to steal the land of Texas farmers and ranchers using eminent domain. But this project is not an economically viable project and therefore does not meet the standard Of "for the common good" and therefore cannot be allowed to use eminent domain.</p> <p>The Japanese bullet train and its local apologists could have proposed a route right up Interstate 45. It links Dallas and Houston almost magically. Indeed in the Los Angeles basin, they have built a railroad into the San Bernardino freeway. There's no technological reason you couldn't do so on Interstate 45. But it would have been more expensive.</p> <p>Stealing land is just barely permitted if it's for the common good under the eminent domain Statutes. And only for the common good. But this Japanese bullet train is for the good of Japanese corporations and Japanese banks, not for the good of Texans. There is no widespread economic or social value.</p> <p>An entity such as the Japanese bullet train cannot be allowed to steal land when it's not a viable entity and not a project that can make any economic sense. Even without paying market rates for the land, this project is doomed. If it was such a good deal, such a sure thing, the Japanese would be out buying land at market prices, but instead they are insisting on eminent domain.</p> <p>There is also a silly theory that any entity that calls itself a railroad is entitled to use eminent domain. In that case, any two people could get together, incorporate and declare themselves a railroad, and plow a a right of way through the front nine holes of the River Oaks Country Club in Houston. Such a theory has no merit and deserves to be rejected along with the scoundrels making such noises.</p>	
Betty Willis	2/6/2018	Handwritten	<p>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.</p> <p>Many of the reasons for a NO BUILD have not been addressed in this DEIS. "NO Build Alternative", (Refl 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</p>	Refer to BA-3, LU-14 and TR-8.

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			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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Betty Willis	2/6/2018	Handwritten	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. Many of the reasons for a NO BUILD have not been addressed in this DEIS. "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 never 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. 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, GN-2, GN-3, NE-9 and PN-3.
Betty Willis	2/6/2018	Handwritten	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. Many of the reasons for a NO BUILD have not been addressed in this DEIS. "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 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 TCRRS Benefit" without the Facts to back it up. 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-2, TR-8 and TR-10.
Betty Willis	2/6/2018	Handwritten	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. Many of the reasons for a NO BUILD have not been addressed in this DEIS. "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 limitationsThe FRA also mentions there would be no improvement of Safety on 145 with the No Build Alternative. The FRA must Quantify that claim BEFORE it can be used to support the FRAS 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.
Betty Willis	2/6/2018	Handwritten	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. Many of the reasons for a NO BUILD have not been addressed in this DEIS. "No Build Alternative". (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8). The FRA does NOT provide adequate documentation for elimination ofthe 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 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 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. Where is the FRA Proof statistically the "NEED" exists as 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.	Refer to AQ-2, BA-6 and PN-3.
Betty Willis	2/6/2018	Handwritten	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.	Refer to SS-19 and TR-6.

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			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. I propose that the only viable alternative would be that the NO BUILD option be Chosen in the final Environmental Impact Statement.	
Betty Willis	2/6/2018	Handwritten	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. Many of the reasons for a NO BUILD have not been addressed in this DEIS. 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. 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, SS-18 and SS-19.
Betty Willis	2/6/2018	Handwritten	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. 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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SS-19. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Betty Willis	2/6/2018	Handwritten	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. 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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SS-19. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Betty Willis	2/6/2018	Handwritten	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. 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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SS-7 and SS-19. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Betty Willis	2/6/2018	Handwritten	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	Refer to SS-19 and TR-6. For information regarding impacts to wildlife and vegetation please

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			<p>rural area that will be split in two by the rail route. It will adversely impact wildlife and quality of life for rural Texans.</p> <p>Many of the reasons for a NO BUILD have not been addressed in this DEIS. 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?</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>see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b>. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b>.</p>
Betty Willis	2/6/2018	Handwritten	<p>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.</p> <p>Many of the reasons for a NO BUILD have not been addressed in this DEIS. 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&amp;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?</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>Refer to EU-2 and SS-18.</p> <p>For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b>. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b>.</p>
Betty Willis	2/6/2018	Handwritten	<p>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.</p> <p>Many of the reasons for a NO BUILD have not been addressed in this DEIS. 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?</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>Refer to BA-6, NE-1 and NE-8.</p> <p>For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b>. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b>.</p>
Betty Willis	2/6/2018	Handwritten	<p>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.</p> <p>Many of the reasons for a NO BUILD have not been addressed in this DEIS. 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?</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>Refer to PI-1.</p> <p>For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b>. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b>.</p>
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			capability to Operate a RR or not if TCRR has misled the Public on many issues as compared to what the FRA has included in the DEIS? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	<b>Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</b>
Betty Willis	2/6/2018	Handwritten	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. Water Supply for Use at All Construction Sites and During Construction All Along the HSR Route (Ref: DEIS Appendix F TCRR CONSTRUCT ABILITY v4 REPORT: Sect. 7.1, Pgs. 32-33 of 34). Comment: The FRA Must Quantify the Water needs over 5 years of Construction and reconcile that with the State or County Water Conservation agencies to determine the need for permits or approvals for the use of Source Water. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to WW-6. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>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.</b>
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			<p>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.</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><b>Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</b></p>
Betty Willis	2/6/2018	Handwritten	<p>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.</p> <p>Many of the reasons for a NO BUILD have not been addressed in this DEIS. 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? Several 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 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?</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>Refer to SS-5, SS-9 and NR-5.</p> <p>For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b>. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>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.</b></p>
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Betty Willis	2/6/2018	Handwritten	<p>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.</p> <p>Many of the reasons fora NO BUILD have not been addressed in this DEIS. 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.</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>Refer to SC-4.</p> <p>For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b>. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>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.</b></p>
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Betty Willis	2/6/2018	Handwritten	<p>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.</p> <p>Many of the reasons for a NO BUILD have not been addressed in this DEIS. 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</p>	<p>Refer to SC-4.</p> <p>For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b>. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species,</b></p>

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			and Demand Chains, and the Negative Impact on Small Rural schools ISDs? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	<b>Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</b>
Betty Willis	2/6/2018	Handwritten	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. Additional Traffic and Congestion Due to permit Loads (Ref\8226 . 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? 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. 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-5, NR-6, TR-6 and TR-7. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>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.</b>
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			<p>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 pucuc NEED OR NECESSITY FOR THIS PROJECT. The FRA MUST CEASE ANY FURTHER WORK ON THIS TCRR HSR EISI</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><b>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.</b></p>
Betty Willis	2/6/2018	Handwritten	<p>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.</p> <p>Many of the reasons for a NO BUILD have not been addressed in this DEIS. 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?</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>Refer to TR-6 and TR-7.</p> <p>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 <b>TR-MM#1: Traffic Control Plan in 3.11.6.2 Transportation, Mitigation Measures</b> for more information. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b>. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>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.</b></p>
Betty Willis	2/6/2018	Handwritten	<p>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.</p> <p>Many of the reasons for a NO BUILD have not been addressed in this DEIS. Road Closures and Modifications (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: sect. 6.5, pgs. 29-300f34; 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 pr*t 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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	<p>Refer to TR-7 and TR-8.</p> <p>For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b>. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>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.</b></p>
Betty Willis	2/6/2018	Handwritten	<p>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.</p> <p>Many of the reasons for a NO BUILD have not been addressed in this DEIS. Road Closures and Modifications (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: sect. 6.5, pgs. 29-30 of 34; Also, Appendix F FDCEv7 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 traffc 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. Contrary to TCRR'S Claims and resulting from TCRR's plan, Landowners 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>I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.</p>	<p>Refer to LU-11, NR-6 and TR-8.</p> <p>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. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b>. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>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.</b></p>
Betty Willis	2/6/2018	Handwritten	<p>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.</p> <p>Many of the reasons for a NO BUILD have not been addressed in this DES. Road Closures and 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). An Access road will be built all up and down the HSR to help move traffc from closed roads or roads being rerouted or</p>	<p>Refer to LU-11, NR-6 and TR-8.</p> <p>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. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and</b></p>

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			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. TCRRs Advertisements of a Viaduct providing this free movement was FALSE. Animals would have to 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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	<b>Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife.</b> Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>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.</b>
Betty Willis	2/6/2018	Handwritten	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 DEE. Road Closures and Modifications (Refr. DEIS Appendix F TCRR CONSTRUCTABILITY REPORT: sect. 6S, pgs. 29-30 of 34; Also, Appendix F TCRR FDCE v7 REPORT; Appendix C, pg. 1 of 14): File 3, TEXT lit, 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? 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, LU-14 and TR-8. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife.</b> Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>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.</b>
Betty Willis	2/6/2018	Handwritten	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. 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) 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 the Increases took place. Question: 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? 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 and LU-14. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife.</b> Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>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.</b>
Betty Willis	2/6/2018	Handwritten	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. 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?" I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SS-23. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife.</b> Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>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.</b>
Betty Willis	2/6/2018	Website	Many of the reasons for a NO BUILD have not been addressed in this DEIS. Road Closures and Modifications (Ref: DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: sect. 6.5, pgs. 29-30of34; 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 private 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? 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-7 and TR-8.
Betty Willis	3/5/2018	Letter	I am a resident of Grimes county, Texas. I am lodging an between Dallas and Houston and sited in the FRA DEIS published in December 2017. My husband and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity Of Our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from Our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. The proposed route for the high-speed rail cuts through the north end of one of the major wetlands in the region where duck hunting is vital	Refer to NR-1, NR-2, NR-6, RF-2, VA-1, WW-1 and WW-2.

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			to the economy and where water fowl and their hunting will be diminished, if not destroyed by the high-speed train. Protection Of wetlands and wildlife is in the highest interest Of Texans. The undoubted result Of this high-speed rail will be that dues to lack Of funding through ridership Texans will be paying to ruin their own pristine lands that wildlife enjoys.	
Betty Willis	3/5/2018	Letter	I am a resident of Grimes county, Texas. I am lodging an between Dallas and Houston and sited in the FRA DEIS published in December 2017. My husband and I lived and worked in Houston for 37 years before building our retirement home in the country from the noise. congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from Our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. The Houston area has had a tremendous flooding problem in the last few years. The flooding also impacts the rural areas surrounding Houston - namely Grimes and Waller Counties. The route for the 11 h for the train and/or roads on the route. even more than we now experience. This will be devastating for our homes. Communities, future development and property values. The "No Build Alternative" is the only choice for the citizens of Texas.	Refer to FP-1, NR-1, VA-1, WW-1 and WW-2.
Betty Willis	3/5/2018	Letter	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My husband and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity Of Our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact Our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. The proposed high-speed rail route goes right through established communities in northern Waller and southern Grimes counties. To name a few, these communities are Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest, Six Pines and Kickapoo Preserve. For all these developments the high-speed corridor cuts right through the development and destroys the economic viability Of them and the value of everyone's property. Then there are homes that are within yards of the corridor whose value will also plunge due to the planned 64 trips (l) a day that will pass close by their home. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens Of Texas.	Refer to LU-3, LU-4, NR-1, RF-1 and VA-1.
Betty Willis	3/5/2018	Letter	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DE'S published in December 2017. My husband and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. Building the high-speed rail as proposed is essentially a land grab by private companv. The company Goes not own a railroad or have tracks or have the money to construct the line. Taking 8000 acres from private citizens and impacting thousands Of acres to speculate ridership will keep it economically viable is folly. The cost of building this line us grossly under-estimated and ridership is hugely over-estimated. If it is built, it will fail, and Texas tax payers will be bearing the cost to keep it running, There are no rail lines in the entire US. that are self-sustaining so why would anyone thing this one will be? Are Texans going to get out of their cars to ride a train? Don't bet taxpayers' money and land on it. The route was chosen because it is flat and "undeveloped". Does "undeveloped" mean no apartments, no high-rise buildings, no shopping centers? This land that is being grabbed has indeed been developed for grazing and raising cattle, horses, alpaca, emus and many other livestock. Just because there are no hard landscapes to tear up for building the route does not been it is not developed. This project is doomed to fail while sacrificing individual property owners' rights for the sake Of Japanese investors and Houston and Dallas opportunists. The "NO Build Alternative" is the only responsible choice for the citizens Of Texas. Sincerely,	Refer to NR-1 and VA-1.
Betty Willis	3/5/2018	Letter	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My wife and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. This project will create an obsolescence that will negatively impact the property values in Waller County. The proposed	Refer to LU-3, LU-4, NR-1, RF-1 and VA-1.

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			route will cause people to lose property value. Decreased valuation of property will cause lower tax revenue collected so school districts, emergency services and all public entities will lose income thereby forcing them to reduce services to taxpayers. Taxpayers will be losing land, suffering reduced valuation of the land they have left AND get reduced services for the taxes that they pay. All this for a project that doesn't benefit them in any way, shape or form. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	
Betty Willis	3/5/2018	Letter	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My husband and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. My husband was transported by EMT to the Tomball Hospital this past year. Building the high-speed rail line through the proposed route will essentially disrupt EMT routes. Most of the roads in this area are "no outlet" roads. Having the high-speed rail line cut across those roads will restrict access to remote areas of the county and cause EMT response time to increase because of the circuitous route they will have to take to get to an emergency. TCR sees our land as easy to build on to connect Houston and Dallas. We see this route as making it more difficult for EMT vehicles to travel for an emergency. This project is doomed to fail while sacrificing individual property owner's rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to SS-23. <b>Section 3.4.6, Noise and Vibration, Avoidance, Minimization and Mitigation</b> identifies a number of mitigation measures, such as vegetation screening or insulation treatments, that would minimize impacts to properties in areas where higher noise or vibration levels may be present. As a result of minimal noise and vibration impacts, adverse effects on wildlife or adjacent property values would likely be minimal. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . See <b>Section 3.13, Land Use</b> for more information regarding potential impacts and mitigation measures for property owners.
Betty Willis	3/5/2018	Letter	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My husband and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. Building the high-speed rail line through the proposed route will essentially disrupt fire department. Most of the roads in this area are "no outlet" roads. Having the high-speed rail line cut across those roads will restrict access to remote areas of the county and cause fire rescue response time to increase because of the circuitous route they will have to take to get to an emergency. TCR sees our land as easy to build on to connect Houston and Dallas. We see this route as making it more difficult for fire department vehicles to travel for an emergency. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "NO Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to SS-23. <b>Section 3.4.6, Noise and Vibration, Avoidance, Minimization and Mitigation</b> identifies a number of mitigation measures, such as vegetation screening or insulation treatments, that would minimize impacts to properties in areas where higher noise or vibration levels may be present. As a result of minimal noise and vibration impacts, adverse effects on wildlife or adjacent property values would likely be minimal. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . See <b>Section 3.13, Land Use</b> for more information regarding potential impacts and mitigation measures for property owners.
Betty Willis	3/5/2018	Letter	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My husband and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. Building the high-speed rail line through the proposed route will essentially disrupt emergency police. Most of the roads in this area are "no outlet" roads. Having the high-speed rail line cut across those roads will restrict access to remote areas of the county and cause fire rescue response time to increase because of the circuitous route they will have to take to get to an emergency. TCR sees our land as easy to build on to connect Houston and Dallas. We see this route as making it more difficult for police vehicles to travel for an emergency. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "NO Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to SS-23. <b>Section 3.4.6, Noise and Vibration, Avoidance, Minimization and Mitigation</b> identifies a number of mitigation measures, such as vegetation screening or insulation treatments, that would minimize impacts to properties in areas where higher noise or vibration levels may be present. As a result of minimal noise and vibration impacts, adverse effects on wildlife or adjacent property values would likely be minimal. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . See <b>Section 3.13, Land Use</b> for more information regarding potential impacts and mitigation measures for property owners.
Betty Willis	3/5/2018	Letter	I am a resident of Grimes county, Texas. I am lodging an objection between Dallas and Houston and sited in the FRA DEIS published in December 2017. My husband and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property	Refer to NR-1, RF-4 and VA-1. 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

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			<p>values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. The proposed route for the high-speed rail will negatively impact the Katy Prairie. 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 A 200 mph train barreling within one mile of this migratory bird sanctuary is going to disrupt this fragile area as well as cause bird collisions and This project is doomed to fail while sacrificing individual property owner&lt; rights for the sake Of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.</p>	<p>updated to clarify and more fully describe scenarios and definitions for identifying communities and describing community cohesion. Methodology can be found in <b>Section 3.14.3, Socioeconomic and Community Facilities, Methodology</b>. The effects of the project on communities are further described in <b>Section 3.14.5.2.2, Socioeconomics and Community Facilities, Impacts to Community Character and Cohesion</b>. Additional information regarding the alignment of the project can be found in <b>Chapter 2.0, Alternatives Considered, and Appendix D, Lane Use Mapbook</b>.</p>
Betty Willis	3/5/2018	Letter	<p>I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed between Dallas and Houston and sited in the FRA DEIS published in December 2017. My husband and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy security and serenity of our residence and are devastated that the proposed high-speed rail will Cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. The proposed alignment for the rail line will run through a large portion of Waller district, which could negatively impact bus routes. This 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. Waller ISD has a significant percentage Of low income households who would bear the brunt Of purchasing new buses to transport students. This project is doomed to fail while sacrificing individual property owners' rights for the sake Of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens Of Texas.</p>	<p>Refer to NR-1, SC-19, TR-1, TR-6, TR-7, TR-8 and VA-1. Waller County ISD covers approximately 309 square miles within Waller County and into Harris County. The Project would intersect and account for less than two square miles (less than one percent) of the ISD area. No impacts to buses are anticipated because there would be no impact to existing or planned roadways within the Waller ISD area. For information about the Noise and Vibration analysis including mitigation measures, see Section 3.4, Noise and Vibration.</p>
Betty Willis	3/5/2018	Letter	<p>I am a resident of Grimes county, Texas. I am lodging an between Dallas and Houston and sited in the FRA DEIS published in December 2017. My husband and I lived and worked in Houston for 37 years before building Our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity Of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact Our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. This project will create an obsolescence that will negatively impact the property values in Waller County. The proposed route will cause people to lose property value. Decreased valuation of property will cause lower tax revenue collected so school districts, emergency services and all public entities will lose income thereby forcing them to reduce services to taxpayers. Taxpayers will be losing land, suffering reduced valuation of the land they have left AND get reduced services for the taxes that they pay. All this for a project that doesn't benefit them in any way, shape or form. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.</p>	<p>Refer to LU-3, LU-4, NR-1, RF-1 and VA-1.</p>
Betty Willis	3/5/2018	Website	<p>I am a resident of Grimes County, Texas. I am lodging an Obiection to the proposed high speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My husband and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. This high-speed rail line will pass within approximately 580 feet of a Natural Gas Pipeline Compressor Station. This hazard was not addressed in the December 2017 DEIS. I can't imagine that this was not considered for the EIS. This project is doomed to fail while sacrificing individual property Owner&lt; rights for the sake of Japanese investors and Houston and Dallas opportunists. The "NO Build Alternative" is the only responsibk choice for the citizens of Texas.</p>	<p>Refer to EU-2, EU-6, EU-7, NR-1 and VA-1.</p>
Betty Willis	3/5/2018	Website	<p>I am a resident of Grimes County, Texas. I am lodging an between Dallas and Houston and sited in the FRA DEIS published in December 2017. My husband and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. in</p>	<p>Refer to NR-1, SC-19, TR-6, TR-7, TR-8 and VA-1. For information about the Noise and Vibration analysis including mitigation measures, see Section 3.4, Noise and Vibration.</p>

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			the construction of this high-speed rail line, Texas Central will be forcing onto the public a huge 5-year HSR construction project AND a large road construction project on the counties impacted by and surrounding the proposed corridor. The county road construction cost will result in increases to county maintenance costs and loss of more private property to road right-of-way. This proposed project is HUGE and will result in road building, rebuilding and maintenance that will be overwhelming to the resources of the counties. This will again force the cost onto the taxpayers of Texas to pay for these roads. The DEIS does not consider the economic impact on the peripheral road consequences of building this railway. TCR will not pay for all the roads impacted so taxpayers will have to foot the bill. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "NO Build Alternative" is the only responsible choice for the citizens of Texas.	
Betty Willis	3/7/2018	Website	In the construction of this high-speed rail line, Texas Central will be forcing onto the public a huge 5-year HSR construction project AND a large road construction project on the counties impacted by and surrounding the proposed corridor. The county road construction cost will result in increases to county maintenance costs and loss of more private property to road right-of-way. This proposed project is HUGE and will result in road building, rebuilding and maintenance that will be overwhelming to the resources of the counties. This will again force the cost onto the taxpayers of Texas to pay for these roads. The DEIS does not consider the economic impact on the peripheral road consequences of building this railway. TCR will not pay for all the roads impacted so taxpayers will have to foot the bill.	Refer to TR-7 and TR-8.
Betty Willis	3/7/2018	Website	The proposed route for the high-speed rail will negatively impact the Katy Prairie. 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. A 200 mph train barreling within one mile of this migratory bird sanctuary is going to disrupt this fragile area as well as cause bird collisions and accidents.	Refer to NR-2, NR-5 and RF-4. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . For information regarding vegetation please see <b>Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation</b> and mitigation measures <b>NR-MM#2</b> and <b>NR-MM#4</b> in <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Betty Willis	3/7/2018	Website	This proposed high-speed rail line will pass within approximately 580 feet of a Natural Gas Pipeline Compressor Station. This hazard was not addressed in the December 2017 DEIS. I can't imagine that this was not considered for the EIS.	Refer to EU-2, EU-6 and EU-7.
Betty Willis	3/7/2018	Website	My husband was transported by EMT to the Tomball Hospital this past year. Building the high-speed rail line through the proposed route will essentially disrupt EMT routes. Most of the roads in this area are "no outlet" roads. Having the high-speed rail line cut across those roads will restrict access to remote areas of the county and cause EMT response time to increase because of the circuitous route they will have to take to get to an emergency. TCR sees our land as easy to build on to connect Houston and Dallas. We see this route as making it more difficult for EMT vehicles to travel for an emergency.	Refer to SS-23.
Betty Willis	3/7/2018	Email	The proposed high-speed rail route goes right through established communities in northern Waller and southern Grimes counties. To name a few, these communities are Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest, Six Pines and Kickapoo Preserve. For all these developments the high-speed corridor cuts right through the development and destroys the economic viability of them and the value of everyone's property. Then there are homes that are within yards of the corridor whose value will also plunge due to the planned 64 trips (!) a day that will pass close by their home.	Refer to LU-3, SC-12 and VA-1.
Betty Willis	3/7/2018	Email	The proposed alignment for the rail line will run through a large portion of Waller ISD's district, which could negatively impact bus routes. This 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. Waller ISD has a significant percentage of low income households who would bear the brunt of purchasing new buses to transport students.	Refer to EJ-1 and SC-5.
Betty Willis	3/7/2018	Email	This proposed route for the high-speed rail 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 the high-speed train. Protection of wetlands and wildlife is in the highest interest of Texans. The undoubted result of this high-speed rail will be that dues to lack of funding through ridership Texans will be paying to ruin their own pristine lands that wildlife enjoys.	Refer to NR-1, NR-2, RF-2 and WW-9.
Betty Willis	3/7/2018	Email	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017 My husband and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise: congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor	Refer to SS-23. <b>Section 3.4.6, Noise and Vibration, Avoidance, Minimization and Mitigation</b> identifies a number of mitigation measures, such as vegetation screening or insulation treatments, that would minimize impacts to properties in areas where higher noise or vibration levels may be present. As a result of minimal noise and vibration impacts,

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			will benefit from its operation. My husband was transported by EMT to the Tomball Hospital this past year _ Building the high-speed rail line through the proposed route will essentially disrupt EMT routes. Most of the roads in this area are "no outlet" roads. Having the high-speed rail line cut across those roads will restrict access to remote areas of the county and cause EMT response time to increase because of the circuitous route they will have to take to get to an emergency. TCR sees our land as easy to build on to connect Houston and Dallas. We see this route as making it more difficult for EMT vehicles to travel for an emergency _ This project is doomed to fail &#8226;while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists The "No Build Alternative" is the only responsible choice for the citizens of Texas.	adverse effects on wildlife or adjacent property values would likely be minimal. For more information regarding impacts to wildlife, see <b>Section 3.6 Natural Ecological Systems and Protected Species</b> . See <b>Section 3.13, Land Use</b> for more information regarding potential impacts and mitigation measures for property owners.
Betty Willis	3/7/2018	Email	The Houston area has had a tremendous flooding problem in the last few years. The flooding also impacts the rural areas surrounding Houston - namely Grimes and Waller Counties. The route for the high-speed rail necessarily will be creating berms for the train and/or roads on the route. These berms are essentially dams that will threaten homes and properties with flooding even more than we now experience. This will be devastating for our homes. Communities, future development and property values.	Refer to FP-1, WW-1 and WW-2. Approximately 25 percent of the Preferred Alternative in Grimes County and approximately 40 percent 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.
Betty Willis	3/7/2018	Email	Building the high-speed rail line through the proposed route will essentially disrupt fire department routes. Most of the roads in this area are "no outlet" roads. Having the high-speed rail line cut across those roads will restrict access to remote areas of the county and cause fire rescue response time to increase because of the circuitous route they will have to take to get to an emergency. TCR sees our land as easy to build on to connect Houston and Dallas. We see this route as making it more difficult for fire department vehicles to travel for an emergency.	Refer to SS-23.
Betty Willis	3/7/2018	Email	Building the high-speed rail line through the proposed route will essentially disrupt emergency police routes. Most of the roads in this area are "no outlet" roads. Having the high-speed rail line cut across those roads will restrict access to remote areas of the county and cause police response time to increase because of the circuitous route they will have to take to get to an emergency. TCR sees our land as easy to build on to connect Houston and Dallas. We see this route as making it more difficult for police vehicles to travel for an emergency.	Refer to SS-23.
Betty Willis	3/7/2018	Email	am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My husband and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. Building the high-speed rail as proposed is essentially a land grab by a private company. The company does not own a railroad or have tracks or have the money to construct the line. Taking 8000 acres from private citizens and impacting thousands of acres to speculate ridership will keep it economically viable is folly. The cost of building this line us grossly under-estimated and ridership is hugely over-estimated. If it is built, it will fail, and Texas tax payers will be bearing the cost to keep it running. There are no rail lines in the entire U.S. that are self-sustaining so why would anyone thing this one will be? Are Texans going to get out of their cars to ride a train? Don't bet taxpayers' money and land on it. The route was chosen because it is flat and "undeveloped". Does "undeveloped" mean no apartments, no high-rise buildings, no shopping centers? This land that is being grabbed has indeed been developed for grazing and raising cattle, horses, alpaca, emus and many other livestock. Just because there are no hard landscapes to tear up for building the route does not mean it is not developed. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to BA-5, GN-2, GN-4, LU-14, NE-1, PN-3 and SC-22.
Betty Willis	3/7/2018	Website	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My husband and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. Building the high-speed rail as proposed is essentially a land grab by a private company. The company does not own a railroad or have tracks or have the money to construct the line. Taking 8000 acres from private citizens and impacting thousands of acres to speculate ridership will keep it economically viable is folly. The cost of building this line us grossly under-estimated and ridership is hugely over-estimated. If it is built, it will fail, and Texas tax payers will be bearing the cost to keep it running. There are no rail lines in the entire U.S. that are self-sustaining so why would anyone thing this one will be? Are Texans going to get out of their cars to ride a	Refer to BA-5, BA-6, ED-1, GN-2, GN-4, LU-3, LU-4, NE-1, NR-1, PN-3, RF-1 and VA-1.

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			train? Don't bet taxpayers' money and land on it. The route was chosen because it is flat and "undeveloped". Does "undeveloped" mean no apartments, no high-rise buildings, no shopping centers? This land that is being grabbed has indeed been developed for grazing and raising cattle, horses, alpaca, emus and many other livestock. Just because there are no hard landscapes to tear up for building the route does not mean it is not developed. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	
Betty Willis	3/7/2018	Website	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My husband and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. Building the high-speed rail line through the proposed route will essentially disrupt emergency police routes. Most of the roads in this area are "no outlet" roads. Having the high-speed rail line cut across those roads will restrict access to remote areas of the county and cause police response time to increase because of the circuitous route they will have to take to get to an emergency. TCR sees our land as easy to build on to connect Houston and Dallas. We see this route as making it more difficult for police vehicles to travel for an emergency. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to SS-23.
Betty Willis	3/7/2018	Website	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My husband and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. Building the high-speed rail line through the proposed route will essentially disrupt fire department routes. Most of the roads in this area are "no outlet" roads. Having the high-speed rail line cut across those roads will restrict access to remote areas of the county and cause fire rescue response time to increase because of the circuitous route they will have to take to get to an emergency. TCR sees our land as easy to build on to connect Houston and Dallas. We see this route as making it more difficult for fire department vehicles to travel for an emergency. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to LU-3, LU-4, NR-1, RF-1, SS-23 and VA-1.
Betty Willis	3/7/2018	Website	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My husband and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. My husband was transported by EMT to the Tomball Hospital this past year. Building the high-speed rail line through the proposed route will essentially disrupt EMT routes. Most of the roads in this area are "no outlet" roads. Having the high-speed rail line cut across those roads will restrict access to remote areas of the county and cause EMT response time to increase because of the circuitous route they will have to take to get to an emergency. TCR sees our land as easy to build on to connect Houston and Dallas. We see this route as making it more difficult for EMT vehicles to travel for an emergency. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to LU-3, LU-4, NR-1, RF-1, SS-23 and VA-1.
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			the rural areas surrounding Houston – namely Grimes and Waller Counties. The route for the high-speed rail necessarily will be creating berms for the train and/or roads on the route. These berms are essentially dams that will threaten homes and properties with flooding even more than we now experience. This will be devastating for our homes, communities, future development and property values. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	
Betty Willis	3/7/2018	Website	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My husband and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. This proposed route for the high-speed rail 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 the high-speed train. Protection of wetlands and wildlife is in the highest interest of Texans. The undoubted result of this high-speed rail will be that dues to lack of funding through ridership Texans will be paying to ruin their own pristine lands that wildlife enjoys. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to LU-3, LU-4, NR-1, NR-2 RF-1, RF-2, VA-1 and WW-2.
Betty Willis	3/7/2018	Website	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My husband and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. This proposed high-speed rail line will pass within approximately 580 feet of a Natural Gas Pipeline Compressor Station. This hazard was not addressed in the December 2017 DEIS. I can't imagine that this was not considered for the EIS. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to EU-2, EU-6, EU-7, LU-3, LU-4, NR-1, RF-1 and VA-1.
Betty Willis	3/7/2018	Website	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My husband and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. The proposed route for the high-speed rail will negatively impact the Katy Prairie. 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. A 200 mph train barreling within one mile of this migratory bird sanctuary is going to disrupt this fragile area as well as cause bird collisions and accidents. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to LU-3, LU-4, NR-1, NR-2, NR-5, RF-1, RF-4 and VA-1. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
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Betty Willis	3/7/2018	Website	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My husband and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. The proposed high-speed rail route goes right through established communities in northern Waller and southern Grimes counties. To name a few, these communities are Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest, Six Pines and Kickapoo Preserve. For all these developments the high-speed corridor cuts right through the development and destroys the economic viability of them and the value of everyone's property. Then there are homes that are within yards of the corridor whose value will also plunge due to the planned 64 trips (!) a day that will pass close by their home. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to LU-3, LU-4, NR-1, RF-1 and VA-1.
Betty Willis	3/7/2018	Website	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My husband and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. In the construction of this high-speed rail line, Texas Central will be forcing onto the public a huge 5-year HSR construction project AND a large road construction project on the counties impacted by and surrounding the proposed corridor. The	Refer to LU-3, LU-4, NR-1, RF-1, TR-7, TR-8 and VA-1.

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			county road construction cost will result in increases to county maintenance costs and loss of more private property to road right-of-way. This proposed project is HUGE and will result in road building, rebuilding and maintenance that will be overwhelming to the resources of the counties. This will again force the cost onto the taxpayers of Texas to pay for these roads. The DEIS does not consider the economic impact on the peripheral road consequences of building this railway. TCR will not pay for all the roads impacted so taxpayers will have to foot the bill. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	
Carl Willis	2/6/2018	Letter	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 constnrction 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 Personal Safety, but for the safety of Motorists.	Refer to SS-19 and TR-6.
Carl Willis	2/6/2018	Handwritten	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. Many of the reasons for a NO BUILD have not been addressed in this DEIS. "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. 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, LU-9, LU-11, LU-14, TR-6 and SS-23.
Carl Willis	2/6/2018	Handwritten	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. Many of the reasons for a NO BUILD have not been addressed in this DEIS. "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 never 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. 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, GN-2, GN-3, NE-1, NE-9, PN-3 and SC-22.
Carl Willis	2/6/2018	Handwritten	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. Many of the reasons for a NO BUILD have not been addressed in this DEIS. "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 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. 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, CR-3, ED-2, GN-2, NE-1, NE-9, PN-3, TR-7, TR-8 and VA-1.
Carl Willis	2/6/2018	Handwritten	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. Many of the reasons for a NO BUILD have not been addressed in this DEIS. "No Build Alternative". (Ref: DEIS Main Text I, Sect. ES.8, Pg. 8). The	Refer to BA-6, GN-2 and PN-3.

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			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 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	
Carl Willis	2/6/2018	Handwritten	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. Many of the reasons for a NO BUILD have not been addressed in this DEIS. "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 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 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 the "NEED" exists as 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.	Refer to BA-6, NE-1 and PN-3.
Carl Willis	2/6/2018	Handwritten	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. Many of the reasons for a NO BUILD have not been addressed in this DEIS. 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	Refer to SS-19 and TR-6.
Carl Willis	2/6/2018	Handwritten	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. 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? 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, LU-3 and SS-19.
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Carl Willis	2/6/2018	Handwritten	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. Business Ethics, Public Trust, and TCRR Competence Level (Ref: Nothing In the DEIS On This Issue). TXDOTwas 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	Refer to PI-1 and NR-5. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species,</b>

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			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? I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	<b>Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</b>
Carl Willis	2/6/2018	Handwritten	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. 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 many issues as compared to what the FRA has included in the DEIS? 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, NE-1 and NE-8. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>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.</b>
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			<p>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.</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><b>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.</b></p>
Carl Willis	2/6/2018	Handwritten	<p>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.</p> <p>Many of the reasons for a NO BUILD have not been addressed in this DEIS. 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 CONSTRUCT ABILITY 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.</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>Refer to TR-6 and TR-7.</p> <p>For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife.</b> Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>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.</b></p>
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			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. 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. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
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			<p>rural area that will be split in two by the rail route. It will adversely impact wildlife and quality of life for rural Texans.</p> <p>Many of the reasons for a NO BUILD have not been addressed in this DEIS. 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 W).</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>see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b>. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b>.</p>
Carl Willis	2/6/2018	Handwritten	<p>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.</p> <p>Many of the reasons for a NO BUILD have not been addressed in this DEIS. Road Closures and Modifications (Ref:#8226;. DEIS Appendix F TCRR CONSTRUCTABILITY va REPORT: sect. 6.5, pgs. 29-30of 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 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?</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>Refer to ED-2, TR-8 and TR-10.</p> <p>For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b>. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b>.</p>
Carl Willis	2/6/2018	Handwritten	<p>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.</p> <p>Many of the reasons fora NO BUILD have not been addressed in this DEIS. 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 NEED OR NECESSITY FOR THIS PROJECT. The FRA MUST CEASE ANY FURTHER WORK ON THIS TCRR HSR 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>	<p>Refer to BA-6, ED-1, ED-3, NE-1, LU-11, TR-8 and LU-14.</p> <p>For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b>. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b>.</p>
Carl Willis	2/6/2018	Handwritten	<p>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.</p> <p>Many of the reasons fora NO BUILD have not been addressed in this DEIS. Road Closures and Modifications (Ref: DEIS Appendix F TCRR va REPORT: sect. 6.5, Pgs. 29-30 of 34; Also Appendix F TCRR FDCE 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?</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>Refer to TR-7 and TR-8.</p> <p>For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b>. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b>.</p>
Carl Willis	2/6/2018	Handwritten	<p>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.</p> <p>Many of the reasons for a NO BUILD have not been addressed in this DEIS. Road Closures and Modifications (Ref:#8226;. DEIS Appendix F TCRR CONSTRUCTABILITY v4 REPORT: sect. 6.5, pgs. 29-30 of 34; Also, Appendix F 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 Landowners 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 resulting from TCRR's plan, Landowner's property IS BEING CUT IN HALF WITH NO FREE MOVEMENT! This Plan</p>	<p>Refer to LU-11, NR-6 and TR-8.</p> <p>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. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b>. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected</b></p>

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			MUST BE REJECTED BY THE FRA IMMEDIATELY DUE TO THIS HARM TO LANDOWNERS. I propose that the only viable alternative would be that the NO BUILD option be chosen in the final Environmental Impact Statement.	<b>Species, Compliance Measures and Permitting and Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures.</b>
Carl Willis	2/6/2018	Handwritten	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 DES. 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 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. 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? 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-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. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife.</b> Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>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.</b>
Carl Willis	2/6/2018	Handwritten	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. Road Closures and Modifications (Refr. 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? 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, LU-9, LU-14 and TR-8. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife.</b> Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>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.</b>
Carl Willis	2/6/2018	Handwritten	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. 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) 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 the Increases took place. Question: 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? 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, LU-14 and TR-8. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species and Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife.</b> Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>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.</b>
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Carl Willis	3/5/2018	Letter	am a resident of Grimes county, Texas. I am lodging an objectiuon to the proposed high speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My wife and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed	Refer to VA-1.

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			high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. This project will create an obsolescence that will negatively impact the property values in Grimes County. The proposed route will cause people to lose property value. Decreased valuation Of property will cause lower tax revenue collected so school districts, emergency services and all public entities will lose income thereby forcing them to reduce services to taxpayers. Taxpayers will be losing land, suffering reduced valuation Of the land they have left AND get reduced services for the taxes that they pay. All this for a project that doesn't benefit them in any way, shape or form. This project is doomed to fail while sacrificing individual property owners' rights for the sake Of Japanese investors and Houston and Dallas opportunists. The "NO Build Alternative" is the only responsible choice for the citizens Of Texas. Sincerely, Carl L. Willis [...]	
Carl Willis	3/5/2018	Letter	Building the high-speed rail line through the proposed route will essentially disrupt fire department routes. Most of the roads in this area are "no outlet" roads. Having the high-speed rail line cut across those roads will restrict access to remote areas of the county and cause fire rescue response time to increase because of the circuitous route they will have to take to get to an emergency. TCR sees our land as easy to build on to connect Houston and Dallas. We see this route as making it more difficult for fire department vehicles to travel for an emergency.	Refer to SS-23.
Carl Willis	3/5/2018	Letter	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My wife and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. This project will create an obsolescence that will negatively impact the property values in Waller County. The proposed route will cause people to lose property value. Decreased valuation of property will cause lower tax revenue collected so school districts, emergency services and all public entities will lose income thereby forcing them to reduce services to taxpayers. Taxpayers will be losing land, suffering reduced valuation of the land they have left AND get reduced services for the taxes that they pay. All this for a project that doesn't benefit them in any way, shape or form. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to LU-3, LU-4, NR-1, RF-1 and VA-1.
Carl Willis	3/5/2018	Letter	The proposed alignment for the rail line will run through a large portion of Waller ISD's district, which could negatively impact bus routes. This 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. Waller ISD has a significant percentage of low income households who would bear the brunt of purchasing new buses to transport students.	Refer to EJ-1 and SC-5.
Carl Willis	3/5/2018	Letter	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My wife and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. Building the high-speed rail as proposed is essentially a land grab by a private company. The company does not own a railroad or have tracks or have the money to construct the line. Taking 8000 acres from private citizens and impacting thousands of acres to speculate ridership will keep it economically viable is folly. The cost of building this line us grossly under-estimated and ridership is hugely over-estimated. If it is built, it will fail, and Texas tax payers will be bearing the cost to keep it running. There are no rail lines in the entire U.S. that are self-sustaining so why would anyone thing this one will be? Are Texans going to get out of their cars to ride a train? Don't bet taxpayers' money and land on it. The route was chosen because it is flat and "undeveloped". Does "undeveloped" mean no apartments, no high-rise buildings, no shopping centers? This land that is being grabbed has indeed been developed for grazing and raising cattle, horses, alpaca, emus and many other livestock. Just because there are no hard landscapes to tear up for building the route does not mean it is not developed. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to NR-1 and VA-1.
Carl Willis	3/5/2018	Letter	This proposed route for the high-speed rail 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 the high-speed train. Protection Of wetlands and wildlife is in the highest interest of Texans. The undoubted result Of this high-speed rail will be that dues to lack Of funding through ridership Texans will be paying to ruin their Own pristine lands that wildlife enjoys.	Refer to NR-1, NR-2, RF-2 and WW-9.

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Carl Willis	3/5/2018	Letter	The Houston area has had a tremendous flooding problem in the last few years. The flooding also impacts the rural areas surrounding Houston - namely Grimes and Waller Counties. The route for the High Speed Rail necessarily will be creating berms for the train and/or roads on the route. These berms are essentially dams that will threaten homes and properties with flooding even more than we now experience. This will be devastating for our homes. Communities, future development and property values.	Refer to FP-1, WW-1 and WW-2.
Carl Willis	3/5/2018	Letter	The proposed high speed rail route goes through established communities in northern Waller and southern Grimes counties. To name a few, these communities are Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest, Six Pines and Kickapoo Preserve. For all these developments the high-speed corridor cuts right through the development and destroys the economic viability of them and the value of everyone's property. Then there are homes that are within yards of the corridor whose value will also plunge due to the planned 64 trips (!) a day that will pass close by their home.	Refer to LU-3, LU-4, NR-1, RF-1 and VA-1.
Carl Willis	3/5/2018	Letter	Building the high-speed rail line through the proposed route will essentially disrupt emergency police routes. Most of the roads in this area are "no outlet" roads. Having the high-speed rail line cut across those roads will restrict access to remote areas of the county and cause police response time to increase because of the circuitous route they will have to take to get to an emergency. TCR sees our land as easy to build on to connect Houston and Dallas. We see this route as making it more difficult for police vehicles to travel for an emergency.	Refer to SS-23.
Carl Willis	3/5/2018	Letter	I have been transported by EMT to the Tomball Hospital this past year. Building the high-speed rail line through the proposed route will essentially disrupt EMT. Most of the roads in this area are "no Outlet" roads. Having the high-speed rail line cut across those roads will restrict access to remote areas of the county and cause EMT response time to increase because of the circuitous route they will have to take to get to an emergency. TCR sees our land as easy to build on to connect Houston and Dallas. We see this route as making it more difficult for EMT vehicles to travel for an emergency.	Refer to SS-23.
Carl Willis	3/5/2018	Website	I am a resident of Grimes County, Texas. am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My wife and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. The proposed route for the high-speed rail will negatively impact the Katy prairie. 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 A 200 mph train barreling within one mile of this migratory bird sanctuary is going to disrupt this fragile area as well as cause bird collisions and accidents. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to NR-2, NR-3 and RF-4. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . For information regarding vegetation please see <b>Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation</b> and mitigation measures <b>NR-MM#2</b> and <b>NR-MM#4</b> in <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Carl Willis	3/5/2018	Website	This proposed high-speed rail line will pass within approximately 580 feet of a Natural Gas Pipeline Compressor Station. This hazard was not addressed in the December 2017 DEIS. I can't imagine that this was not considered for the EIS.	Refer to EU-2, EU-6 and EU-7.
Carl Willis	3/7/2018	Website	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My wife and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. This project will create an obsolescence that will negatively impact the property values in Waller County. The proposed route will cause people to lose property value. Decreased valuation of property will cause lower tax revenue collected so school districts, emergency services and all public entities will lose income thereby forcing them to reduce services to taxpayers. Taxpayers will be losing land, suffering reduced valuation of the land they have left AND get reduced services for the taxes that they pay. All this for a project that doesn't benefit them in any way, shape or form. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to NE-1.
Carl Willis	3/7/2018	Website	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My wife and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit	Refer to NE-1.

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			<p>from its operation. This project will create an obsolescence that will negatively impact the property values in Waller County. The proposed route will cause people to lose property value. Decreased valuation of property will cause lower tax revenue collected so school districts, emergency services and all public entities will lose income thereby forcing them to reduce services to taxpayers. Taxpayers will be losing land, suffering reduced valuation of the land they have left AND get reduced services for the taxes that they pay. All this for a project that doesn't benefit them in any way, shape or form. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.</p>	
Carl Willis	3/7/2018	Website	<p>I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My wife and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. Building the high-speed rail as proposed is essentially a land grab by a private company. The company does not own a railroad or have tracks or have the money to construct the line. Taking 8000 acres from private citizens and impacting thousands of acres to speculate ridership will keep it economically viable is folly. The cost of building this line us grossly under-estimated and ridership is hugely over-estimated. If it is built, it will fail, and Texas tax payers will be bearing the cost to keep it running. There are no rail lines in the entire U.S. that are self-sustaining so why would anyone thing this one will be? Are Texans going to get out of their cars to ride a train? Don't bet taxpayers' money and land on it. The route was chosen because it is flat and "undeveloped". Does "undeveloped" mean no apartments, no high-rise buildings, no shopping centers? This land that is being grabbed has indeed been developed for grazing and raising cattle, horses, alpaca, emus and many other livestock. Just because there are no hard landscapes to tear up for building the route does not mean it is not developed. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.</p>	<p>Refer to BA-6, BA-7, BA-8, ED-2, GN-2, GN-4, LU-3, LU-4, LU-11, LU-14, NE-1, NR-1, PN-3 RF-1, SC-22 and VA-1.</p>
Carl Willis	3/7/2018	Website	<p>I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My wife and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. Building the high-speed rail line through the proposed route will essentially disrupt emergency police routes. Most of the roads in this area are "no outlet" roads. Having the high-speed rail line cut across those roads will restrict access to remote areas of the county and cause police response time to increase because of the circuitous route they will have to take to get to an emergency. TCR sees our land as easy to build on to connect Houston and Dallas. We see this route as making it more difficult for police vehicles to travel for an emergency. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.</p>	<p>Refer to LU-3, LU-4, NR-1, RF-1, SS-23 and VA-1.</p>
Carl Willis	3/7/2018	Website	<p>I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My wife and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. Building the high-speed rail line through the proposed route will essentially disrupt fire department routes. Most of the roads in this area are "no outlet" roads. Having the high-speed rail line cut across those roads will restrict access to remote areas of the county and cause fire rescue response time to increase because of the circuitous route they will have to take to get to an emergency. TCR sees our land as easy to build on to connect Houston and Dallas. We see this route as making it more difficult for fire department vehicles to travel for an emergency. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.</p>	<p>Refer to LU-3, LU-4, NR-1, RF-1, SS-23 and VA-1.</p>
Carl Willis	3/7/2018	Website	<p>I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My wife and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage</p>	<p>Refer to LU-3, LU-4, NR-1, RF-1, SS-23 and VA-1.</p>

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Submitted By	Date Submitted	Submission Type	Comment	Response
			in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. My husband was transported by EMT to the Tomball Hospital this past year. Building the high-speed rail line through the proposed route will essentially disrupt EMT routes. Most of the roads in this area are "no outlet" roads. Having the high-speed rail line cut across those roads will restrict access to remote areas of the county and cause EMT response time to increase because of the circuitous route they will have to take to get to an emergency. TCR sees our land as easy to build on to connect Houston and Dallas. We see this route as making it more difficult for EMT vehicles to travel for an emergency. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	
Carl Willis	3/7/2018	Website	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My wife and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. The Houston area has had a tremendous flooding problem in the last few years. The flooding also impacts the rural areas surrounding Houston – namely Grimes and Waller Counties. The route for the high-speed rail necessarily will be creating berms for the train and/or roads on the route. These berms are essentially dams that will threaten homes and properties with flooding even more than we now experience. This will be devastating for our homes. Communities, future development and property values. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to FP-1, LU-3, LU-4, NR-1, RF-1, VA-1, WW-1 and WW-2.
Carl Willis	3/7/2018	Website	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My wife and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. This proposed route for the high-speed rail 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 the high-speed train. Protection of wetlands and wildlife is in the highest interest of Texans. The undoubted result of this high-speed rail will be that dues to lack of funding through ridership Texans will be paying to ruin their own pristine lands that wildlife enjoys. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to LU-3, LU-4, NR-1, NR-2, RF-1, RF-2, VA-1 and WW-2.
Carl Willis	3/7/2018	Website	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My wife and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. This proposed high-speed rail line will pass within approximately 580 feet of a Natural Gas Pipeline Compressor Station. This hazard was not addressed in the December 2017 DEIS. I can't imagine that this was not considered for the EIS. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to EU-2, EU-6, EU-7, LU-3, LU-4, NR-1, RF-1 and VA-1.
Carl Willis	3/7/2018	Website	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My wife and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor	Refer to LU-3, LU-4, NR-1, NR-2, NR-5, RF-1, RF-4 and VA-1.

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			will benefit from its operation. The proposed route for the high-speed rail will negatively impact the Katy Prairie. 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. A 200 mph train barreling within one mile of this migratory bird sanctuary is going to disrupt this fragile area as well as cause bird collisions and accidents. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	
Carl Willis	3/7/2018	Website	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My wife and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. The proposed alignment for the rail line will run through a large portion of Waller ISD's district, which could negatively impact bus routes. This 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. Waller ISD has a significant percentage of low income households who would bear the brunt of purchasing new buses to transport students. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to EJ-1, NR-1, SC-5 and VA-1.
Carl Willis	3/7/2018	Website	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My wife and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. This project will create an obsolescence that will negatively impact the property values in Grimes County. The proposed route will cause people to lose property value. Decreased valuation of property will cause lower tax revenue collected so school districts, emergency services and all public entities will lose income thereby forcing them to reduce services to taxpayers. Taxpayers will be losing land, suffering reduced valuation of the land they have left AND get reduced services for the taxes that they pay. All this for a project that doesn't benefit them in any way, shape or form. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to LU-3, LU-4, NR-1, RF-1 and VA-1.
Carl Willis	3/7/2018	Website	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My wife and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. The proposed high-speed rail route goes right through established communities in northern Waller and southern Grimes counties. To name a few, these communities are Saddle Creek Forest, Plantation Forest, Oak Hollow, Remington Forest, Six Pines and Kickapoo Preserve. For all these developments the high-speed corridor cuts right through the development and destroys the economic viability of them and the value of everyone's property. Then there are homes that are within yards of the corridor whose value will also plunge due to the planned 64 trips (!) a day that will pass close by their home. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	Refer to LU-3, LU-4, NR-1, RF-1 and VA-1.
Carl Willis	3/7/2018	Website	I am a resident of Grimes County, Texas. I am lodging an objection to the proposed high-speed rail line between Dallas and Houston and sited in the FRA DEIS published in December 2017. My wife and I lived and worked in Houston for 37 years before building our retirement home in the country away from the noise, congestion and crime in the city. We saved for 47 years to be able to build and live in this house on acreage in a community that is home to myriad wildlife. We enjoy the security and serenity of our residence and are devastated that the proposed high-speed rail will cut our subdivision literally in two pieces. The proposed route will be less than a mile from our home. It will very negatively impact our property values and the wildlife by bringing in noise and vibration to a neighborhood that neither wants the train nor will benefit from its operation. In the construction of this high-speed rail line, Texas Central will be forcing onto the public a huge 5-year HSR	Refer to LU-3, LU-4, NR-1, RF-1, TR-7, TR-8 and VA-1.

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			construction project AND a large road construction project on the counties impacted by and surrounding the proposed corridor. The county road construction cost will result in increases to county maintenance costs and loss of more private property to road right-of-way. This proposed project is HUGE and will result in road building, rebuilding and maintenance that will be overwhelming to the resources of the counties. This will again force the cost onto the taxpayers of Texas to pay for these roads. The DEIS does not consider the economic impact on the peripheral road consequences of building this railway. TCR will not pay for all the roads impacted so taxpayers will have to foot the bill. This project is doomed to fail while sacrificing individual property owners' rights for the sake of Japanese investors and Houston and Dallas opportunists. The "No Build Alternative" is the only responsible choice for the citizens of Texas.	
Marc Willis	1/17/2018	Website	This is a test	Comment noted.
Roger Willis	1/29/2018	Email	The high speed rail will disrupt and divide our county. Our roads will be cut off, the beauty of our land will be an eye sore, the property values of our property will go down, which means our tax dollars go dow, Which is not good for our schools and our ESD districts. The high voltage power lines will be a hazard to everything us and our environment. It's projected to run way to close to our school, the travel up and down the tracks will disrupt our school and if there was a derail there what would happen. Being that close to the school could it hit it? Could the high voltage power lines cause problems around the school especial if a derail was to happen there. Is the decimal level to high and cause disruption in our schools. They don;t have the funds for this project is it going to be like California and be billions Of dollars over budget and our tax dollars are to pay for it to give it to a foreign country.WHY!!! Why are our congress allowing this to happen.	Refer to AS-1, EU-5, NV-1, SS-19 and TR-8. As indicated in <b>Section 3.9.2, Utilities and Energy, Regulatory Context</b> , high voltage power lines would be sited, permitted, and constructed in accordance with applicable state safety regulations. 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 to have adverse health effects for human beings living along the length of the Project. Impacts to schools are discussed in <b>Section 3.14.5.2.5, Socioeconomics and Community Facilities, Build Alternatives</b> . No schools are located within 500 feet of a new transmission line, based on the proposed alignments.
Dedrick Wilmer	3/9/2018	Website	First I want to thank you for the opportunity to be part of something special that will impact America, Not just the State Of Texas but many generations to come. I'm Dedrick T. Wilmer president Of the White Oak Falls Homeowners Association Board of Directors. The community I preside over is perhaps the largest diverse community in this Nation. We represent every continent, sub-continent, faith, race/ethnicity and race in this 744+ Single Family Community that I called my home. White Oak falls per the DEIS is mentioned as the most impacted community within the entire route. gy mentioned this I recommend to the FRA & Texas Central to consider these recommendations in mind for our community Take Provide a Financial package that's very lucrative for our residents by assisting them in securing housing in limited space of affordability & supply of homes within a upper moderate range of home prices within Cypress, TX Explore the opportunity to extend the DEIS recommendation of securing additional ROW that include a min of 1250 feet which will perhaps leave absorb the development to the original state prior to 2005 before our development. Maintain the commitment for any lost assessments that will be present once homes are acquired as a property owner vs being a utility easement. Assisting in Capital Improvements within our community that include deepening our rendition ponds, building a paved track including lights, benches around the ponds, club-home including pool for the community this will result in improving property values & your investment in our community as our Neighbor. Finally I personal support this project due to the enormous economic impact from Dallas to Houston wells as in between. Including providing residents in this great state an opportunity to advance in the new aged of transportation. Please consider the recommendations during your approval process.	Comment noted.
Andy Wilson	1/4/2018	Email	The purpose of this correspondence is to inquire about the recent release of the FRA's environmental impact study for the proposed Texas Central Railway high speed rail between Dallas and Houston. It is my understanding that many landowners along the proposed route did not allow Texas Central representatives or representatives of the company that performed the survey access totheir property. Therefore, I do not see how a legitimate evaluation of train's impact on the environment could be completed. Is it necessary to have information from a ground survey to complete an environmental impact study? Another concern I have regarding the train and the FRA's evaluation is the economic viability of the project. My research indicates that there is a strong reasonable doubt that he project will ever be profitable. Section 1.2 of the FRA's study briefly discusses the viability of this project. Is the viability of the project a concern for the FRA and will this be looked into further before the project gets final approval? In order for this project to be executed land will have to be taken using eminent domain process from owners unwilling to sell. This process seems very unreasonable without first ensuring that the project will be viable and the land is being used for a worthy cause. Does the FRA have an opinion on this matter? I look forward to your response.	Refer to ED-1, GN-1, NE-1 and NE-8.
Bill Wilson	1/23/2018	Website	Dallas to Houston High-Speed Rail is good for Texas. It will help the economy, reduce fuel consumption, ease traffic and benefit the environment.	Comment noted.

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Dennis Wilson, Limestone County Sheriff	3/9/2018	Email	<p>I am the current elected sheriff Of Limestone County, Texas. I have served in Law Enforcement here in Limestone County for all most 43 years. I began my first term as Limestone County Sheriff on January 1, 2001. I truly know and understand the citizens at Limestone County and am honored to serve them as the Sheriff. I will continue to work on their behalf by providing the protection and Law Enforcement services they so richly deserve. I have had No Contact with the High Speed Rail people other than one visit from a land surveyor who had been trespassing on private and county property. Our Texas Sheriff Coalition has agreed to have one message from one voice that represents all of our sheriffs concerns. We will speak in unison concerning this unnecessary project.</p> <p>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, 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 thro ugh.</p> <p>I stand with seven other County Sheriffs who have also taken an oath to protect and serve the citizens ofthis 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 Sheriffs 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 ofthe board. Since the time ofour press conference on March 1 , Texas Central has also told the media that they were in touch with Sheriffs Offices as early as May 2016, but we do not have any record Of this. 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.</p> <p>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 Sheriffs 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 Sheriffs Department should be updated to Sheriffs 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</p>	Refer to ED-2, NE-1, NE-8, PI-1, PI-3, SS-7, S5-18, SS-23 and SS-26.

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			<p>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 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.</p> <p>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 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.</p>	
Jim Wilson	2/19/2018	Website	I am in support of the Texas Central project as outlined in the latest Draft EIS. I am also in favor of the proposed Houston station site at the Northwest Mall. My opinion is this important passenger link between Dallas and Houston will provide the needed capacity and speed of movement for people between these two Mega Cities now and for the future. I also see an opportunity for high speed small parcel freight to move on this line to add to the financial success in the future. The use of proven technology, the ability to upgrade rail vehicles as new innovation allows is a key factor for success. This "greener" technology and the ability to dampen the noise and vibration impact of the project where required will deliver desired results to population along the right of way. From my experience the people affected by the "threat" of eminent domain do not understand that is the last resort and worst financial resort for all parties involved. A land sale negotiation with proper mitigation for the impact on the landowner is the proper way to proceed. This can provide the win-win for everyone along the route.	Comment noted.
JoAnn Wilson	2/13/2018	Website	I am opposed to building the Dallas to Houston High Speed Rail. After attending a meeting, researching the information given, I believe due diligence has not been given to the environmental impact of our area. I also do not believe the rider ship estimate will be met and the project will financially fail causing undo financial burdens on private citizens. In my study of Texas Law A Private Company does not have the right to Eminent Domain. They are not the Government or Railroad Company and should cease trying to harass land owners into giving up their property.	Refer to ED-1, ED-2, GN-2, NE-1 and NE-9.
JoAnn Wilson	3/2/2018	Website	Texas Central has not contacted or met with us or our community to best of my knowledge and this project will certainly affect our property. 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.W	Refer to PI-1. For all other residential areas, public comments from the Draft EIS will be incorporated into the Final EIS.
John Wilson	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.	
Laura Wilson	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.
Laura Wilson	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. 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.
Fit to Print	2/28/2018	Website	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.
Laura Wilson	3/8/2018	Website	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.
Logan Wilson	1/30/2018	Oral	Good afternoon. I am Logan Wilson here with my wife. I understand I have three minutes to save the land that's been in our family for six generations. My aunt and my uncle and my father were born on that land and it means a lot to us. I could tell you how I feel about it. Probably the same way you feel about your land. But rather than that I would like to read you something that my daughter, Ann wrote and God knows she writes better than I do. I would like to read it to you what my daughter has to say about this. Hello, my name is Ann and my parents, the Wilson's own land in Mexia, Texas which investors threaten to condemn and take away from us for eminent domain in order to build a high-speed rail. The project can not be built without taxpayers subsidy. Something to think about. The purpose I have written this however to give the reader my perspective of this situation and how it will affect our family. My parents own 55 acres in Limestone County. Their land is part of the larger parcel of land that has been divided amongst our extended family back in the mid 1850's. They lived there and worked the land. Tended crops to support their family. My grandmother and her sister and her brother were later born of this property. Although no one lives there anymore. My father and brother still tend to the land. We spent a lot of money and time doing just that. They are making improvements to it. It is now a place where our family many generations meet from all over Texas and spend quality time together. The site of the original homestead is the site where my daughter and I pitch our tent, sleeping a few feet away from where our ancestors 160 years ago. We find pieces of old farm equipment that they left behind. We feel connected to the past. There is a feeling of continuity that's hard to explain but maybe you can understand. Campouts are part our families history and today we are making these same memories with our children. How we see family that we may not have seen in a long time. At night we all sit along the campfire. We will laugh and tell stories. New ones and those that are well worn and we love sitting down and looking up to the stars. They are always brighter in the country. To us, it is not just another piece of land. This land means something to us. The high-speed rail does not propose to cut through. They want the entire property. We don't want to sell and I believe we have the right to keep what is ours. We worked hard for it. We should be able to see the fruits of our labor and raise our kids or grand kids and great grandkids without fear of having it being taken away from us. This an issue about landowners right. That is mighty gracious of you. Now, if these people take our land away from us we are going to have what you would call the last campout. That is where we pick up our belongings and say goodbye to the land we love. If they don't take way our land we are going to have a celebration campout. Tell me which you would like to see.	Refer to ED-1, GN-4 and NE-1.
Logan Wilson	1/31/2018	Oral	Good evening. My name is Logan Wilson. I: and my wife: own 55 acres in the Personville area. We live close to the land in Mexla_ I see: again: that I have three minutes to defend the land thats been in my family for five generations. Thank you so much. How it impacts our family. This	Refer to CR-4, Ed-1, ED-2 NR-1, NR-5 and NR-6. All information provided by landowners and informants, including

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			<p>land has been in our family for five generations: that I know of. My aunt: my uncle: and my mother were born on that land: God rest their souls. In our hearts and minds: this place is up there with the Alamo. Most Texans will understand this. These people won't. (her the years: we've spent considerable time: money: and effort in maintaining and making improvements to our farm. We've cleared land: we've built creek crossings: built roads: disced and plowed fields: and planted Bahia and rye grass. Our son has built a camphouse. He and my grandsons hunt on this property: something that they enjoy. Our daughter frequently digs artifacts left by our ancestors in the general site of old Fort Spunky. Our current plans for improvement is to build a lake, a camphouse, and a creek crossing: of great importance to our family: Many families scattered all over the state. While we all visit the land whenever we can: we have a minimum of two reunions--we call campouts--per year; one in the spring: and one in the fall. We look forward to one place we can call our own and have our family reunions. Representatives of TCR provided us with an option agreement: which we refused to sign. They offered to buy the land in total. The proposed line runs diagonally right through the middle of our property. And in the same breath: reminded us that if we should refuse to purchase the land: they can take it from us by eminent domain. As it turns out: they: in fact: do not have eminent domain. If they did, they would be taking our land already: and yours. The bottom line is that land is not for sale at any price: and as long as I have breath. There is not enough money in Tokyo to buy that property. Impact as it relates to the history of the area. Old timers: even older than myself: if you can believe that: talked of a Fort Spunky in the area. Most tell us it was located on the land that we own. Not much of it is known about: because it's been lost in history. We believe that some of the artifacts our daughter has exhumed might be the remains of old Fort Spunky. Impact as it relates to landowners and citizens of the area. The wife and I circulated a petition in Limestone and Freestone Counties. We left the petition at over 100 places of business. In the process of doing this: we had the opportunity to talk to many: many people. I remember only two people who were for this HSR. Our petition was sent to public officials and legislators: contained 3400 signatures. This experience suggests to us that the HSR certainly is not favored by the citizens who know anything about it. You need to find out. Impact as it relates to the environment. We are fortunate in that there has always been an abundance of wildlife on the farm and surrounding areas. We endeavored to practice good stewardship for the wildlife. We hunt in strict accordance with the game laws of Texas: and go even further with our own requirements when we think necessary. We intend to purchase and stock quail this spring. TCR has stated that the rail will not impede the movement of wildlife. In truth: two parallel fences 12 feet high will: in fact: drop an iron curtain across Central Texas: and will indeed impede the movement of wildlife. Common sense dictates that a 200-mile an hour train passing every 30 minutes cannot help but adversely and significantly affect the wildlife: as well as our peace and quiet. Thank you. I'll join you later. Much to say.</p>	<p>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 Limits of Disturbance (LOD). If artifacts or features related to Old Fort Spunky are found within the LOD, they will be investigated and assessed for National Register of Historic Places eligibility and subject to the methodology outlined in the Programmatic Agreement.</p>
Logan Wilson	1/31/2018	Oral	<p>Thank you. Well, I'm Logan Wilson, again. We left off talking about the environment. I can save these folks a lot of time. I'll tell you who, and what the most endangered species is. Its landowners, me, and you people. If this thing goes through, there's going to be a whole lot less landowners. Understand that. The greatest threat to the local environment is the land next to us that belongs to kinfolks. On that land, which I'm familiar with, there is what our family has called a dismal swamp. It's been well named. I would say without reservation it is the mother of all swamps. We've never hunted in it because you can't get a vehicle in it, and you can't get big game out of it. There's no doubt that it is a swamp, and it is a haven for deer, hogs, and who knows what. Impact as it relates to Limestone County. Looking at a county map, it is inconceivable that an elevated structure will be built at every county road crossing. There's bound to be many parcels of land cutoff from access. Landowners will quit paying taxes on land they cannot get to, and I wouldn't blame them. The county then will have to build more roads, go-arounds. That's more money; more tax money. No county in Texas I know of could come close to affording this expenditure. The next subject is -- I've termed "Negotiation", for better -- lack of a better term. Last night in Jewett, I asked TCR several questions, and got the same non-answer. The answer was "we will negotiate it". I'll repeat just a few of them here for you; my questions. "For landowners who make a living from the land, how will you compensate them for the loss of income?" "Well, Logan, we'll negotiate that". "For landowners whose land is not taken, but is close by this proposed project greatly diminish the value of the property. How does TCR propose to compensate them?" "Well, we'll negotiate it". "Explain to us how an elderly couple who has been kicked off their land and out of their home can start over". "We'll negotiate it". "We're told by several lawyers that if the proposed rail goes into bankruptcy, we might get pennies on the dollars, according to the bankruptcy laws. How can you guarantee this won't happen?" "We'll negotiate it". "The landowner will lose their mineral rights. Why it takes mineral rights to build a railroad, I don't understand. Why does TCR have the right to take mineral rights to build a railroad?" You guessed it, "We'll negotiate it". In conclusion, TCR touts what they considered the benefits of this project. No mention of the profits to foreign investors. TCR also touts to be a Texas company, but it is known that 80 percent of the investment has been provided by the Japan bank of international cooperation. We're also aware that the proposed HSR in California is an economic disaster. Everyone knows that. While we understand and appreciate the need of eminent domain, we are firm in our opinion that it is grossly misused, and in fact, prostituted in this case. It's being used to condemn private property for the benefit of investors. That's not what eminent domain was supposed to be about. The bottom line is this project is a slippery slope toward the taking of private property for the sole purpose of greed and profit. We have vigorously fought this thing from the beginning, and continue to do so. In the event we lose our land to this ill-conceived</p>	<p>Refer to CR-4, Ed-1, ED-2 NR-1, NR-5 and NR-6. 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 Limits of Disturbance (LOD). If artifacts or features related to Old Fort Spunky are found within the LOD, they will be investigated and assessed for National Register of Historic Places eligibility and subject to the methodology outlined in the Programmatic Agreement.</p>

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			project, we plan to have the last reunion on the land; our land. It will be a sad affair where our family will remove what belongings we can, and as we leave say farewell to our beloved land. In the event we prevail, we plan to have a great celebration camp out. The question is, which will it be? Thank you, and God Bless Texas.	
Marsha C. Wilson	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.
Susan Wilson	2/6/2018	Website	I am in favor of the High-Speed Rail Project. I think it will be good for Texas and hopefully expand other rail mass transit projects especially in areas like Houston!	Comment noted.
Tracy Wilson	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. 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.
Welcome Wilson	1/5/2018	Website	This will be of great benefit to the business community of Texas and will add greatly to the reputation of Texas. land owners will be justly compensated for their right-of-way.	Comment noted.
William Wilson	2/5/2018	Website	This high speed rail link between Dallas and Houston will be good for the Texas economy. It will create hundreds of full-time, well paying jobs, in addition to the several thousand jobs required for construction. It will help reduce pollution, take vehicles off the road, and show the rest of the country that Texas can take the lead on bold innovation. We must have the foresight to allow this project to proceed.	Comment noted.
Stephen Wimmer	3/9/2018	Website	The open source Hyperloop concept is faster. Why not go with that design?	Refer to BA-4.
Daniel Wingerson	3/9/2018	Website	I support high speed rail in the State of Texas.	Comment noted.
Daniel Winget	3/9/2018	Website	Build it! Let's be the first state to move into the future	Comment noted.
Timothy Wingfield	3/1/2018	Website	Ideally, the United States would forego party politics and pursue a high speed rail transit system nationwide. We must choose to invest in our future. High speed rail, as found in Japan and other countries in Asia and Europe, is unparalleled compared to America's transit system in terms of safety, carbon footprint, efficiency, on-time trips, ease of use, and speed over certain distances. I've been blessed with the opportunity to visit Japan four times, and I can personally attest toward the value Shinkansen gives back to its community and its economy. The bullet train enabled me to visit dozens of cities from as far south as Nagasaki to as far north as Yamagata. High speed rail enabled me to spend significantly more money as a tourist, given its speedy access to far-flung attractions and hotels. En route, the transit-oriented retail developments were unparalleled; the business opportunities and real estate appreciations outpaced the cost of the projects many times over. Specifically with the private Houston-Dallas proposed line, it is a fantastic and highly needed start toward a nationwide endeavor. Ideally, all portions of the Texas triangle (Houston, Dallas/Fort Worth, Austin, San Antonio, Waco, etc.) would all be connected to each other by multiple HSR lines. This proposed line is the place to start, as it connects the two largest metros in the state. The Houston-Dallas connection already sees time-consuming congestion, both in airport delays and in I-45 traffic, and both of which will only get worse over time. If the Houston-Dallas line is anything like the Japanese lines, ticketing and boarding should only take a few minutes, the train will always run on time, and the trip will only take an estimated amount of 90 minutes. I do not have enough experience to speak toward the Dallas terminal location, although I expect the downtown location to work out well. The	Refer to GN-6, GN-7 and TR-2.

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			<p>Brazos Valley location seems to lack the required density for a stop; the route should bend westward to College Station, bend even more westward to stop in Austin-Round Rock (my personal preference), or simply omit the stop for now. Situated roughly half an hour by car from College Station, Huntsville, Madisonville, and Navasota, the company may hope to capture enough business from all four towns, but I personally don't believe the value-time proposition adds up.</p> <p>The Northwest Mall terminal in Houston makes a lot of sense. The area is ripe for a large redevelopment. It is at the nexus of I-10, I-610, and US-290. It is, importantly, very close to the population center of town. Detractors may complain about last-mile issues, but I suspect that automated ride-sharing will complete the last mile with ease. This terminal is surely better located to important Houston destinations relative to outlying Bush and Hobby airports (or a future Ellington Spaceport). Ideally, government entities would work to improve automobile access to the site, as currently the highways bypass the site in overall terms. Also, it would be in Houston's best interest to build the scrapped Uptown light rail plan, connecting the HSR terminal at Northwest Mall to the Galleria.</p> <p>Overall, I highly recommend this high speed rail plan move forward to immediate construction and completion. It is a key investment in Texas' economy and prosperity.</p>	
Alicia Winkelblech	2/28/2018	Website	The City of Arlington strongly supports the Dallas to Houston High Speed Rail project. As the State grows and congestion increases, alternative transportation options will become more critical. The City supports the completion of the environmental process and the full implementation of the project. This project is important not only for the travel corridor between Dallas and Houston, but also for the entire statewide plan for high speed rail.	Comment noted.
Don Winn	2/16/2018	Website	Traffic on our highways is just not getting better, faster, or safer. We need to do everything we can to build an infrastructure for the future. Rail, especially high speed rail needs to be a critical part of that plan. The rest of the developed world has figured this out.	Comment noted.
Don Winn	2/16/2018	Website	Traffic on our highways is just not getting better, faster, or safer. We need to do everything we can to build an infrastructure for the future. Rail, especially high speed rail needs to be a critical part of that plan. The rest of the developed world has figured this out.	Comment noted.
Jo Winn	2/16/2018	Website	We are land owners and ranchers in Leon County. This land has been in our family about four generations and we are adamantly AGAINST this bullet train project. We've attended meetings, called our represevtives, written letters and done intensive research to make ourselves knowledgeable on this endeavor. After gathering all the facts, we know this is a failed project sanctioned by those who have no desire to make Texas better, but want to make a huge profit off farmers and ranchers. Shame on you for pushing this on Texans	Refer to LU-14, NE-1 and NE-9.
Jo Winn	2/16/2018	Website	Elected officials, must stand up for Texans. This needs to be stopped. Big business cannot, should not, take the livelihood of landowners. Taking 8,000 acres when you need 3,000 is a crime. This is something you'd read in a John Gresham novel..not happening to Texans. This must stop m	Refer to LU-9 and LU-14.
Jo Winn	2/16/2018	Website	We are land owners and ranchers in Leon County. This land has been in our family about four generations and we are adamantly AGAINST this bullet train project. We've attended meetings, called our represevtives, written letters and done intensive research to make ourselves knowledgeable on this endeavor. After gathering all the facts, we know this is a failed project sanctioned by those who have no desire to make Texas better, but want to make a huge profit off farmers and ranchers. Shame on you for pushing this on Texans Elected officials, must stand up for Texans. This needs to be stopped. Big business cannot, should not, take the livelihood of landowners. Taking 8,000 acres when you need 3,000 is a crime. This is something you'd read in a John Gresham novel..not happening to Texans. This must stop m	Refer to LU-14, NE-1 and NE-9.
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Jo Winn	2/16/2018	Email	<p>Words cannot express how much my family disagrees with this endeavor of building a railroad from Houstin to Dallas. This is a failed effort from the beginning. Our reasons are:</p> <ol style="list-style-type: none"> <li>1. We've owned land in Leon county for four generations and you are enabling a company to take our farm, heritage of land ownership and pride of being a producer of products to Americans. Money can't buy these traits.</li> </ol>	<p>Refer to CR-8, GN-1, GN-4, GN-7, NE-1, NR-5, PI-1, PN-3, SC-3 and SS-23.</p> <p>If it is determined that burials cannot be avoided or are effected in an unexpected manner, they will be handled according to the</p>

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			<p>2. This scheme has been pushed to the public instead of allowing people to vote knowing it would fail.</p> <p>3. As a tax payer, we know this will fail and we will be taxed accordingly.</p> <p>4. Ridership is inflated. You've allowed these numbers to flourish without being truthful.</p> <p>5. The aerial photos shown of properties are four years old. Not accurate.</p> <p>6. Thirty families in Grimes county have been filed against because they won't allow surveyors on the property.</p> <p>7. We have traveled trains in many countries because there was a need. There is no need for a bullet train in Texas.</p> <p>8. Ticket cost is ridiculously. \$199 one way. Really!!!</p> <p>9. EMTs in Leon county have told us they cannot serve the community due to road closures.</p> <p>10. Endangered animals are always a concern on any project. However, we've not been contacted by the railroad but each year the coal company does an evaluation, yet this project boasted about the research. Others have testified no research has been done. Again, falsifying the facts.</p> <p>11. The train will stop in Roans Prairie for Aggies! A student is going to get someone to drive him/her 30 miles then pick him up on his return? You can rent a car in Bryan for \$35 per day.</p> <p>12. A church in Normangee is being affected and a cemetery as well. Talking with Austin, they said they'd try to fence off the gravesides but if needed, they would move the bodies! How's that going to workout?</p> <p>13. We urge you to drop this project. This is bad for locals, Texans, Americans, farmers and ranchers. These are just a few things that deeply concerns us We are against this railway.</p>	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.
Jo Winn	2/21/2018	Website	We are totally against the bullet train. Anyone who has viewed this project would know this is economically, humanity and soundly wrong. Look at California, a total loss to mankind. Don't make farmer and ranchers leave their land. Don't take away the good they are producing. This is a private business that is being promoted to come into the breadbasket of Texas. As a 4th generation landowner, please don't take our farm.	Comment noted.
Jo Winn	3/5/2018	Website	The more I see, hear and investigate, the more awful I think this deal is. Why would anyone want this in their state? Why would anyone want to have their land and homes taken away from them in such an ill advised deal. Either there is an evil scheme at large or there are people on the rail board that cannot think nor read. Each person advising should have to research California's situation. Don't do this to Texans. I urge those who are voting on this project to stop this in its own tracks. We don't want this train, we don't need this train. I've lived and traveled in countries where this would be needed or is being used but not in Texas.	Refer to NE-1 and PN-3.
Neal Winn	2/27/2018	Website	This is another Superconducting Super Collider that has face of the Bullet Train! Deceitful from the beginning and cost \$11 billion dollars and which proved to be worthless. Left the Waxahachie area with tunnels and wasted land with landowners holding the bag. Why would anyone try to same thing again. Shameful to use the farmers and ranchers a second time.	Comment noted.
Neal Winn	3/8/2018	Email	I support the Texas Bullet Train and the mall station location! Please stop this bullet train from Texas soil. This is a shame and disgrace to the Texas way of life. I've studied everything available on this project and it is bound for failure. Being an engineer and designing plants all over the world, I know a failure from the very existence. This is a failure to Texas and Texans. Don't take the Texans land who are the bread basket providers. I urge you to halt this train that's on a bad rail For Texas.	Refer to GN-9 and NE-1.
Bryan Wirwicz	3/9/2018	Website	BUILT THE TRAIN! In fact, build the route: Houston, Dallas, Austin, San Antonio. Good economic development and infrastructure improvement for Texas.	Refer to BA-2.
Michael Wisnoski	3/6/2018	Email	I am a constituent in the 8th Texas Congressional District and am writing you today with regards to the Dallas to Houston High Speed Rail Project. I am a resident of Anderson, Texas in Grimes County which lies on the proposed route for the Rail Project. I am writing to voice my concerns in opposition to the Rail Project. According to maps diagramming the proposed route of the rail line, the project would divide a parcel of my families land. This land has been in the family for over a century so you can imagine our dismay as the prospect of the rail line effectively cleaving the land into. In analyzing the proposed route, it is evident that the rail project will consume a great deal Of rural agricultural land where my family as well as many others across the state earn a living through agricultural practices. The division of these parcels across a number of counties by the high-speed rail presents a practical imposition to those families and to mine. It will also create logistical problems for rural families like mine that will have to be rerouted to access our land Once it divided by the rail line. This logistical consideration raises concerns as to whether emergency services and first responders will be able to respond in a timely manner in the presence of the rail line. It has been explained that the construction of the rail line will necessitate the installation of more infrastructure in the form of roads, overpasses, underpasses, and bridges representing a massive amount of public expenditure. I would like to know if there has been enough study to demonstrate whether the project will have enough ridership to fully fund such expenditures on infrastructure. In conclusion, I want my voice to be counted among those in opposition to the Dallas to Houston High-Speed Rail Project. While I understand the	Refer to GN-2, GN-4, LU- 2, LU-7, LU-11, TR-7 and TR-8.

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			importance of multi-modal transportation Systems between cities, I feel that the Rail Project is not the proper mode for fulfilling the transportation needs of Texans when the inherent difficulties to my family and families like mine are taken into consideration. Thank you for your attention and help in this matter.	
John S. Wolfe	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.
Donna Wolski	2/16/2018	Website	I do not support the bullet train and the entire project should not proceed. It will fail.	Comment noted.
Ian Wong	2/6/2018	Email	I am writing this email after hearing about the Texas High Speed Rail proposition connecting Houston and Dallas. My family owns property in Waller County (which is directly next to the proposed rail line). I am in staunch opposition to this project as I strongly believe it will not fulfill any need for transportation in Texas. As a native Houstonian that has traveled throughout much of the U.S. and the world as part of my career in U.S. Army Special Forces, I have been able to take note of the negative impacts of places such as train stations in a city. I, for one, would not like the Northwest Mall to turn into an even higher crime area that will attract the likes of drug dealers and prostitutes to the location. This is the trend in every single city that I have been in that has had a train station. I do not see that being any different for Houston's preferred location of Northwest Mall as a train station. Most importantly, my father came to this country' in the 1970s with little money but a lot of determination. Through his work ethic over the past few decades, he has been able to live the American Dream and purchase his own land. I personally do not want to see our family's property either negatively affected or taken away for a private company to make hundreds of millions of dollars building a rail system that will not draw enough revenue to be successful. There are already very affordable and, from what I'm told, nice buses that transport people from Houston to Dallas and vice versa. People are also able to take a very convenient short flight through either airport in Houston to Dallas and back. The environmental, financial, and quality of life impact on taxpayers, most notably the people living in these rural areas, far outweighs any supposed reduction in private vehicle traffic. After seeing first-hand public works projects overseas in such places as Afghanistan and Saudi Arabia far exceed their budgets, I firmly believe this would be a very unwise endeavor. I believe the only ones that stand to benefit are the rail companies that do not actually care if this high speed train system will better the lives of residents of Texas and the politicians who are also driven by greed instead of actually taking the time to assess what the needs of the people are.	Refer to BA-4, ED-1, GN-2, GN-7, GN-9, NE-1, NE-9, PN-3 and SS-8.
Amelia Wood	1/31/2018	Email	Who regulates the use of eminent domain as in the acquisition of land for the proposed high-speed rail project between Dallas and Houston, Texas. THSR implies that if they meet resistance, they can use condemnation to obtain a swath of land cutting through the center of our state. Isn't this a violation of a citizen's property rights as granted by the Fifth Amendment? How is it possible that a PRIVATE company can essentially steal land from families (who in many cases have owned the land for generations) for a PRIVATE venture that could line the pockets of the investors and possibly end up costing taxpayers billions of dollars. How can the Federal Railroad Administration favor this?	Refer to ED-1, ED-2, NE-1 and GA-4.
Brian Wood	2/7/2018	Website	The Dallas to Houston High-Speed Rail project is a signature transportation investment of national significance. We have many international examples to show us the value of HSR, but we need to see it happen in the US. The project creates jobs, reduces the environmental impact of travel versus other modes and decreases travel time significantly. Even though I don't live in Texas, I believe that it is critical that this project moves forward.	Comment noted.
Gloria Wood	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>	
Jim Wood	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.
Lindsay Wood	1/25/2018	Website	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 Frequent schedules will mean I don't have to wait a long time for a train	Comment noted.
Marcus Wood	2/16/2018	Website	I am a native of Dallas born in the 1940s who has seen change and improvements in all forms of transportation in the USA, except for rail which unfortunately lags well behind the rest of the world. The proposed Texas Central Railway between Dallas and Houston will change that. I support that effort which will provide a safer, faster, environmentally, and, yes, financially better means of transportation between these key regions of Texas. I find the DEIS supportive to this effort. There are those opposed today to the Texas Central Railway for many of the same reasons in past decades - opposed to the Interstate Highway system, airports and plane travel, and yes, even the internal combustion vehicles which scared horses. I urge the FRA to move swiftly in completing the Final EIS and Record of Decision in support of the Texas Central Railway. It is time for passenger rail transportation in Texas and the USA to join the rest of the world with this single purpose rail method of transportation. I want to ride on it.	Comment noted.
Erica and David Woodall	2/6/2018	Handwritten	There are so many concerns about the high speed rail. Land acquisitions in rural areas. Emergency vehicles being rerouted unnecessarily being two concerns. After being in the travel industry for over 20 years I know there is no such thing as a privately owned rail supporting itself. It always ends up getting state funding. I also know the commute between Dallas and Houston has been tried by many using smaller airports around IAH and HOU and all have failed. After its initial inaugural period this rail is destined to fail.	Refer to ED-2, GN-4, LU-7, NE-1, PN-3 and SS-23.
Brian Wooddell	1/29/2018	Website	I'm a resident of Fort Worth and am fully in support of HSR across Texas and the nation. This would help the state and national economies and would contribute greatly to the development of Brazos County specifically. My only question is interoperability with other trainsets, specifically the French-style trains used by Amtrak that will (hopefully) be deployed nationwide. If the company developing the DFW- Houston route can figure out a way to accommodate non-Japanese style trains, we will be well on our way to seeing an HSR revolution in the southern United States.	Refer to GN-8, TC-6 and TC-7.
Brian Wooddell	2/20/2018	Website	This is an excellent project that needs to move forward. It will disrupt some lives and land in its path, but that disruption will be nothing compared with the comparable roads and support infrastructure that it would replace. It will also be cleaner and more efficient than the equivalent number of motor vehicles. This project will benefit tens of millions. A little eminent domain is a small price to pay.	Comment noted.
Joseph Woodley	3/8/2018	Website	I request you reconsider the location off the HSR station in Dallas. It should be as close as possible to Union Station to allow connectivity with DART and Amtrak. A location a mile away without adequate DART connection would not be in the best interest of the citizens of the area who utilize Amtrak. From Shreveport, we need to go to Dallas on Amtrak on connect with HSR to Houston.	Refer to GN-7, GN-8 and TR-3.
Audrey Woods	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	Refer to LU-5, NR-2, WW-1 and WW-2.

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			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. My father is an avid hunter and disrupting the water in the area would appear to have very negative effects on water fowl.	
Audrey Woods	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 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 loosing the desperately needed reprieve away from my day to day work as a mental health professional. I have brought colleagues and friends to the ranch, each needing a space to take care of themselves in order to continue our important work caring for the most sensitive needs of others.	Refer to LU-5, WW-1 and WW-2.
Audrey Woods	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. Furthermore, I am concerned about bald eagle habitat.	Refer to LU-5, NR-2, WW-1 and WW-2. For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b> . Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b> .
Audrey Woods	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 benefit to first responders not available at any other venue.	Refer to LU-5, WW-1 and WW-2.
Audrey Woods	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 historical impact.	Refer to LU-5, WW-1 and WW-2.
Audrey Woods	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.	Refer to LU-5, NR-2 and WW-1.

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Audrey Woods	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 and prove less damaging to the county in the long term. Furthermore, I am concerned about migratory waters for the birds.	Refer to LU-5, NR-2 and WW-1.
Audrey Woods	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 and prove less damaging to the county in the long term. Furthermore, I am concerned about the impact on the bald eagle population.	Refer to LU-5, NR-2 and NR-3.
Audrey Woods	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 and prove less damaging to the county in the long term. Furthermore, I am concerned about the first responders who frequent the ranch because there is no other venue like it available.	Refer to LU-5, NR-2 and WW-1.
Audrey Woods	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 and prove less damaging to the county in the long term. Furthermore, I am concerned about the charitable benefit the ranch offers to so many people.	Refer to LU-5, NR-2 and WW-1.
Audrey Woods	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 and prove less damaging to the county in the long term. Furthermore, I am concerned about the economic impact on the town.	Refer to LU-5, NR-2 and WW-1.

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Audrey Woods	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 and prove less damaging to the county in the long term. Furthermore, I am concerned about the historical impact.	Refer to LU-5, NR-2 and WW-1.
OSU Career Services	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 migratory waters.	Refer to LU-5.
Audrey Woods	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 bald eagle habitat.	Refer to LU-5, NR-2, NR-3 and WW-1.
Audrey Woods	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 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 benefit the first responders not available at any other venue.	Refer to LU-5.
Clifton Woods	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 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 benefit the first responders not available at any other venue. As a physician in medical residency training, the ranch offers a unique and integral refuge from the stress of my work. I cannot find this type of respite anywhere else because the ranch	Refer to LU-5 and WW-2.

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			has always been offered free of charge, not to mention the emotional connection to the family. Self-care if of the utmost important during my training.	
Clifton Woods	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 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 as the family is vastly generous about sharing the ranch with those deserving but unable to afford such a nice place. The Morgans and the ranch are a staple for so many people who would otherwise not be able to experience the beauty and nature of rural Texas.	Refer to LU-5, WW-1 and WW-2.
Mindy Wooldridge	2/15/2018	Website	I do NOT appreciate the rich, we-will-do-what-we-want private Texas Central high horses PUSHING their plans on those of us who CHOOSE to live in RURAL Texas!!!! Do we go to Dallas or Houston with our horses, cows, tractors, hay and other livestock and crops and plop them in their skyscrapers and manicured yards?? Don't plopp their electric railroad on OUR land. Statistics are one-sided! Have any of them even attempted to REALLY read up on noise and vibration??? Do any of you even care what re-routed roads will do to school districts or farmers needing to move equipment? I know it does not matter to you about cutting our county completely in two, not to mention family farms and ranches. I know that some things that I have mentioned are more "way of life" than "environmental", but our RURAL county is important. Book a ticket on a plane or drive back and forth to Houston. Heck, do your business online!! Stay in your urban county unless you want to visit country relatives or friends, or buy a fruitcake. We will stay in our RURAL county unless we need a mall, or specified physicians, attend an occasional professional ballgame, or happen to drive there to work, only to return to our QUIET county. OUR county leaders say they do NOT have eminent domain. They say they do. Pardon me, if I believe RURAL folks! I PROMISE the Chinese, whom they are fronting for, DO NOT!! I understand the darn train is even going to be built in China and shipped here in pieces...shameful!!!	Refer to BA-4, ED-1, LU-7, LU-11, NE-9, NV-1, NV-5 and SC-6.
Chris Woosley	1/29/2018	Handwritten	How will this project take into account the enviroment impact species in Navarro County? These rail lines travel thru bald eagle habitats, but also through feral hog country. How will this project prevent Wild hogs, weighing in excess of 500 lbs regularly. from wandering onto the rails? These hogs destroy everything in their path, and it is no a question of it, but when these hogs will derail a train at 200 mph. This is a danger that has been grossly ignored by TCR. How will this project be built safely on our evershifting black soil? This soil shifts regularly, and of train travelling in excess of 200 mph is in imminent danger any time the soil shifts. How does this project necessitate the greater public good requirement for eminent domain? There is no public good gained between Dallas and Houston.	Refer to NR-3, PN-3, SG-2, SS-2 and SS-12. The Project takes into account the impact to species in Navarro County, including bald eagles. For more information, see <b>Section 3.6.4.3, Natural Ecological Systems and Protected Species, Wildlife Table 3.6-3: Reptile and Amphibian Species with Potential to Occur within the Study Area, Table 3.6-5: Mammalian Species with Potential to Occur within the Study Area, Table 3.6-6: Avian Species with Potential to Occur within the Study Area, and Section 3.6.4.4, Natural Ecological Systems and Protected Species, Protected Species, Table 3.6-7: Federally Protected Plant Species with Potential to Occur within the Study Area and Table 3.6-8: Large-fruited Sand Verbena Habitat by Segment.</b>
Christen Workman	1/30/2018	Oral	Good Evening. I am here on behalf of the thousands of impacted Texans Against High-Speed Rail. It's important for everyone here tonight to know that Texas Central claims of imminent domain authority is still the topic of ongoing litigation and even despite the companies own guidelines of providing proof of authority, they have none. We have shared serious concerns and documented evidence to the members of Congress about the draft EIS being based on illegally obtained information from the illegal surveys and trespassing by Texas Central agents. This proposed route has been selected by little coordination or few regards for the future plans of the impacted passed through counties. Each impacted county were invited to meet just last week following the issuance of the draft EIS to coordinate with technical experts and this is unacceptable. This draft EIS does not contain adequate ridership and revenue information to not even show it is feasible. The EIS for all of North Florida showed a very similar high-speed rail private project includes this information. This information should be the starting point of what is provided to the public not something Texas Central can keep and say just trust us. That is not what this process is about. If they can't get their own numbers accurate like needing 8,000 acres when they told the public they only need 3,000 acres. Or a bait-and-switch like 126 miles of new roads to access their train tracks that they went our county tax dollars to maintain. The county should not trust then and have access to every bit of information available. My question tonight is when will the Texas Central feasibility study be available to the public? You can go to our website or our Facebook page to get more information about our efforts and highlights about many issues this project presents. Our website is <a href="http://TexansagainstHSR.com">TexansagainstHSR.com</a> .	Refer to BA-8, ED-1, GN-1, GN-2, LU-14, NE-1, NE-8, PI-1 and TR-7.

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Christen Workman	1/30/2018	Oral	<p>Good evening. My name is Christen Workman. I'm a resident of Leon County, and I'm here on behalf of the thousands of impacted Texas families who make us Texans Against High-Speed Rail. It's important to know for everyone here tonight that Texas Central claims to have eminent domain authority. It's still the topic of ongoing litigation, and even despite the company's own guiding principles of supplying written proof of eminent domain authority, they have none. We have shared serious concerns and documented evidence for our members of Congress about the Draft EIS being based on illegally obtained information through illegal surveys and trespass by Texas Central agents. This proposed route has been selected with zero formation for regard to the future plans of the impacted pass-through counties. Each impacted pass-through county officials were invited to meet just last week following the issuance of the Draft EIS to coordinate with (indiscernible). This is unacceptable. This Draft EIS does not contain adequate financial and revenue information to even show it's feasible. The EIS for all of north Florida, a very similar HSR project, includes this information. This information should be the starting point of what is provided to the public, not something Texas Central can keep hidden and say "just trust us". That is not what this process is about. If they can't get their own numbers accurate, like, "we need 8,000 acres", when they told the public for years that only -- they only needed 3,000 acres, or bait and switch, like, 126 miles of new roads to access their train tracks, and that they want county tax dollars to maintain the pub -- to maintain it, the public should not trust them, and have access to every bit of information available to vet this project properly. You can go to our website, or Facebook page, to get more information about the efforts of Texans Against High-Speed Rail, where we highlight the many issues that this project presents. Our website is <a href="http://TexansAgainstHSR.com">TexansAgainstHSR.com</a>. Thank you.</p>	<p>Refer to BA-8, ED-1, LU-14, NE-1, NE-8, PI-1, TR-7 and TR-8.</p>
Kyle Workman	1/30/2018	Oral	<p>I am probably going to go a lot longer than three minutes. I am Kyle Workman, the President of Texans Against High-speed Rail. I am going to read from mine as well. Thank you. All right. TCR's claim on imminent domain authority is just simply false and misleading and it fails to meet the statutory definition of a railroad, which has been mitigated. In fact, two recent court orders show that TCR is not a railroad. Simply put, TCR can not condemn your property nor force access to survey it as Mr. Miles testified to earlier. TCR has not, as the judge just said coordinated plans with the county. How in the world can they put together a environmental impact statements discussing all the impacts without having gone and discussed all the impacts without having discussed anything with the county governments? It's just absurd is what it is. And as of late Tx.DOT is even absent and we don't know if they are coordinating with Tx.DOT. They have been removed apparently as the co-lead agency. So we are not even sure if the state is being included in this. We will look and make sure that statement legal. The draft impact statement does not grant any authority interest for them to build this project. Their own website says that the FRA says "draft environmental impact statement does not grant any approvals or authorizations for the project." Don't be misled by the fact that it says they are going to start any time soon. Currently, there are no regulations. There are no regulations for two or three railroads that go over 100 miles per hour which is what is generating this whole environmental impact statement. So to be clear, they don't have the authority to run the train let alone build one. So even if -- we just got to keep in mind an ongoing operation issue as well. There is simply no need for this project. If you look at the passenger railroad statistics and now it's almost nonexistent. So now why do we do think people going to ride a train? It is just basically absurd. I believe the no build alternative has not been properly considered due to the stated purpose to get the DEIS. To quote the DEIS, "the no build would not meet the specified purpose and need for this project". Apparently the only evaluation this alternative was against TCR goals and objectives. Which number 1 would be to build the train. Clearly the no build alternative has the least amount of impact on the natural and human environment. Which is the stated objective of the FRA and TCR continues to mislead the public at large with assertions that the impact to these environments will be mitigated and that is just not true. By maximizing the adjacency to existing railroad infrastructure if you look at their picture, it is right next to the power line. None of these will not even be close to the power lines and they know that. I will close with the county leadership has done everything we needed them to do and I am proud to stand by them and for their commitment to the citizens of Leon. If I can do anything let me know. I challenge Texas Central to a public debate anytime. Let's go.</p>	<p>Refer to BA-6, ED-1, GN-1, NE-1, NE-2, NE-6, NE-8, PI-1, PI-1, PN-3 and SS-4.</p>
Kyle Workman	1/30/2018	Oral	<p>Just to start off I will be outside there a little bit longer if anybody has got any questions or comments. I am just going to run down some of things here and this traffic impact study is fundamentally flawed and through prior survey data and as we have heard tonight there has been an enormous amount of impact to the human environment. It is impossible in my opinion to evaluate the impact if you don't talk to every single person that is going to be impacted. We can't rely on a public comment period to really understand how somebody is going to be impacted especially if we didn't or they didn't survey it, right? If they did survey it, we would need to know -- or need the FRA to release the surveys so we can compare that to who all gave authorization to be surveyed. In my opinion, if those surveys were undertaken illegally they should be removed from the impact statement. And they should be disregarded as being not authorized. The FRS needs to extend the comment period again. We've asked for 90 days and we have been granted 15. TCR has had four years to put this together. We have been given 60 days. We can't mount a campaign that's effective to go through that I know and Glenn and Donavon and all kinds of people are pouring through these documents every day. But unfortunately their just so many pages. 6,547 and we did the math. That is 65 pages a day you would have to digest in 60 days. That is not a lot of time to mount a response that somebody can use. We want to know why TCR have continued to be allowed to profit misinformation about this process. Why in the world people think this is a done deal. It is not a done deal.</p>	<p>Refer to NE-2, NE-8, PI-1 and PI-3.</p>

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			<p>They are light years away from getting this. They have very little to they are going to have to get approval from our county government and our county government says they ain't going to grant the permit. So why are we sitting here having this conversation about Texas Central about it start because it ain't happening anytime soon if we have anything to do with it. Let's see, I'm sure this thing is going to beep on me. I will be outside if you have any questions. Thank you, everybody, for your support. Lets step this fight up. Let's go.</p>	
<p>Kyle Workman</p>	<p>1/31/2018</p>	<p>Oral</p>	<p>I'm not hot. I don't know what -- Can y'all all hear me? Good evening. My name is Kyle Workman. I am the president of Texans Against High-Speed Rail. We're glad that you're all here. We appreciate your comments and your -- and your attendance here tonight. My comment this evening has to do with the change - Okay. It works now. They just got it working for me. Are you going to start me over, again? My name is Kyle Workman. I'm the president of Texans Against High-Speed Rail. My comment tonight has to do with the change in the purpose and need for the project. When we were originally going through the scoping process back in 2014, one of the key components of that -- Let's see how - - What do they call it? The criteria, and the purpose and need, was for it to be an economically viable transportation alternative. As you can imagine, that's a pretty significant issue. Well, they have now removed the requirement -- or, the purpose and need criterion for it to be economically viable. We all know why, because it's not going to be economically viable. So, if it had to be economically viable, it would not be done, which is what we all expected would happen. So, we think that that is a very significant and substantive change to the overall purpose and need for the project precipitating a new scoping process, and starting over. The other thing I want to point out this evening is that despite the propaganda to the alternative, Texas Central is simply not a railroad. They do not have eminent domain, they cannot force themselves on your property, they cannot serve your property -- survey your property without your permission. So, when you are told that they have eminent domain, that is not true. We have litigated that, we know where it stands, it's not -- it's not really a question at this point. So, please don't be fooled and misled by that information. We have asked for an extension of the Public Comment period. We ask that everybody in here do the same. We asked for a 90-day extension. They gave us 15 days. Texas Central has had four years to put this together. We've been given 75 days to review and respond. That's not -- Not only is it not reasonable, it's absurd. This is a brand new type of project that's never ever been tried before in the United States. We need more time. All of us need more time. If you divide the 5,000 pages by the number of days we're given, you have to read and digest something like 65 pages a day. And all of that technical data, and all the maps have to be evaluated by different experts in the field. So, again, we appreciate your support, we ask that you continue to voice your opinion, and help us oppose this project.</p>	<p>Refer to ED-1, NE-1, NE-8, PI-3, PN-3 and PN-4.</p>
<p>Kyle Workman</p>	<p>1/31/2018</p>	<p>Oral</p>	<p>I could spend all night. A couple of things I want to just point out. And Kim did a good job of explaining this. This process does not grant Texas Central the right to do anything. They don't have this draft Environmental Impact Statement. It's just a step. It's not an end game. It's got -- they've got a lot more that has to be done. Don't let -- don't be misled by the propaganda that says "we're on the cusp of getting this started". As he mentioned, there are currently no regulations for (indiscernible) railroads, railroad that go over 150 miles an hour. As such, even if they got the final record or decision, they still wouldn't be able to operate a train because there are no safety standards in place. So, it's still a very long process that has to take place to get to the end of this deal.</p> <p>We talked about that there's certainly no need for this project. There is currently passenger rail service between Dallas and Houston, and guess what, it goes through San Antonio. Do you know why? There's not enough demand to go from Dallas to Houston. Every time that one of these trains is reasonably successful, they replace existing railway -- passenger rail service. There's no (indiscernible). Someone mentioned earlier I-45. I-45 is not congested in the middle. It's congested on the end. The traffic is not in Buffalo. I drive it every week. I drive to Houston, I drive to Dallas. I know the traffic, and it's not that bad. And if you want to talk about it realistically, talk about traffic, let's get some of the trucks off the road and get some of those containers on freight rail.</p> <p>As I mentioned it earlier, the No-Build Alternative has not been properly evaluated. By Texas Central's own statement, it -- the No-Build Alternative would be absolutely against their purpose and need. So, therefore -- You know, their personal need is to build a train; therefore, we know the No-Build Alternative is not being properly considered. The impacts to the folks -- to the human and the natural environment are much greater than necessary, if this thing proceeds -- if this project proceeds. There continues to be an enormous amount of misleading information about all of that, including the -- there's propaganda that it's going to be running along existing runs. The idea there is to make everybody believe that it's already ruined land, and that ruined land is just something else, we're just going to tag our little train on the side of. We all know that the vast majority of this is going to go through grain fields, farms, and ranch land, prime farm and ranch land, where we can grow crops, where we can have cows that can produce much more per acre than in large -- a larger percentage of the state. This is not the place to do this. One final item, just in close, saying this is not a done deal. Do not give up, do not lose heart. We've got a long way to go. We've got to stick together, but we can do it. So, thank y'all very much.</p>	<p>Refer to BA-2, BA-6, GN-2, LU-2, LU-7, LU-11, NE-2 and PN-3.</p>
<p>Kyle Workman</p>	<p>2/2/2018</p>	<p>Email</p>	<p>Kevin It was truly a pleasure meeting you this week and I appreciate your candor. As a follow up, I ask the following: 1. Will the applicant be required to perform surveys on ALL properties prior to commencement of construction?</p>	<p>Refer to GN-1, GN-2, NE-2, NE-6, NE-8, PI-3, PN-4 and SS-4.</p>

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			<p>2. If the ROD can be issued prior to completing the required surveys, can you help me understand why? It seems that without a complete understand of the impacts to the environment, any ROD would be flawed.</p> <p>3. What is current forecasted timeline for the EIS process, through ROD?</p> <p>4. Can you provide me with the appropriate contact within the Office of Safety for the RPA process? I would like to make contact and understand their timeline(s).</p> <p>5. Can you provide an explanation as to why the granted extension was only 15 days? This seems very light, given the magnitude of the project and the DEIS document, along with the fact that this type of project has not been done in the US. The public at large deserves ample opportunity to evaluate the project in its entirety...75 days is simply inadequate.</p> <p>6. How does the 404 permit fit into the DEIS process? Is its completion/approval a prerequisite?</p> <p>7. Given the modification to the "Purpose &amp; Need", specifically relating to the economic viability, will the FRA be performing any analysis as to the project's feasibility?</p> <p>Again, thank you for your time and candor. I look forward to maintaining an open line of communication. If I can be of service, please let me know.</p> <p>Please feel free to call me to discuss. Thank you!</p>	
Kyle Workman	2/5/2018	Oral	<p>Good evening. My name is Kyle Workman. I am president of Texans Against High Speed Rail. We're going to respectful; we're going to get our point across. I'm actually here in place of we had a switch a little bit. He's in Harris County today. He wanted to send his thoughts and prayers to everybody as well. Everybody knows this has impacted us all. We had a ongoing tip with Texas Central about what's rumor versus reality. There is no question that Texas Central is not a railroad. And in order for you to have eminent domain you have to be a railroad. In order for you to be a railroad you have to have tracks and trains and tracks on train, trains on tracks, excuse me. So consequently there is simply no way that Texas Central has the power of eminent domain nor it's a railroad. Conversely, if they do become a railroad they would have the ability under section 112 to condemn up to four miles wild, two miles from the right of way. So when they say it will never happen that's absolutely false. It's completely false. We all know it's false and I have the and I will be glad to share it to you. As we've heard already, we have a large amount of landowners have shared, their properties have been illegally surveyed. We ask the FRA to discard all that information and reconcile the survey that have been taken to make sure they logged properly nor that permission was granted. As the FRA representative said earlier, this process does not Texas Central the authority to construct, okay. As much as Texas Central would like everyone would believe that they are almost at the end of this process, they're very much at the beginning. One of the things they have to also figure out is where to find 12, 18, 20, 30, 40 billion dollars; that's a "b". That's a lot of money. They're already said under oath they have less than one percent of their funds. We know that they're nowhere near that. The second thing she said is also very important for you to know; I'm not sure you caught it, is that there is this rule of particular applicability which precipitated this particular process. At the end of the day, even if they were to complete the environmental impact statement they don't have the authority to run the train let alone build it. Okay? The rule of particular applicability will give them the safety standards that are necessary for tier 3 railroad. Right now there is no such safety standards in place. So as it stands, they simply don't have the ability to be able to do that. One thing I also want to point out, I find it very interesting Texas Central did a press conference today announces that the FRA had told them exactly where the Houston station was going to go. And our wonderful representative over here just got through telling us that she doesn't know where it's going to go. Just like everything else, everything else everything is smoke and mirrors. They had the mayor of Houston standing on a stage this morning saying we know where it's going to be; it's going to be at the Northwest Mall. And here in Madison County, we have the FRA saying, we have no idea where it's going to be. So which is it? We want to know exactly what's going on here. We need to be told the truth and excruciatingly painful details Right? This is our properties; these or our lands, this is our lives that are being affected. We should be told everything that is going on. With that I will yield my time.</p>	Refer to ED-1, GN-1, GN-9, LU-14, NE-2, NE-8 and NR-7.
Kyle Workman	2/6/2018	Oral	<p>Good evening my name is Kyle Workman, and I'm president of Texans Against High-Speed Rail, and I'm here on behalf of the thousands of people who make up Texans Against High-Speed Rail and we thank you for your support; we thank you for your continued commitment to this particular project and how we'll defeat it. As you know, the Draft Environmental Impact Statement is 5,647 pages. I want you to know that there is a very dedicated team of volunteers and legal experts that are going through that on our behalf, all of our behalf. Texans Against High-Speed Rail is doing what we can to put the resources together that individually none of us could do by ourselves. So we ask that you continue to support us. Frankly, 45, 60, or even 75 days is simply not enough to go through this. This is the first of its kind in the nation. We don't have enough information. It's clearly lacking significant data. We need more time. We're asking -- we've already asked for one extension. We're asking for that extension to be extended so that we can have the ample amount of opportunity to review these documents and to determine the flaws that are undoubtedly in there. As you know, Texas Central continues to undermine the process. Yesterday, the Mayor of Houston stood on a stage and said that he knew that the project was going to be -- that the Houston station would be at the Northwest Mall. You just heard the FRA say to you that they don't know where it's going to go and that it's not their preferred location. Something is amiss. Like</p>	Refer to GN-7, PI-3 and PN-3.

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			<p>everything else that we deal with on this project, it's a series of smoke and mirrors. Look over here. Don't look over here. They were so desperate to put out information that would be positive that they came up with a scheme to make Houston believe that the station location had been selected when it indeed has not. Texas Central continues to tell the public that they're going to start construction in 2019. As you just heard from the FRA, the RPA process has not hardly even started. They certainly do not have the authority to run the train or build the train. They are not anywhere near getting that done, let alone finding the \$20 billion to \$30 billion that it would take to actually do this. Make no mistake. They intend to go after federal loans; and ultimately, we will have to pay for that. Eminent domain: I'm going to make something very clear: Texas Central does a rumors versus reality. I'm going to do a little reality check. They simply do not have eminent domain, okay? There's no court order; there's no authority for them. They do not have eminent domain. I have the documents, be glad to share with anybody. We will be submitting our comments officially. We'll share those with y'all when they get there. One last thing: As you were probably aware if you're studying these documents, the purpose and need for the project was changed between the scoping process to exclude one very substantive thing. They took out the economic viability that would be required. Now, why do you think that's the case? Because that would that we require that it would be evaluated for economic availability. Again, in closing, we're here to support you. We thank you for your continued support. If we can do anything to help, we'll be here as much as we can to help. Thank you.</p>	
Kyle Workman	2/16/2018	Email	<p>Jerry and Kevin, As discussed, attached find the letter regarding the realignment or new construction of county roads...Grimes County passed theirs today and other counties are in process. This letter from Leon went out in the mail today, but I wanted to provide you with an advanced copy. How will the FRA/AECOM handle these within the DEIS? Clearly, these letters significantly alter the assumptions utilized in the DEIS and therefore cause a large portion of the findings to become invalid. Surely, one cannot argue that these will be addressed within the FEIS, as the fundamentals must be substantively modified yielding the entire DEIS process mortally flawed and meritless. It seems a redesign is in order, along with a re-issuance of the DEIS and restarting of the comment period. Frankly, this should be considered a cardinal change in the project's design, assumptions, and necessarily the results of the DEIS. I look forward to hearing from you. Thank you in advance.</p>	Refer to ED-3, NE-6 and TR-8.
Kyle Workman	3/2/2018	Email	<p>Thank you, I saw that and took a screen shot. I was hoping for a 8.5x11 pdf that was clear and could be forwarded. I appreciate your time yesterday, my apologies for my passion. Please understand nothing is directed at you personally. Perhaps one of the misunderstanding(s) may be what the FRA is actually assessing through this process. Is there a listing or other explanation documents that outlines what the FRA's required evaluations include? Thank you again.</p>	Refer to GN-1, NE-1 and NE-9.
Kyle Workman	3/5/2018	Oral	<p>Good evening. My name is Kyle Workman. I'm the president of Texas Against High-Speed Rail. I'll go through this about as fast as I can because I want to try to be respectful of everybody's time. As you might know, Texas Against High-Speed Rail is the leading opposition group. We do support not only rural interests but also the urban interests. So we are very interested to understand and hear from y'all that are going through this very same thing that we're going through in the rural areas here in urban. I hear the same comments, the same concerns both in the Houston area, as well as I do out in the rural. Texas does not -- simply does not have the density necessary for this project to be successful and the car ridership is way too high. Everybody owns too many cars. There's not enough density. And so therefore, that's a recipe for disaster. I heard quite a few of the positive comments tonight based on the fact that this will be a, quote, "private rail." I want to make it very clear that the use of federal government loans is not private money. When it fails, it becomes a taxpayer subsidy. We need to be very clear about that when we're thinking about whether or not we want to support this project. As you can see, also, Texas Central wants the City of Houston to finish the project for them. They want to stop out at the Northwest Mall and they want the City of Houston, through Metro, to make the connection to downtown. That, by itself, is, by definition, taxpayer money being put into the project to finish it. The Houston station was located -- excuse me -- Houston station location was announced without the FRA's approval, okay? And so we need to make sure it's very clear that we all understand that the Houston station location has not been decided upon. TCRR is so desperate to buy the comments relating to this project and the direct Environmental Impact Statement that they are offering a raffle for people who submit comments to get a little toy train. So they are trying to influence the system and get more people to be positively -- insert positive comments so that they can ultimately get a little train. What have I got? One minute? Okay. Good. So just make sure you understand that everything that can be done possible to circumvent this very process is being done by Texas Central. One of the things I heard was this was a new and innovative project. I also heard it was a 50-year-old technology project. I'm not sure which it is. But those two are non -- those are noncompatible, right? And the last thing I want to say is, the counties between Dallas and Houston have passed resolutions that will not allow the rerouting of roads. So what you need to understand is, in spite of the propaganda to the contrary, the project -- the DEIS process and the design that's currently in front of us will not be the final design. And so, therefore, the DEIS process is going to need to start over because there's absolutely no way for us to</p>	Refer to ED-3, GN-2, GN-4, GN-6, GN-7, GN-9, NE-6, TR-1, TR-4, TR-8 and PI-4.

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			evaluate the project based on the information that we've been provided to date because it simply does not comport with what the law is between Dallas and Houston. Okay. Thank you very much. If I can help you, let me know.	
Kyle Workman	3/9/2018	Email	Kevin, An additional comment: In 2014 the project's purpose and need included economic viability. This was a critical part of the scope assumptions and presentations. The removal of the economic viability from the purpose and need constitutes a material change in the project, thus requiring the initiation of a supplemental scoping period and subsequent DEIS process. The purpose should be consistent throughout the process. Thank you.	Refer to NE-1, PI-1 and PN-4.
Kyle Workman	3/9/2018	Email	The DEIS fails to identify and analyze the impacts to the rural communities and businesses who rely on IH-45 vehicular traffic. Relying on TCR's ridership declarations, enormous focus is placed on the "positive" impacts to the Houston and Dallas economies, but not the negative impact(s) to the small businesses and small towns along IH-45. Many of the small town economies between Dallas and Houston are dependent on revenue from vehicular travel stops between these two metro areas. Reduced revenue, to the businesses along IH-45, will likely result in a reduction in rural jobs and local sales tax revenue which is a vital part of these economies. Thank you.	Refer to BA-6 and SC-21.
Robert Wormuth	3/9/2018	Website	It's about time Texas and the U.S. have high speed rail. If we can approve thousands of pipelines we should approve high speed rail.	Comment noted.
Donnell Wright	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.
Donnell Wright	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.
Donnell Wright	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.
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Donnell Wright	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.

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Donnell Wright	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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Donovan Wright	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 #160;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.
Donovan Wright	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 #160;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.
Dora Wright	1/29/2018	Oral	My name is my Dora Wright. My first concern is the rail is gonna be about 20 yards from a water system that seven families use. Are you gonna repair what damage is done while you're building and afterwards. If you're not it's gonna be big trouble and the next thing our house is 100 yards from one of the wells that we built. What kind of sound is it gonna affect us living 100 yards away. And I've lived there 20 years. I moved out there to get away from traffic and the noise and don't look like it's gonna happen that way. It looks like somebody's gonna push us into another situation. So, anyway, I hope you're listening to people that's concerned because it affects a lot of people and my opinion is that majority of the people don't like it but the people that got the money get their way and that's not right. This is a country for the people by the people not for just some people, thank you.	Refer to NV-1 and WW-6.
John Wright	3/8/2018	Website	The HSR project will connect other cities however connectivity in Dallas fails because of the proximity of the proposed station misses the opportunity to connect with Dart, TRE and Amtrak. Transportation is all about connections. Why not locate the new station in walking distance to Dallas Union Station.	Refer to GN-7, GN-8 and TR-3.
Rebecca Wright	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.
Ron Wright	1/29/2018	Oral	Hi. I'm Ron Wright. I'm also a candidate for Congress, but the reason I'm here tonight is to remind you of a couple of simple truths. The first is Navarro County and the other affected counties do not exist for the benefit of Houston and Dallas. That's not why we're here. And the people of these counties should not be made to suffer because the people of Dallas and Houston want something. I don't care how big they are. I don't care how populated they are. And the thought that imminent domain would even be considered for private enterprise for profit to take the land away from these people is an outrage. Look, I grew up milking cows on a farm the other side of Fort Worth, and when you work on a dairy you have to learn to use a shovel because cows have no sense of propriety. And I'm telling you, this project smells an awful lot like what I used to shovel out on that farm. Don't do this. Thank you.	Refer to ED-1 and PN-3.
Daniel Wu	1/25/2018	Website	Hi, as a native Houstonian, please build the high speed rail to Dallas. Our Texas economy is too precious to pass up on a great opportunity to build an even tighter Houston-Dallas synergistic economy. This benefits citizens and businesses and makes more accessible resources from Houston in Dallas and vice versa. As someone who has traveled regularly to Japan, I'm confident that the JR Rail partnership and trains as the best option. Traveling by high speed rail is easier than air and more productive. Through this I hope we will connect all major cities of Texas and in the region.	Comment noted.
Hui Wu	1/26/2018	Website	Although my area would not benefit from this project, immediately, this project is long overdue. The high-speed train will provide convenience and safety to people while protecting the environment. I hope the line can be extended to connect Houston to Austin and Dallas to Fort Worth. If Texas cities of over 100,000 people can be connected by highspeed trains, like in Japan, then Texas would attract more people to live across the State.	Comment noted.
William Tyler Wunderlich	2/11/2018	Website	Dear FRA: I am a proud Texas resident that lives in the Houston metropolitan area. I do believe ideas and innovative thinking are some of the key factors that shows that The United States of America is the land of opportunity. I'm grateful for having Constitutional rights as an American citizen,	Refer to ED-1, GN-2, GN-4, GN-5, NE-1 and VA-3.

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			<p>and I express my sincere gratitude of being able to have the right to vote. Since I have the right to vote, I am here to vote NO on the high speed train proposed to be built from Houston to Dallas, TX. I believe it will cost taxpayers significant amounts of money, and property taxes will have no choice but to go sky high. In addition to what I stated is the government will then have the right to commit to eminent domain which I believe is wrong. Many generations of families that reside between Houston and Dallas have rich farmland and rich history in their households they hold dear to their hearts. I also believe it's wrong to have a high speed train because it won't be cost effective, and ridership will be at an all time low that will never break even with the maintenance costs on the train systems alone. Thank you for allowing me the opportunity to vote on this proposal, God bless Texas, and God Bless America.</p> <p>Regards: William Tyler Wunderlich</p>	
Claude Wynn	3/9/2018	Website	<p>On behalf of the South Main Alliance in Houston, Texas, 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 South Main Alliance was founded based on recommendations in the National Endowment for the Arts funded study "Options for a Unique Texas Place" that urged creating a framework for collaboration to protect and enhance a special area of Houston with great diversity and quality of life. Supporters of the South Main Alliance include the Hermann Park Conservancy; Houston Community College - Central Campus; Houston Livestock Show &amp; Rodeo; Houston Museum District Association; Houston Texans; Miller Outdoor Theatre; Museum of Fine Arts, Houston; Rice University; Texas Medical Center; and the University of St. Thomas, among others. 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"> <li>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;</li> <li>Increase tax rolls in ALL impacted counties - \$6.5-\$7 billion net positive tax impact by 2040;</li> <li>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;</li> <li>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;</li> <li>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;</li> <li>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).</li> </ul> <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.

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<b>X, Y, Z</b>				
Miles Yao	2/23/2018	Website	The US has fallen way behind Europe and Asia in modern public transportation. Given the crumbling gridlocked highways and the jittery gridlocked customer-hostile commercial flights, a fast, high-capacity alternative like HSR is sorely needed. As Europe and Asia demonstrated, a strategically-designed HSR network can unleash a huge multiplier effect on the economy by integrating disparate population centers into one commutable "virtual city". People can jump on the train at a moment's notice and zip to another city far away, conduct business, and zip back in the same day. And Dallas-Houston have exactly the size, distance, wealth, and complementary economies to showcase HSR's potential.	Comment noted.
Bob Yarger	2/7/2018	Website	This project is a win-win project for all and should be approved.	Comment noted.
Cecil Yates	2/16/2018	Website	I support the DEIS. I believe it is needed by Texas as just one of many ways to serve the needs of the explosive population growth in the major commerce centers in our state.	Comment noted.
Cecil Yates	3/8/2018	Website	I believe this would be beneficial to both the Dallas Fort Worth and Houston economies. I definitely would travel to the Houston area more often for tourism, and I would think Houston area residents would reciprocate. This would also put either city within easy reach for travelers flying into Houston International or D/FW Airport. This, again, would be beneficial to commerce in both areas.	Comment noted.
Maria Teresa Yates	3/9/2018	Website	I strongly agree with the approval of the Dallas-Houston High Speed Rail Train. It will improve the transportation choices of the residents on both cities as well as the students attending Texas A & M. It will make a big difference for the persons, like myself, that do not enjoy driving 4 hours to go to Dallas. Or, if you fly, have to waste 2 hours at the airport. It is time for Texas to have a reliable and first class medium of transportation like Europe, Japan and China already have. This project can be the beginning of low cost and effective transportation for everyone.	Comment noted.
Erdem Yaziciogla	1/26/2018	Website	I support building this train	Comment noted.
Catherine York	2/5/2018	Letter	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 additional 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 facility. 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.
Catherine York	2/5/2018	Letter	NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY It 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.
Catherine York	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. my 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	Refer to CR-9 and PI-1.
Catherine York	2/5/2018	Letter	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-4route 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	Refer to BA-3, PI-1, PN-3, SC-6, SC-19, SS-1, SS-23, TR-1 and TR-8.
Catherine York	2/5/2018	Letter	NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY As a resident Of Waller/HarHs County, am worried about the impact Of the High Speed Rail would have on the 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	Refer to RF-4.

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Catherine York	2/5/2018	Letter	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, WW-1 and WW-6.
Catherine York	2/5/2018	Letter	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 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 wm 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 ONL Y VIABLE OPTION FOR TEXAS	Refer to NR-2, PN-3, SS-10 and WW-2.
Catherine York	2/5/2018	Letter	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 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 FOR TEXAS	Refer to AS-1, NV-1, NV-5, SS-1 and TC-4.
Catherine York	2/5/2018	Letter	REFERENCE: IMPACT ON HISTORICAL SITES NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY Today in our community, we are 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 prehistoric 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 ONL Y VIABLE OPTION FOR TEXAS Sincerely From a Concerned Citizen of Waller/Harris County,	Refer to CR-9.
Catherine York	2/5/2018	Letter	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. REFERENCE: IMPACTON 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.	Refer to PI-1 and SC-11.
Catherine York	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.
Catherine York	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,	Refer to EU-2, EU-6, EU-7 and PI-1.

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			<p>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>	
Catherine York	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.
Catherine York	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.
Catherine York	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.
Catherine York	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.
Catherine York	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</p>	<p>Refer to NR-2, RF-4 and WW-2.</p> <p>For information regarding impacts to wildlife and vegetation please see <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected</b></p>

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Catherine York	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON G&amp;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>
Cathy York	2/5/2018	Letter	<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 or TABLE NO MGH SPEED RAIL FOR WALLER/HARRIS COUNTY.</p> <p>Our Homestead in Waller/Hams 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 sensitive to the vibration sounds, panic, that they would be subjected to these continued effects, 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 ne ver benefit from. As 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 todays, tomomows, and future generations enjoy this lifestyle Of Fann 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>Refer to GN-3 and NR-1.</p>
Cathy York	2/5/2018	Letter	<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</p>	<p>Refer to LU-14, NV-5, PI-1, SC-19, SG-2, SS-1, TC-4 and VA-1.</p>
Cathy York	2/5/2018	Letter	<p>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.</p> <p>HC-4 route through Waller/Harris County: This route is some three miles west of the 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.</p>	<p>Refer to PI-1 and SC-13.</p>
Cathy York	2/5/2018	Letter	<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 civts 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 Dgikin/Gpgdmgm 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.</p>	<p>Refer to AQ-7, GN-3, LU-4 and NE-1.</p>
Cathy York	2/5/2018	Letter	<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</p>	<p>Refer to LU-3 and LU-4.</p>

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			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 soil 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	
Cathy York	2/5/2018	Letter	REFERENCE: FARM, AND SHOW ANIMALS. AND THE MAJOR IMPACT OF HIGH SPEED RAIL PLACE ON THEIR GROWTH PERFORMANCE. PRODUCTION AND SUPPLY OF LAND FOR 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, even 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 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 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	Refer to NE-1 and NR-1.
Cathy York	2/5/2018	Letter	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 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 proposed route.	Refer to PI-1, NV-5 and VA-1.
Cathy York	2/5/2018	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 the HSR. NO BUILD OPTION SHOULD BE CHOSEN AS THE ONLY VIABLE OPTION FOR TEXAS.	Refer to FP-1, FP-4, SS-17 and WW-8.
Cathy York	2/5/2018	Letter	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	Refer to GN-3, LU-4 and NE-1.
Cathy York	2/5/2018	Letter	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 soil 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	Refer to LU-3 and LU-4.
Cathy York	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.

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Cathy York	2/6/2018	Letter	NO HIGH SPEED RAIL FOR WALLER/HARRIS COUNTY 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. HC4 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/Harris County.	Refer to BA-8 and SC-13.
Ford D. York	1/24/2018	Letter	Today in our community, we are very fortunate to be able to drive by, admire, and learn the histow 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.
Frank York	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.
Frank York	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.
Frank York	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.
Frank York	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.

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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>	
Frank York	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.
Frank York	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.
Frank York	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.
Frank York	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.</p> <p>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.
Frank York	2/5/2018	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</p>	Refer to SC-11.

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			<p>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>	
Frank York	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.
Frank York	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 <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b>. For information regarding vegetation please see <b>Section 3.6.4.2, Natural Ecological Systems and Protected Species, Vegetation</b> and mitigation measures <b>NR-MM#2</b> and <b>NR-MM#4</b> in <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b>.</p>
Frank York	2/5/2018	Handwritten	<p>REFERENCE: IMPACT ON G&amp;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>
Frank York	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 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>	Refer to NR-1, NR-2, RF-2 and WW-2.

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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.	
Frank York	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.
Frank D. York	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.
Frank D. York	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.
Frank D. York	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.

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

Submitted By	Date Submitted	Submission Type	Comment	Response
Frank D. York	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.
Frank D. York	2/6/2018	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.
Frank D. York	2/6/2018	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.
Frank D. York	2/6/2018	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.
Frank D. York	2/6/2018	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.

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

Submitted By	Date Submitted	Submission Type	Comment	Response
Frank D. York	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.
Frank D. York	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.
Frank D. York	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.
Frank D. York	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 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 <b>Section 3.6, Natural Ecological Systems and Protected Species</b> and <b>Section 3.6.5.2.2, Natural Ecological Systems and Protected Species, Wildlife</b>. Impacts to wildlife and vegetation will be minimized due to compliance and mitigation measures listed in <b>Section 3.6.6.1, Natural Ecological Systems and Protected Species, Compliance Measures and Permitting</b> and <b>Section 3.6.6.2, Natural Ecological Systems and Protected Species, Mitigation Measures</b>.</p>
Frank D. York	2/6/2018	Handwritten	<p>REFERENCE: IMPACT ON G&amp;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>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**

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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 Sincerely From a Concerned Resident of Waller/Harris County.	
Frank D. York	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.
Frank D. York	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.
Frank D. York	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.
Frank D. York	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 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 OPTION FOR TEXAS	Refer to GN-3, NE-1 and NR-1.
Chelsea Young	2/27/2018	Website	I strongly support the Dallas to Houston High-Speed Rail project, and look forward to progress on building it. Texas is such a thriving and productive state to live and work in, and tying together these two major metropolitan areas via high speed rail will support and enhance our productivity and quality of life. I personally have family and business relations in the DFW area, and know that I would use the rail frequently once it is up and running. Thank you for the updates and I am hopeful for more progress on this great project.	Comment noted.
Lynn Young	3/3/2018	Email	My name is Lynn Young and I am a Resident of Denton Tx, I am writing to you about the proposed route for the high speed rail. The current proposed path will go directly through The Morgan Creek Legacy Farm located off hwy 709 in Navarro county. If the rail is allowed to take this route in will have a profoundly negative impact on the property. The farm is a retreat that has been enjoyed by many at no cost, Bob Morgan allows friends, family, and international guest to stay on the property and take in the wild life, ride horses, and explore the property. I ask that you please explore alternate routes to include a route north of the power lines off of the property. Thank you for your time,	Refer to LU-5.
Lynn Young	3/8/2018	Website	Submitted on behalf of Lynn Young Good Afternoon Mr. Wright, My name is Lynn Young and I am a Resident of Denton Tx, I am writing to you about the proposed route for the high speed rail. The current proposed path will go directly through The Morgan Creek Legacy Farm located	Refer to LU-5.

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			off hwy 709 in Navarro county. If the rail is allowed to take this route in will have a profoundly negative impact on the property. The farm is a retreat that has been enjoyed by many at no cost, Bob Morgan allows friends, family, and international guest to stay on the property and take in the wild life, ride horses, and explore the property. I ask that you please explore alternate routes to include a route north of the power lines off of the property. Thank you for your time, Lynn Young	
Lynn Young	3/8/2018	Website	Submitted on behalf of Lynn Young lyoung7@. Good Afternoon Mr. Wright, My name is Lynn Young and I am a Resident of Denton Tx, I am writing to you about the proposed route for the high speed rail. The current proposed path will go directly through The Morgan Creek Legacy Farm located off hwy 709 in Navarro county. If the rail is allowed to take this route in will have a profoundly negative impact on the property. The farm is a retreat that has been enjoyed by many at no cost, Bob Morgan allows friends, family, and international guest to stay on the property and take in the wild life, ride horses, and explore the property. I ask that you please explore alternate routes to include a route north of the power lines off of the property. Thank you for your time, Lynn Young	Refer to LU-5.
Marc Young	2/6/2018	Oral	My name is Marc Young from the state of Texas. I am candidate for Texas HD-13, just like Ben Leman here. While he and I may not agree on everything, we agree on the fact this high-speed rail should be a no build option. I am a licensed engineer in four states, including Texas, and currently reapplying for the fifth, Alaska, unintelligible because I was busy involved in the campaign. I'm also a licensed engineer in Oregon, probably one of the most severe environmental states to deal with. I'm not going to be directly affected by the high-speed rail, other than I might want to represent some of these people if I'm lucky. But I've been exposed to similar projects, Trans-Texas Corridor which mapped five routes across my land. The DEIS that was done was hastily prepared, and when I compared the other alternatives that were not considered, I was able to reduce by one half all of the impacts that were reported. I have looked at the high-speed rail DEIS, and it is my opinion--and remember, I'm a licensed engineer--that it was hastily prepared and -- in my opinion it was hastily prepared. I have gone back to the original route selection due to questions that it raised. This is the original 2015 report. This is where the original sloppy work was done. I found severe fault with the underlying report. It is missing some key criteria for the selection process. One I could point to is a Farmland Protection Policy Act. This is a -- no consideration was made for this required NEPA consideration by FRA. It is a requirement. My summary of the report was that people's homes, their farms, and livelihoods were not as important as a few trees in the Sam Houston forest. I'd say these studies are seriously flawed, so no build alternative is the only option. And I'd also emphasize -- Mr. Mannina is correct about one thing. Grimes County has the worst overall health outcomes of all the rural counties in 13. You layer this additional response time on top of that, they're going to go from about 134 to probably the 254th out of all the counties in Texas. In 2011 -- you know, I worked for president [sic] Perry in his presidential campaign. Now, why would someone whose home was threatened by the Trans-Texas corridor do that? It was because when we opted for the no build option in Trans-Texas, he respected it.	Refer to BA-8, BA-11, NE-7 and SS-23.
Marc Young	3/4/2018	Website	In reviewing the DEIS with respect to the NRCS input forms NRCS-CPA-106 which is the LESA evaluation that was performed for the DEIS in 2016, the form which is attached has three routes that have been considered. Since 2015 only one route has been selected to run through Grimes County. Also the basis for the evaluation appears to be flawed in that the wrong major crop and thus soil type was selected. Grimes county is not a cotton, milo or corn producing area and in fact the Selected Route Segment 5 actually crosses through two distinct regions. One of prairie hayland where forage is a major crop and then a Forest Area where the major crop may be timber or if cleared also forage (hay). The evaluation was artificially low due to the selection of the wrong crop type using a default which sets the soil type. A request was made of the NRCS to justify their evaluation and to get copies of the information used as inputs to the LESA process. The NRCS has put up an objection to providing such material first thorough requiring a FOIA request, then suggesting that a non-applicable set of exemptions be applied. An appeal has been submitted. It should be required that a tolling period be required before closing the commenting period until the validity of these exemptions be determined and it be determined whether NRCS has erred in its required Farmland Protection Policy Act before any additional work be authorized on this high speed rail line or any additional federal funds be expended as mandated by the Act.	Refer to NE-1 and WW-9.
Larry Youngblood	1/30/2018	Oral	Kevin Ellis brought up a few things that I wanted to talk about, which regardless of where this thing goes. While it is under construction how are EMS going to get around? We are going to have to reassign all our 911 calls. How are the fire trucks going to run? I support the fire trucks as everybody does her. You got to put in a little money every year. How are they going to get there for you? I just don't see that happening right now. Apparently, at this juncture, I haven't seen or heard anybody say yes we have coordinated with this group. We know actually how we are going to handle 911 and EMS. How are they going to land these helicopters that have to come around here and pick up people that have heart attacks when you have windmills all over the place. If I was them I would not show off those windmills in my advertisement. How are we going to get from point A to point B? The emergency vehicles and the sheriff and the EMS?	Refer to SS-23.
L Yudovich	2/26/2018	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.

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George Z	2/7/2018	Website	This defines 'no brainer' in my book. More connections - more strength. All my friends support rail, no surprise, but why do we have to invent the wheel all over again with every project. Like I said, no-brainer. georgeZ	Comment noted.
Maggie Zarrabi	2/26/2018	Website	Dallas to Houston High-Speed Rail Environmental Impact Statement The suggested route will disrupt the natural habitat of Morgan Creek Farms. Also by separating access from the lodge to the stables, rodeo arena, guest houses and other amenities the proposed route will destroy the ability of the Ranch to provide Charitable events. I would suggest to move the lines north of the power lines.	Refer to LU-5.
Tim Zbylot	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 Zellers	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.
Yiping Zhou	3/8/2018	Website	My house is very close to the High-Speed rail. And I really have big concern about: 1) big noise affect the environment 2) potential health affect 3) house's property value According to the information I got, the high-speed railway will use more than 50 years old Japanese technology, as technology has been developed so fast, it's very unwise to pay so much money for the old technology, and definitely, the old technology will create more environment and health issue to the local resident.	Refer to NV-1 and TC-2.
Lihui Zhuang	2/7/2018	Website	1.What is Segment 2B mean? 2.My House is in the yellow zone what does that mean? 3. what is Residential within LOD mean? 4. under Structures my house consider Residential what does that mean?	Refer to BA-8. Segment 2B begins approximately 1.5 miles south of the Ellis County line. Near the City of Palmer, Segment 2B deviates to the east of the utility easement and crosses West Jefferson Street, FM 879, SH 287 and FM 34. It crosses FM 984 north of Rankin and rejoins Segment 2A 4 miles south of Bardwell. The yellow area shown on the Land Use Mapbooks (Appendix D) are the residential properties within the study area. Limits of disturbance (LOD) refers to the footprint for the construction of the train tracks and ancillary facilities needed for the project. Aerial photography was reviewed and limited field surveys were conducted to identify structures located within 200 feet of the LOD. Residential areas within the LOD include rural and developed residential property including single- and multiple-family dwellings within those limits.
Derek Zick	3/5/2018	Website	I am strongly in support of the train and would use the train frequently to commute. Having done significant international travel I am experienced with using trains and excited to have the opportunity to make trips using them - reduced stress and risk of accident. I would make significantly more trips to Dallas and spend more of my money within the state as opposed to out of state travel since trains are much more convenient than air travel.	Comment noted.

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Karl Ziebarth	1/25/2018	Website	The Dallas to Houston High Speed Rail EIS is a sound and well done report, which deals realistically with a complicated and emotional subject. It carefully selected the least disruptive route, and examined carefully all of the alternatives and effects. The Texas Central team has provided meaningful and responsive data to meet all questions. The project deserves strong support from all Texans; the opportunities it will provide will benefit most of us. I write as a professional rail consultant, who was not involved in any way with the EIS preparation.	Comment noted.
Karl Ziebarth	2/16/2018	Website	This is a critical step to ensuring that Texas can grow and support more jobs in the future. Every day they make more babies by no more land. We can't just keep paving over more and more good cropland to build toll roads. They hand full of local landowners who are screaming so loud should be fairly compensated for the present value of their property using standard eminent domain proceedings (including the right to appeal to the courts if they feel the price is too low) but we cannot permit a bunch of robber barons to hold up critical infrastructure. The draft JARPEIS is well and solidly done with facts and should be adopted as a final determination	Comment noted.
Karl Ziebarth	2/28/2018	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. Despite the claims of ignorant obstructionists who dominate County Commissions, NO local roads will be closed. This false and misleading allegation is designed to stir up opposition to a desperately needed infrastructure improvement being built as a private sector project: NO GOVERNMENT APPROPRIATION. Texas Central is fully at risk if the project is unsuccessful. Let's get that on the table up front. 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 DEIS is thorough and professional, and takes account of all possible objections which are based on fact. 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. This is a safety record which is unmatched in the world. 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. Rural areas will benefit as well, both from construction jobs and permanent employment. Agricultural activities WILL NOT be halted or impaired by a raised track structure, or one at grade with wide underpasses to permit cattle to move freely. 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! And the United States. It is wholly consistent with the President's plans for US infrastructure improvements. No artificial, made-up obstacles should be permitted to slow this critical US infrastructure program.	Comment noted.
Gilbert Zientek	2/7/2018	Email	Dear FRA Officials and Texas Central, We own land in Grimes County. Three of our relatives also own land in Grimes County that was subdivided from the same original land plot of about 100 acres. Access to our land requires traveling down a lane that we own. This lane serves as our easement to the land. The map suggests the lane will be closed. Neighbors in the area also have indicated that the lane will be closed because a home will be destroyed that is next to the lane and the lane will be between the home and the train. If this information about the home is correct, the train will landlock our family land . This email is to inform you that the easement that gains us access to the approximately 100 acres will be blocked. There are no other access routes to the land. Please send an email confirmation that you have received this email.	Refer to PI-1 and TR-8.
Linda Zientek	2/5/2018	Email	Dear FRA Officials, We own land in Grimes County. Three of our relatives also own land in Grimes County that was subdivided from the same original land plot of about 100 acres. Access to our land requires traveling down a lane that we own. This lane serves as our easement to the land. The train will landlock our family land because of the building support that is being constructed on 313 . This email is to inform you that the easement that gains us access to the approximately 100 acres will be blocked. There are no other access routes to the land. Please send an email confirmation that you have received this email. Gilbert Zientek	Refer to PI-1 and TR-8.
Johnathan Zimmerer			I respectfully present these comments on behalf of Morgan Legacy Farms and concerned citizens directly impacted by the portion of the 'Preferred' alignment referred to in the DEIS as Segment 3A. In Part 1 of these comments, I identify key concerns with Segment 3A that were not considered or appear inconsistent with design standards purportedly used in the DEIS report. In Part 2 of this comment, I suggest an alternative route '3Z' that would avoid this particular section of 3A and thereby mitigate many of the identified adverse impacts. COMMENTER BACKGROUND Johnathan Zimmerer, P.E., is a Texas Licensed Professional Engineer with 7 years of roadway, rail, and drainage design experience. Significant projects include IH3SW in Tarrant County, TexRail, US-75 in Plano, and US-27 in Chattanooga. Mr. Zimmerer has also been named the 2018	Refer to AS-1, FP-1 and LU-5.

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			<p>ASCE Fort Worth Branch Young Engineer of the Year.</p> <p>PART 1: QUESTIONS AND COMMENTS REGARDING SEGMENT 3A</p> <p>I have the following questions and concerns regarding Segment 3A:</p> <ol style="list-style-type: none"> <li>Exhibit 1 identifies three large drainage areas in red. If Segment 3A was built with the 20' deep retained cut section that is currently shown, those areas would no longer drain to the lakes and ponds as happens today. How does the rail intend to maintain these existing drainage patterns?                      Pond #1 and Lake: The existing catchment area for Pond #1 and the Lake is 120.6 acres. If the rail was built it would remove 18.9 acres from the 120.6 acres. This is a 15.7% reduction in catchment area.                      b. Pond #2: The existing catchment area for Pond #2 is 6.8 Acres. If the rail was built it would remove 4.2 acres from the 6.8 acres. This is a 61.8% reduction in the catchment area for Pond #2.                      c. Pond #3: Since Pond #3 is directly downstream of the Pond #1, the Lake, and Pond #2, it will be impacted by the 15.7% &amp; the 61.8% reduction in the catchment areas stated above. Additionally, a 5.1 Acres area would be removed from its existing 32.2 acre catchment area. This is a 15.8% reduction from its catchment area plus the reduction of runoff coming from the Lake and Ponds #1&amp;2.</li> <li>The tee intersection of FM 3194 and FM 709 shown in the DEIS report does not meet TxDOT design criteria. As proposed in the report, the reverse curves that re-tie FM 3194 to FM 709 do not even support a 20 mph design speed. However, FM 3194 has a posted 55 mph speed limit. Please review Exhibit 2, which shows the impacts of this realignment if TxDOT design criteria were used. In Exhibit 2, the alignment uses the minimum radius curves for 55 mph with an 8% max superelevation and uses the recommended superelevation transitions for each curve. Note the additional residential 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.</li> <li>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, &amp; 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.</li> <li>The DEIS report has diagrams showing visual impacts across the project, but the main concern seems to be in around the stations. Exhibit 8 &amp; 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?</li> <li>The land utilized by the Morgan Legacy Farms is subject to a charitable trust, and guests 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.</li> </ol> <p>PART 2: ALTERNATE ROUTE 32 (FEASIBLY BLENDED FROM VETTED ALIGNMENTS 3B AND 3C)</p> <p>Mr. Zimmerer collaborated with others in the development of a feasible alternative route in Navarro County, which is named Segment 32 and shown on the attached location map and schematic exhibit. The northern limit of Segment 32 would diverge from 3A approximately at the State Highway 31 crossing. The southern limit of Segment 32 would converge with 3A near County Road SW 2190. Segment 32 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. The following impact comparison was developed from review and analysis of the DEIS document and other publicly available information about the project area. The tables are very similar to the ones found in the DEIS report that were used to compare all the previously proposed alignments. These tables however only compare the Preferred Route (3A) to the alternative route 32. The environmental impacts were analyzed in a separate comment from LCA Environmental, Inc. by Mark Boyd, but shown below as well for your convenience. The basis of design for 32 was to avoid the large elevation changes that Segment 3A encounters (see Exhibit 7). By going around the highest elevations, the rail can maintain shallower grades which give the opportunity for operational cost savings and eliminates the need for the 1600 feet of retained cut section. As shown in the table, Segment 32 becomes 0.24 mile longer than 3A, however the reduced impacts and costs associated with 32 should offset this cost of rail. Another basis of design for Segment 32 was to reduce the number of transitions from viaduct to embankment/cut. This could potentially accelerate construction, reduce costs, and minimize unexpected challenges during construction. Segment 3A touches ground 9 different times over a</p>	

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			<p>13.17 mile stretch. At this point in the design, alternate route 32 touches ground 3 times (similar to 3B as it converges into segment 3A). After that, 32 is in a viaduct for 12 miles (similar to 3C until it ties back in with Segment 3A). Staying in a bridge section may cost more per mile for the rail itself, but it reduces the impacts to road crossings, parcels, residential and agricultural structure displacements, streams, wetlands, lakes, ponds, watersheds, fences, sound walls, etc. With further design, the rail may choose to lower sections of Segment 32 to have more cut/embankment sections. Two possible locations where this may be possible have been identified below, however for the purposes of this comment, the Segment 32 reflects the sections shown in the DEIS report for Segments 3B and 3C. The alignment of Segment 32 from the previously proposed 3B to 3C was designed to follow the divide between the Broad Creek - Pin Oak Watershed and the Little Pin Oak Creek-Richland Creek Watersheds. This area provides a good opportunity for Segment 32 to be lowered into an embankment/cut section without creating some of the watershed issues associated with 3A (detailed in Part 1 of these comments). Another area that presents itself to enter an embankment/cut section would be the FM 709 crossing. The location where Segment 32 crosses FM 709 is more desirable than 3A since it does not require a realignment of another FM road, there is less development in the immediate vicinity, and it is 20' lower in elevation so the large retained cut would not be necessary. I understand that reducing the impact of the rail on existing properties is one of the reasons for utilizing the "utility corridor." Aside from the physical rail attributes, alternate route 32 was able to avoid every residence and agricultural structure over the 13.41 mile stretch, whereas Segment 3A displaces 24 structures. The overall cost of these displacements may not affect the price of the entire project, but some of these displacements may include relocating families from their homes. Reducing these impacts should be one of the highest priorities. Transportation impacts are greatly improved by selection of alternative 32 in this area. Segment 3A crosses over/under seven public roads. Of these seven crossings, Segment 3A has to reconstruct three state roads and two county roads and adds two bridges to the state roads. Segment 3Z crosses over/under six public roads. Of these, segment 3Z only has to reconstruct two of the county roads (both of which are simple 20' gravel roads). In revising these crossings, Segment 3A requires 31% more roadway reconstruction than Segment 3Z and effects Farm to Market roads instead of cheaper County Roads. I was initially concerned that the impact on electrical utilities posed by Segment 3Z might exceed 3A; however, upon further research, Route 3Z appears to impact the same number of High Transmission lines and fewer local distribution lines. The DEIS report only shows one adverse visual effect for the entire route from Dallas to Houston; the Bravos Valley Station. Since Navarro County was not considered to have any adverse visual impacts I have attached the Exhibits 8 &amp; 9 to compare the visual impacts of Segment 3A versus Segment 3Z. There is a very different visual feel for the areas surrounding PART 2: Segment 3A and Segment 3Z. As you can see in Exhibit 8 (KVP #21 from the DEIS report), by staying closer to the high transmission lines like Segment 3Z there is not a new visual impact because the high transmission lines already exist. On the other hand, looking at Exhibit 9, this visual impact is more clearly negative. For instance, today, an observer can overlook a 100' drop in elevation and view the beautiful scenery below. However, the current trajectory of the high speed rail completely inhibits the observer's view. Based on the data available and my personal observations, Segment 3Z substantially reduces the impacts reported in the DEIS for Segment 3A. While Segment 3Z appears to be superior to Segment 3A, there may be similar or improved alternatives that would likewise reduce the environmental impacts. Further, as mentioned above, the rail may choose to lower the Segment 3Z alignment into embankment/cut sections to reduce costs as opposed to the extended viaduct section. However, even with the large viaduct section, Segment 3Z has the potential to reduce costs over 3A, among many other advantages. The bridge section may cost more per mile, but displacing families, purchasing large parcels, reconstructing roadways, mitigating ponds, streams, and wetlands, and surveying Native American remains would also cost substantial amounts of money.</p> <p>CONCLUSION There are many questions and concerns regarding Segment 3A over this 13.17 mile stretch. The impacts of departing from the high transmission alignment and cutting through this area are significant. The alternative route 3Z presents an opportunity for significant benefits by reduction of environmental, cultural, monetary, and personal impacts upon the families especially those who will be displaced from their homes. Segment 3Z also allows Morgan Legacy Farms to continue its charitable purposes and allow police officers, doctors, nurses, mental health workers, and children to experience rural Texas. I respectfully suggest the FRA and project planners reexamine the High Speed rail route through this segment of Navarro County and recommend an approximate alignment more consistent with blended route 3Z as depicted on the attached exhibits. Thank you for your review and serious consideration of this comment.</p>	
Jonathan Zimmerer	3/6/2018	Letter	I respectfully present these comments on behalf of Morgan Legacy Farms and concerned citizens directly impacted by the portion of the "Preferred" alignment referred to in the DEIS as Segment 3A. In Part 1 of these comments, I identify key concerns with Segment 3A that were not considered or appear inconsistent with design standards purportedly used in the DEIS report. In Part 2 of this comment, I suggest an alternative route "3Z" that would avoid this particular section of 3A and thereby mitigate many of the identified adverse impacts.	Refer to LU-5.
Lisa Zimmerer	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	Refer to LU-5.

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			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.	
Lisa Zimmerer	2/21/2018	Website	As a Physician Assistant at a busy urgent care, stress free time away from work is important. I've spent many of my free weekends at Morgan Creek Ranch de-stressing and relaxing. If the high speed rail maintains its current projected path we will loose that valuable resource.	Refer to LU-5.
Lisa Zimmerer	2/22/2018	Website	Current trajectory for the high-speed rail bisects Morgan Creek Ranch. That ranch has hosted our team, at no cost, and has provided relief and offered an escape to hundreds of others, especially healthcare workers and first responders. There is nothing else like this ranch and the high-speed rail should be moved north to preserve the ranch.	Refer to LU-5.
Lisa Zimmerer	2/22/2018	Website	I am concerned about disrupting land that has already been improved, why not move the train to mirror this transmission lines so as not to disrupt already improved land?	Refer to LU-5.
Lisa Zimmerer	2/22/2018	Website	There have been Bald Eagle siteings on Morgan Creek Ranch, shouldn't the protective zone be extended?	Refer to LU-5 and NR-3.
Lisa Zimmerer	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."	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.
Lisa Zimmerer	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.
Lisa Zimmerer	2/24/2018	Website	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.
Lisa Zimmerer	2/28/2018	Website	I believe the rail should be moved north to mirror the existing high transmission lines in order to protect the charitable impact of Morgan Creek Ranch.	Refer to LU-5.
Lisa Zimmerer	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 powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Lisa Zimmerer	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 powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
Lisa Zimmerer	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 powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.
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Lisa Zimmerer	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 powerlines would be less detrimental to the environment and save a unique irreplaceable property.	Refer to LU-5.







































































































































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Lisa Zimmerer	3/8/2018	Website	I am opposed to the train destroying a cultural, economical, historical and charitable ranch referred to as Morgan Legacy Farms near FM709 in Navarro County. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique and irreplaceable property.	Refer to LU-5.
Lisa Zimmerer	3/8/2018	Website	I am opposed to the train destroying a cultural, economical, historical and charitable ranch referred to as Morgan Legacy Farms near FM709 in Navarro County. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique and irreplaceable property.	Refer to LU-5.
Lisa Zimmerer	3/8/2018	Website	I am opposed to the train destroying a cultural, economical, historical and charitable ranch referred to as Morgan Legacy Farms near FM709 in Navarro County. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique and irreplaceable property.	Refer to LU-5.
Lisa Zimmerer	3/8/2018	Website	I am opposed to the train destroying a cultural, economical, historical and charitable ranch referred to as Morgan Legacy Farms near FM709 in Navarro County. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique and irreplaceable property.	Refer to LU-5.
Lisa Zimmerer	3/8/2018	Website	I am opposed to the train destroying a cultural, economical, historical and charitable ranch referred to as Morgan Legacy Farms near FM709 in Navarro County. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique and irreplaceable property.	Refer to LU-5.
Lisa Zimmerer	3/8/2018	Website	I am opposed to the train destroying a cultural, economical, historical and charitable ranch referred to as Morgan Legacy Farms near FM709 in Navarro County. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique and irreplaceable property.	Refer to LU-5.
Lisa Zimmerer	3/8/2018	Website	I am opposed to the train destroying a cultural, economical, historical and charitable ranch referred to as Morgan Legacy Farms near FM709 in Navarro County. I believe a move north paralleling the existing power lines would be less detrimental to the environment and save a unique and irreplaceable property.	Refer to LU-5.
Jason Zimmerman	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 am a first responder, working call hours in an ER and working with special needs children. I have personally healed from a visit to this land. It is a shame to ruin such a special place. Dr. Jason Zimmerman	Refer to LU-5.
Jason Zimmerman	2/28/2018	Website	Opposed to route through delicate wetlands and the Morgan Family Ranch. A route more north through existing easements would prove less detrimental.	Refer to LU-5 and WW-2.
Angela Zoch	2/5/2018	Website	I would like to receive updates. Thank you	Refer to PI-1.
Colleen Zwiebel	1/29/2018	Website	Roads don't pay property taxes but a private railroad will and it benefits towns and cities. When a road gets too crowded they need to make it wider and wider, when a railroad gets too busy they add a car or add a train, they don't need to make the railway ROW wider.	Comment noted.